

# California High-Speed Train Merced to Fresno Section Final EIR/EIS

## Errata Sheet

The errata listed below are herewith corrected in the Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) and associated technical reports for the Merced to Fresno section of the California High-Speed Train System.

The following errors are herewith corrected (note corrected text in underline and strikethrough).

**Table 1**  
 Errata in Final EIR/EIS, Volume I

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
<b>Cover Sheet</b>				
1	USACE Address Correction	650 Capitol Mall, Suite 5-200	650 Capitol Mall, Suite 5-200 1325 J Street	typo
<b>Signature Page</b>				
2			Signature page with signatures	Signature Page does not contain signatures (CD files only, correct in printed and Public web versions)
<b>Executive Summary</b>				
3			All changes in this table, Table 1 – Errata in Final EIR/EIS, are herewith deemed reflected in the Executive Summary.	
4	Page S-1 Third paragraph	Phase 2 will connect the Central Valley to the state's capital, Sacramento, and will extend the system from Los Angeles to San Diego.	Phase 2 will connect the <u>Sacramento with the rest of the Central Valley</u> and will extend the system from Los Angeles to San Diego	Text correction
5	Page S-27	During the comment period, there were 895 comment submittals on the Merced	During the comment period, there were <u>approximately 700</u> comment submittals on the	Text correction

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
	Section S.10.1 First and Second Paragraph	to Fresno Section Draft EIR/EIS. Of the 895 submittals, approximately 107 generally supported and 127 were generally opposed to the project.	Merced to Fresno Section Draft EIR/EIS. Of the <u>approximately 700</u> submittals, approximately 107 generally supported and 127 were generally opposed to the project.	
6	Page S-50 Table S-5 Impact TR#9, Existing Plus Project	<b>TR-MM#4, TR-MM#5, TR-MM#6, TR-MM#7, TR-MM#8:</b> These mitigation measures propose to improve intersections and modify stops, traffic lights, and lane movement.	<b>TR-MM#4, TR-MM#5, TR-MM#6, TR-MM#7, TR-MM#8, TR-MM#9:</b> These mitigation measures propose to improve intersections and modify stops, traffic lights, and lane movement.	Typographical error
7	Page S-62 Table S-5 Impact Bio#23	Entry under CEQA Level of Significance after Mitigation currently states: "Significant"	CEQA Level of Significance after Mitigation changed to: " <u>Less than</u> significant"	Typo. Text corrected to be consistent with Section 3.7. No change in impact conclusion.
8	Page S-68 Table S-5 Impact Bio#40	The mitigation measures currently reference PK-MM#2.	The mitigation measures herewith reference PK-MM# <u>24</u> .	Mitigation numbering updated
9	Page S-69 Table S-5	<b>Impact:</b> Ag#2: Permanent conversion of agricultural land form parcel splits. <b>Significance after mitigation:</b> Significant <b>Mitigation Measure:</b> Ag-MM#2: Consolidate non-economic remnants and create a farmland consolidation program. <b>Significance after mitigation:</b> less than Significant	<del><b>Impact:</b> Ag#2: Permanent conversion of agricultural land form parcel splits. <b>Significance after mitigation:</b> Significant <b>Mitigation Measure:</b> Ag-MM#2: Consolidate non-economic remnants and create a farmland consolidation program. <b>Significance after mitigation:</b> less than Significant</del>	Authority volunteered to establish a farmland consolidation program. No impact requiring mitigation
10	Page S-11 Section S.7 Last paragraph	Emergency response times and access would likely be enhanced from transportation improvements but challenged by dispersed development.	<del>"Emergency response times and access would likely be enhanced from transportation improvements but challenged by dispersed development."</del>	Most cities have plans to concentrate development more in the future than it is today; therefore this statement is highly speculative for the No Project Alternative.

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
11	Page S-53 Table S-5 Bio#3	Bio MM#16, Bio MM#19	MM#17, Bio-MM#18 :	Changed to reflect current numbering of mitigation measures in Section 3.7
12	Page S-54 Table S-5 Bio#3Bio#4	Bio-MM#18, Bio-MM#19, Bio-MM#20, Bio-MM#43,	Bio-MM#19, Bio-MM#20, Bio-MM#21, Bio-MM#44,	Changed to reflect current numbering of mitigation measures in Section 3.7
13	Page S-54 Table S-5 Bio#3	Bio-MM#21	Bio-MM#22	Changed to reflect current numbering of mitigation measures in Section 3.7
14	Page S-54 Table S-5 Bio#6	Bio-MM#18, Bio-MM#19, Bio-MM#20, Bio-MM#22, Bio-MM#23, Bio-MM#43, Bio-MM#44:	Bio-MM#19, Bio-MM#20, Bio-MM#21, Bio-MM#23, Bio-MM#24, Bio-MM#44, Bio-MM#45	Changed to reflect current numbering of mitigation measures in Section 3.7
15	Page S-55 Table S-5 Bio#7	Bio-MM#18, Bio-MM#19, Bio-MM#20, Bio-MM#23, Bio-MM#24, Bio-MM#43	Bio-MM#19, Bio-MM#20, Bio-MM#21, Bio-MM#24, Bio-MM#25, Bio-MM#44	Changed to reflect current numbering of mitigation measures in Section 3.7
16	Page S-55 Table S-5 Bio#8	Bio-MM#43, Bio-MM#44, Bio-MM#51:	Bio-MM#44, Bio-MM#45, Bio-MM#53:	Changed to reflect current numbering of mitigation measures in Section 3.7
17	Page S-56 Table S-5 Bio#9	Bio-MM#43, Bio-MM#44	Bio-MM#44, Bio-MM#45	Changed to reflect current numbering of mitigation measures in Section 3.7
18	Page S-56 Table S-5 Bio#10	Bio-MM#28, Bio-MM#30, Bio-MM#31, Bio-MM#32, Bio-MM#33	Bio-MM#29, Bio-MM#31, Bio-MM#32, Bio-MM#33, Bio-MM#34	Changed to reflect current numbering of mitigation measures in Section 3.7

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
19	Page S-57 Table S-5 Bio #11	<b>Bio-MM#28, Bio-MM#29, Bio-MM#30</b>	<b>Bio-MM#29, Bio-MM#30, Bio-MM#31:</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
20	Page S-57 Table S-5 Bio#12	<b>Bio-MM#34, Bio-MM#35</b>	<b>Bio-MM#35, Bio-MM#36</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
21	Page S-57 Table S-5 Bio#13	<b>Bio-MM#36, Bio-MM#37, Bio-MM#38</b>	<b>Bio-MM#37, Bio-MM#38, Bio-MM#39</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
22	Page S-58 Table S-5 Bio#14	<b>Bio-MM#39, Bio-MM#40, Bio-MM#43, Bio-MM#44</b>	<b>Bio-MM#40, Bio-MM#41, Bio-MM#44, Bio-MM#45</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
23	Page S-58 Table S-5 Bio#15	<b>Bio-MM#41, Bio-MM#42, Bio-MM#43, Bio-MM#44</b>	<b>Bio-MM#42, Bio-MM#43, Bio-MM#44, Bio-MM#45</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
24	Page S-59 Table S-5 Bio#16	<b>Bio-MM#18, Bio-MM#19, Bio-MM#20, Bio-MM#43, Bio-MM#44</b>	<b>Bio-MM#19, Bio-MM#20, Bio-MM#21, Bio-MM#44, Bio-MM#45</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
25	Page S-59 Table S-5 Bio#17	<b>Bio-MM#18, Bio-MM#19, Bio-MM#20, Bio-MM#43, Bio-MM#44</b>	<b>Bio-MM#19, Bio-MM#20, Bio-MM#21, Bio-MM#44, Bio-MM#45:</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
26	Page S-60 Table S-5 Bio#18	<b>Bio-MM#16, Bio-MM#17, Bio-MM#18, Bio-MM#19, Bio-MM#20, Bio-MM#43, Bio-MM#44</b>	<b>Bio-MM#17, Bio-MM#18, Bio-MM#19, Bio-MM#20, Bio-MM#21, Bio-MM#44, Bio-MM#45</b>	Changed to reflect current numbering of mitigation measures in Section 3.7

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
27	Page S-60 Table S-5 Bio#19	<b>Bio-MM#43, Bio-MM#44</b>	<b>Bio-MM#44, Bio-MM#45</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
28	Page S-61 Table S-5 Bio#20	<b>Bio-MM#16, Bio-MM#17, Bio-MM#18, Bio-MM#19, Bio-MM#20, Bio-MM#43, Bio-MM#44</b>	<b>Bio-MM#17, Bio-MM#18, Bio-MM#19, Bio-MM#20, Bio-MM#21, Bio-MM#44, Bio-MM#45</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
29	Page S-61 Table S-5 Bio#21	<b>Bio-MM#16, Bio-MM#17, Bio-MM#18, Bio-MM#19, Bio-MM#20, Bio-MM#43, Bio-MM#44</b>	<b>Bio-MM#17, Bio-MM#18, Bio-MM#19, Bio-MM#20, Bio-MM#21, Bio-MM#44, Bio-MM#45</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
30	Page S-62 Table S-5 Bio#22	<b>Bio-MM#47, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#49, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
31	Page S-62 Table S-5 Bio#23	<b>Bio-MM#48, Bio-MM#49, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#50, Bio-MM#51, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
32	Page S-62 Table S-5 Bio#24	<b>Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
33	Page S-63 Table S-5 Bio#25	<b>Bio-MM#49, Bio-MM#58</b>	<b>Bio-MM#51, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
34	Page S-63 Table S-5 Bio#26	<b>Bio-MM#50, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#52, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
35	Page S-63 Table S-5 Bio#27	<b>Bio-MM#24, Bio-MM#50, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58:</b>	<b>Bio-MM#25, Bio-MM#52, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60:</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
36	Page S-64 Table S-5 Bio#28	<b>Bio-MM#47, Bio-MM#51, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#49, Bio-MM#53, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
37	Page S-64 Table S-5 Bio#29	<b>Bio-MM#47, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#49, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
38	Page S-64 Table S-5 Bio#30	<b>Bio-MM#47, Bio-MM#52, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#49, Bio-MM#54, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
39	Page S-65 Table S-5 Bio#31	<b>Bio-MM#53</b>	<b>Bio-MM#55</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
40	Page S-65 Table S-5 Bio#32	<b>Bio-MM#47, Bio-MM#52, Bio-MM#53, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#49, Bio-MM#54, Bio-MM#55, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
41	Page S-65 Table S-5 Bio#33	<b>Bio-MM#47, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#49, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
42	Page S-66 Table S-5 Bio#34	<b>Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
43	Page S-66 Table S-5 Bio#35	<b>Bio-MM#54, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#56, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
44	Page S-67 Table S-5 Bio#36	<b>Bio-MM#47, Bio-MM#49, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#49, Bio-MM#51, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
45	Page S-67 Table S-5 Bio#37	<b>Bio-MM#48, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#49, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
46	Page S-67 Table S-5 Bio#38	<b>Bio-MM#47, Bio-MM#48, Bio-MM#55, Bio-MM#56, Bio-MM#57, Bio-MM#58</b>	<b>Bio-MM#49, Bio-MM#50, Bio-MM#57, Bio-MM#58, Bio-MM#59, Bio-MM#60</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
47	Page S-68 Table S-5 Bio#41	<b>Bio-MM#47, Bio-MM#48, Bio-MM#55, Bio-MM#56, Bio-MM#57 Bio-MM#58</b>	<b>Bio-MM#49, Bio-MM#50, Bio-MM#57, Bio-MM#58, Bio-MM#59 Bio-MM#60,</b>	Changed to reflect current numbering of mitigation measures in Section 3.7
48	Page S-68 Table S-5	Row "Wildlife Movement Corridor"	Delete Row <del>Wildlife Movement Corridor</del>	Typo.
49	Page S-72 Table S-5 Hist#2	<b>Hist-MM#4</b>	<del><b>Hist-MM#4</b></del> <b>N&amp;V-MM#1</b>	Change to match Section 3.17.
50	Page S-72 Table S-5 Hist#3	<b>PK-MM#4</b>	<b>PK-MM#45</b>	Change to match numbering of Parks section
<b>Chapter 2</b>				
51	Page 2-83		<u>Adding to the table:</u>	Table missing the

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
	Table 2-12 Last rows of table before table notes		<p><b>No.: 32</b></p> <p><b><u>Dist-County-Hwy-PM: 13.09 Merced County</u></b></p> <p><b><u>Location: SR99, on/off ramp to Childs Road interchange</u></b></p> <p><b><u>Requirements: Encroachment</u></b></p> <p><b><u>HST Alternative: All</u></b></p> <p><b>No.: 33</b></p> <p><b><u>Dist-County-Hwy-PM: 0.99 Madera County</u></b></p> <p><b><u>Location: SR99, on/off ramp to Avenue 7 interchange</u></b></p> <p><b><u>Requirements: Encroachment</u></b></p> <p><b><u>HST Alternative: All</u></b></p>	notation of HST encroachments on two facilities. No change in the analysis
<b>Section 3.2 Transportation</b>				
52	Page 3.2-80 Text preceding Table 3.2-34	It can be noted from the table that seven roadway segments (#4, #7, #17, #20, #22, #50, and #54) would either have a further reduction in LOS below D, or the V/C ratio would increase by 0.04 or more.	It can be noted from the table that seven roadway segments (#4, <del>#7</del> , #11, #17, #20, #22, #50, and #54) would either have a further reduction in LOS below D, or the V/C ratio would increase by 0.04 or more.	Accidental omission
53	Page 3.2-84 Text preceding Table 3.2-35	It can be noted from the table that nine roadway segments (#4, #11, #16, #17, #22, #31, #45, #46, and #50) would either have a further reduction in LOS below D, or the V/C ratio would increase by 0.04 or more.	It can be noted from the table that <del>nine-ten</del> roadway segments (#4, #11, #16, #17, #22, #31, #45, #46, <del>#48</del> , and #50) would either have a further reduction in LOS below D, or the V/C ratio would increase by 0.04 or more.	Typo (Impact at this location has been accounted for and mitigation measure has been identified as indicated in Table 3.2-61)
54	Page 3.2-86	No	(Note: highlight the row yellow to show impacted)	Impact at this location

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
	Table 3.2-35 Row No. 48, Impact Column		location) <del>No</del> -Yes	has been accounted for and mitigation measure has been identified as indicated in Table 3.2-61
55	Page 3.2-131 Section 3.2.7 Mitigation Measures		First paragraph, last two sentences. In each sentence, delete each parenthetical that begins with: (the mitigation would be based on...)  Mitigation would be based on the future plus project analysis scenario; two intersections only impacted under the existing plus project scenario also would be mitigated.	Clarification.
56	Page 3.2-134 Table 3.2-53 15- Veterans Blvd/Golden State Blvd Connector row, in Mitigation Measure(s) Column	<b>TR MM#3:</b> Modify Signal Phasing; <b>TR MM#5:</b> Restripe Intersections.	<b>TR MM#3:</b> Modify Signal Phasing; <b>TR MM#5:</b> Restripe Intersections; <b>TR MM#7:</b> <u>Widen Approaches to Intersections;</u> <b>TR MM#8:</b> <u>Add Exclusive Turn Lanes to Intersections.</u>	Mitigation measure has been identified, but corresponding numbers were not listed. This does not lead to any change in the conclusions.
57	Page 3.2-141 Table 3.2-60 Row for Intersection 80	TR MM#15: Modify signal timing	<del>TR MM#15: Modify signal timing</del> <b>TR MM#6:</b> Modify signal timing	Typo
58				
59	Page 3.2-160 Table 3.2-72 Row for Impact TR#9, Existing Plus Project, , Mitigation Measure column	<b>TR MM#4:</b> Add Signal to Intersection to Improve LOS/Operation; <b>TR MM#5:</b> Restripe Intersections; <b>TR MM#6:</b> Modify Signal Timing; <b>TR MM#7:</b> Widen Approaches to Intersections; <b>TR MM#8:</b> Add Exclusive	<b>TR MM#4:</b> Add Signal to Intersection to Improve LOS/Operation; <b>TR MM#5:</b> Restripe Intersections; <b>TR MM#6:</b> Modify Signal Timing; <b>TR MM#7:</b> Widen Approaches to Intersections; <b>TR MM#8:</b> Add Exclusive Turn Lanes to	Mitigation measure has been identified, but corresponding numbers were not listed. This does not lead to any change in the conclusions.

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
		Turn Lanes to Intersections	Intersections; <b>TR MM#9:</b> Convert Two-Way Stop to Four-Way Stop.	
60	Page 3.2-160 Table 3.2-72 Row for Impact TR#9- HST Station Area Impacts, Future (2035) Plus Project, Impact Column	Future (2035) plus Project Merced – 20 intersections (Option A), 19 intersections (Option B) Fresno – 32 intersections (Tulare St Underpass Option), 30 intersections (Tulare St Overpass Option)	Future (2035) plus Project Merced – 20 intersections (Option A), 19 intersections (Option B) Fresno – <del>32-38</del> intersections (Tulare St Underpass Option), <del>30-36</del> intersections (Tulare St Overpass Option)	Typographical error
<b>Section 3.3 Air Quality and Global Climate Change</b>				
61	Page 3.3-38 Second paragraph after Table 3.3-7: add reference to 2014 and 2015 in the CEQA Impacts paragraph	<b>CEQA Impacts:</b> NO <sub>x</sub> CEQA thresholds would be exceeded from 2013 through 2020. VOC CEQA thresholds would be exceeded in 2019. Impacts would be significant for these pollutants in these years, respectively. All other emission rates are predicted to be below the CEQA thresholds for all years of analysis, so impacts would be less than significant.	<b>CEQA Impacts:</b> NO <sub>x</sub> CEQA thresholds would be exceeded from 2013 through 2020. VOC CEQA thresholds would be exceeded in <u>2014, 2015</u> , and 2019. Impacts would be significant for these pollutants in these years, respectively. All other emission rates are predicted to be below the CEQA thresholds for all years of analysis, so impacts would be less than significant.	Accidental omission
62	Page 3.3-47 Table 3.3-13	In Row “Changes in VMT emissions”/Column “SO <sub>2</sub> ” add negative sign to 5.1  In Row “Total”/Column “SO <sub>2</sub> ” add negative sign to 0.5	-5.1 -0.5	Accidental omission
63	Page 3.3-75 Section 3.3-9 Section for AQ-MM#6	<b>AQ-MM#6:</b> Reduce the Potential Impacts of Toxics	<b>AQ-MM#6:</b> Reduce the Potential Impacts of <u>Air</u> Toxics	Accidental omission
64	Page 3.3-78 Table 3.3.29 Row for Impact AQ#2,	<b>AQ-MM#5:</b> Purchase offsets for emissions associated with hauling	<b>AQ-MM#5:</b> Purchase offsets and offsite emissions <u>mitigation</u> associated with hauling ballast materials in <del>BAQMD and SCAQMD</del> <u>certain air districts</u>	MM#5 title in Section 3.3.9 does not match the title listed in Table 3.3-29. Update table to

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
	Mitigation Measure Column	ballast material in BAAQMD and SCAQMD.		match.
65	Page 3.3-75, Section 3.3.9	Construction-phase emissions were estimated with these three mitigation measures and the result is that the mitigated emissions for NO <sub>x</sub> and VOCs for certain construction years would still be greater than the GC significant impact thresholds. As such, construction phase emissions would be offset as follows:	Replace the first sentence of paragraph between AQ-MM#3 and AQ-MM#4 should read:  <u>With AQ-MM#1 and AQ-MM#2, emissions for NO<sub>x</sub> and VOCs for certain construction years could still be greater than the GC and CEQA significance thresholds.</u> As such, construction phase emissions would be offset as follows:	More exacting language.
66	Page 3.3-75 Table 3.3-29	Impact AQ#1 row	<del>AQ-MM#3: Reduce the Potential Impact of Concrete Batch Plants.</del>	This measure is not applicable to regional impacts; it is only applicable to the localized impacts of the concrete batch plants (Impact AQ#4).
<b>Section 3.6 Public Utilities &amp; Energy</b>				
67	Page 3.6-34 First sentence of first paragraph after Table 3.6-13	The UPRR/SR 99 Alternative would cross approximately 164 to 220 utilities; approximately 44 to 57 of these utilities are high risk."	The UPRR/SR 99 Alternative would cross approximately <u>168 to 224</u> utilities; approximately 44 to 57 of these utilities are high risk."	Correction
<b>Section 3.7 Biological Resources</b>				
68	Page 3.7-114 Section 3.7.6.1 Project Design Options for the San Joaquin River  Third paragraph from the	The number of foundation elements is directly related to the span arrangement necessary to meet the requirements for bridge hydraulics. Since the future crossing would be located upstream of the two existing bridge structures that carry SR 99 and the UPRR, the hydraulic	Replaced with the following text:  The number of foundation elements is directly related to the span arrangement necessary to meet the requirements for bridge hydraulics. Since the future crossing would be located upstream of the two existing bridge structures that carry SR 99 and the UPRR, the hydraulic effect of the placement of	Updated per resource agency coordination

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
	end of the section.	effect of the placement of new piers within the river corridor on downstream structures and the geomorphology of the channel will be considered during the design of the final configuration of the structure. The HST crossing would be designed with the planned increase in river flows and would not conflict with the goals of the restoration flows.	<p>new piers within the river corridor on downstream structures and the geomorphology of the channel will be considered during the design of the final configuration of the structure. The HST crossing would be designed with the planned increase in river flows and would not conflict with the goals of the restoration flows.</p> <p>The San Joaquin River Crossing Plans and Final Design will incorporate a series of checkpoints (please refer to the series of bullets below). The California High-Speed Rail Authority (Authority) and FRA will coordinate with NMFS, USFWS, CDFG, CVFPB, USACE, U.S. Bureau of Reclamation (Reclamation), and California Department of Water Resources (DWR) to provide additional cross-sectional and profile data of the proposed San Joaquin River crossing as further refinement of the planning and design process continues. The checkpoints will include specific product deliverables and data that could then be used to conduct hydraulic modeling to demonstrate how bridge design might influence in-river processes, such as scour. These analyses will address velocity, turbidity, and fluvial processes, such as sediment scour and deposition. These checkpoints will be developed in concert with the resource agencies to obligate the Design-Build Team to work with NMFS systematically on the design of the crossing. The anticipated design-build phases are itemized below. The first four action items are a part of the preliminary design process to be performed by the Design-Build Team, with the final design completion following NMFS concurrence.</p> <p>The checkpoints are presented below:</p> <ul style="list-style-type: none"> <li>Establish Design Hydrology (peak design flow rate): Collect, review and summarize available hydrology.</li> </ul>	

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
			<p>Consult with CVFPB and USACE.                      Develop original hydrology, if required.</p> <ul style="list-style-type: none"> <li>Obtain Existing Conditions Field Data (can start concurrent with the first checkpoint):                          Aerial and field reconnaissance – field plans.                          Channel cross-section survey and processing.                          Geotechnical sampling, testing, and data report. This will include a general evaluation of fill material including potential contaminants.</li> <li>Establish Existing Conditions Hydraulics (HEC-RAS model):                          Develop HEC-RAS model for each crossing.                          Calibrate or validate the model.                          Establish design water surface elevation and freeboard.                          Consult with CVFPB and USACE.</li> <li>Demonstrate Minimal Hydraulic Impacts from Design:                          Incremental flood rise.                          Freeboard.                          Setbacks and levee clearance.                          Environmental Questionnaire.                          Scour and channel Stability; considerations for changes in geomorphology.</li> <li>Final Design incorporating any potential design modifications consistent with findings during the preliminary design process.</li> </ul> <p>The Authority will closely coordinate with the Design-Build Team, NMFS, USFWS, and other appropriate agencies during the final design process. Requirements of the design and placement will continue to include compatibility with the intent of the San Joaquin River</p>	

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
			<p>Restoration Program and the habitat needs of Central Valley steelhead and Central Valley spring-run Chinook salmon. The HST crossing shall be designed with the planned increase in upstream flow releases to maintain or effectively minimize any appreciable changes in scour, sediment transport, and deposition, or changes in geomorphic processes that could alter habitat conditions in a manner that would impede the reestablishment of these species. The Authority, in partnership with the Design-Build Team, will design and conduct a hydraulics/hydrology analysis with appropriate modeling tools and incorporate site-specific data, including the needed geotechnical investigations to develop design (including sizing and location of piers) and construction techniques that are compatible with habitat conditions that support salmonid utilization of the San Joaquin River within the area impacted by the proposed HST crossing.</p> <p>The Authority will coordinate with NMFS, Reclamation, USACE, DWR, CVFPB, and CDFG on the study design methods, hydraulic and geomorphology criteria, and follow-up post construction monitoring to ensure crossing location biological integrity is maintained for habitat primary constituent elements and the compatibility with the goals of the San Joaquin River Restoration Program for the reintroduction of spring-run Chinook salmon and recovering populations of the DPS of Central Valley steelhead.</p> <p>Depending on the results of the hydraulic and hydrologic analyses, the Authority and the Design-Build Team may be required to implement design changes to further avoid and minimize adverse affects to aquatic habitat, where appropriate, and/or make other design changes. Design changes would be evaluated and considered in consultation with NMFS, Reclamation, USACE,</p>	

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
			<p>DWR, CVFPB, and CDFG. Possible design changes that could be evaluated and considered include the following:</p> <ul style="list-style-type: none"> <li>• Minor reconfiguration of piers and pier foundations to minimize hydraulic forces and associated potential for scour; and/or</li> <li>• Providing additional armoring along the bed and banks to minimize scour.</li> </ul> <p>The Authority, along with the Design-Build Team, will present a detailed San Joaquin River Crossing Plan to NMFS, Reclamation, USACE, DWR, CVFPB, and CDFG that considers the hydraulic and hydrology analyses and that addresses the issues presented above prior to any site preparation or mobilization of work at the San Joaquin River. If the design revisions or refinements are deemed to be substantial changes from the original project description, NMFS or USFWS may reinstate Endangered Species Act (ESA) Section 7 consultation. Design changes or refinements will be further addressed with the appropriate permitting for USACE, DWR, CVFPB, and CDFG.</p>	
69	Page 3.7-123 Section 3.7.6 Mitigation Measures	<b>Bio-MM#16:</b> Mitigation and Monitoring of Protected Trees	<del><b>Bio-MM#16:</b> Mitigation and Monitoring of Protected Trees</del>	Mitigation not necessary to address impact
70	Page 3.7-125 & 126	<b>Bio-MM#21:</b> Implement and Monitor Vernal Pool Protection. If temporary impacts can be avoided, the vernal pool(s) will be protected by erecting exclusion fencing. The Contractor's Biologist, under the supervision of the Project Biologist, will erect and maintain the exclusion fencing. For temporary impacts on vernal pools and other seasonal wetlands that cannot be avoided, the Contractor's Biologist will	<p>The following text has been updated from the EIR/EIS.</p> <p><b>Bio-MM#21:</b> Implement and Monitor Vernal Pool Protection. If construction impacts can be avoided, vernal pool(s) will be protected by erecting exclusion fencing. The Contractor's Biologist, under the supervision of the Project Biologist, will erect and maintain the exclusion fencing. For construction impacts on vernal pools and other seasonal wetlands that cannot be avoided the Contractor's Biologist will apply geotextile fabric</p>	Eliminated overlap of construction and operational impacts – this section only addresses construction and input from resource agencies.

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
		<p>apply geotextile fabric and a layer of gravel over the affected vernal pool(s) prior to ground-disturbing activities to protect the contours in cases where the area may be excluded from the permanent construction footprint. The Contractor will implement this measure within temporary impact areas within the construction footprint. Resource agency consultations with the USFWS/USACE will occur as needed and based on permit conditions.</p> <p>If temporary impacts occur over a full wet-dry season cycle and the vernal pool(s) cannot be avoided, the vernal pool(s) will be protected by erecting exclusion fencing by the Contractor's Biologist.</p> <p>If temporary impacts occur within the dry season (approximately June 1 to October 15) and the vernal pool(s) cannot be fenced, geotextile fabric and rinsed gravel should be placed within and cover the vernal pool(s) to minimize damage to the soils. The Contractor's Biologist in coordination with the Project Biologist will collect a representative sampling of soils from the vernal pool(s) prior to initiating ground-disturbing activities within vernal pools. The representative soil sample(s) will contain viable plant seeds and vernal pool branchiopod cysts to be preserved from the vernal pool(s). These samples may be incorporated into other vernal pools, as applicable, with USFWS and/or CDFG consultation. If temporary impacts take more than two full wet-dry season cycles, the above-described soil storage</p>	<p>and a layer of gravel over the affected vernal pool(s) prior to ground-disturbing activities to protect the contours in cases where the <u>pool is not direct permanently impacted from the area</u> may be excluded from the permanent construction footprint. The Contractor will implement this measure within <del>temporary impact areas</del> within the construction footprint <del>during areas during one dry season period</del>. Resource agency consultations with the USFWS/USACE will occur as needed to determine impacts per construction schedules and based on permit conditions.</p> <p>If temporary impacts occur over a full wet-dry season cycle and the vernal pool(s) cannot be avoided, the vernal pool(s) will be protected by erecting exclusion fencing by the Contractor's Biologist.</p> <p>If temporary impacts occur beyond <del>within</del> the dry season (approximately June 1 to October 15) and the vernal pool(s) cannot be fenced, <del>geotextile fabric and rinsed gravel should be placed within and cover the vernal pool(s) to minimize damage to the soils</del> the Contractor's Biologist in coordination with the Project Biologist will collect a representative sampling of soils from the vernal pool(s) prior to initiating ground-disturbing activities within vernal pools as applicable per USFWS and/or CDFG consultation. The representative soil sample(s) will contain viable plant seeds and vernal pool branchiopod cysts to be preserved from the vernal pool(s). These samples may be incorporated into the same pool or other specified vernal pools. <del>as applicable, with USFWS and/or CDFG consultation</del> If construction <del>temporary</del> impacts take more than <del>two</del> one full wet-dry season cycles, <del>the above-described soil storage and/or</del> offsite mitigation will be implemented.</p>	

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
		and/or offsite mitigation will be implemented.		
71	Page 3.7-139 Section 3.7.6 Mitigation Measures	<b>Bio-MM#46:</b> Wildlife Undercrossings (Implementation)	<del><b>Bio-MM#46:</b> Wildlife Undercrossings (Implementation)</del>	Measures incorporated into project design
72	Page 3.7-149 Section 3.7.6 Mitigation Measures	<b>Bio-MM#61:</b> Wildlife Corridor Artificial Dens	<del><b>Bio-MM#61:</b> Wildlife Corridor Artificial Dens</del>	Mitigation not necessary to address impact
73	Page 3.7-149 Section 3.7.6 Mitigation Measures	<b>Bio-MM#62:</b> Monitoring and Reporting of Wildlife Corridor Undercrossings	<del><b>Bio-MM#62:</b> Monitoring and Reporting of Wildlife Corridor Undercrossings</del>	No longer required by resource agencies
74	Page 3.7-149 Section 3.7.6 Mitigation Measures	<b>Bio-MM#63:</b> Compensate for Impacts on Protected Trees	<del><b>Bio-MM#63:</b> Compensate for Impacts on Protected Trees</del>	Mitigation not necessary to address impact
75	Page 3.7-160 Table 3.7-30 Summary of Significant Biological Resource Impacts and Mitigation Measures	<p><b>Impact: Bio#9:</b> Construction of the HST alternatives would disturb special-status fish due to potential for turbidity, sediment deposition, and noise exposure.</p> <p><b>Level of Significance before Mitigation:</b> Significant</p> <p><b>Mitigation: Bio-MM#3:</b> Prepare and Implement a Worker Environmental Awareness Program;  <b>Bio-MM#5:</b> Prepare and Implement a Biological Resources Management Plan;  <b>Bio-MM#7:</b> Delineate Environmentally Sensitive Areas and Environmentally Restricted Areas (on plans and in-field);  <b>Bio-MM#8:</b> Equipment Staging Areas;  <b>Bio-MM#10:</b> Vehicle Traffic;</p>	<p><del><b>Impact: Bio#9:</b> Construction of the HST alternatives would disturb special-status fish due to potential for turbidity, sediment deposition, and noise exposure.</del></p> <p><del><b>Level of Significance before Mitigation:</b> Significant</del></p> <p><del><b>Mitigation: Bio-MM#3:</b> Prepare and Implement a Worker Environmental Awareness Program;  <b>Bio-MM#5:</b> Prepare and Implement a Biological Resources Management Plan;  <b>Bio-MM#7:</b> Delineate Environmentally Sensitive Areas and Environmentally Restricted Areas (on plans and in-field);  <b>Bio-MM#8:</b> Equipment Staging Areas;  <b>Bio-MM#10:</b> Vehicle Traffic;  <b>Bio-MM#12:</b> Work Stoppage;  <b>Bio-MM#14:</b> Post-Construction Compliance Reports;</del></p>	Impact was determined not to be significant.

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
		<p><b>Bio-MM#12:</b> Work Stoppage;</p> <p><b>Bio-MM#14:</b> Post-Construction Compliance Reports;</p> <p><b>Bio-MM#15:</b> Restore Temporary Riparian Impacts;</p> <p><b>Bio-MM#44:</b> Restore Temporary Impacts on Jurisdictional Waters;</p> <p><b>Bio-MM#45:</b> Monitor Construction Activities within Jurisdictional Waters;</p> <p><b>Level of Significance After Mitigation:</b> Less than Significant</p>	<p><del><b>Bio-MM#15:</b> Restore Temporary Riparian Impacts;</del></p> <p><del><b>Bio-MM#44:</b> Restore Temporary Impacts on Jurisdictional Waters;</del></p> <p><del><b>Bio-MM#45:</b> Monitor Construction Activities within Jurisdictional Waters;</del></p> <p><del><b>Level of Significance After Mitigation:</b> Less than Significant</del></p>	
76	<p>Page 3.7-165                      Table 3.7-30                      Summary of Significant Biological Resource Impacts and Mitigation Measures</p>	<p><b>Impact: Bio#19:</b> Construction of the HST alternatives would disturb Essential Fish Habitat.</p> <p><b>Level of Significance before Mitigation:</b> Significant</p> <p><b>Mitigation:</b></p> <p><b>Bio-MM#3:</b> Prepare and Implement a Worker Environmental Awareness Program;</p> <p><b>Bio-MM#5:</b> Prepare and Implement a Biological Resources Management Plan;</p> <p><b>Bio-MM#6:</b> Prepare and Implement a Restoration and Revegetation Plan;</p> <p><b>Bio-MM#7:</b> Delineate Environmentally Sensitive Areas and Environmentally Restricted Areas (on plans and in-field);</p> <p><b>Bio-MM#8:</b> Equipment Staging Areas;</p> <p><b>Bio-MM#10:</b> Vehicle Traffic;</p> <p><b>Bio-MM#14:</b> Post-Construction Compliance Reports;</p> <p><b>Bio-MM#15:</b> Restore Temporary Riparian Impacts;</p> <p><b>Bio-MM#44:</b> Restore Temporary</p>	<p><del><b>Impact: Bio#19:</b> Construction of the HST alternatives would disturb Essential Fish Habitat.</del></p> <p><del><b>Level of Significance before Mitigation:</b> Significant</del></p> <p><del><b>Mitigation:</b></del></p> <p><del><b>Bio-MM#3:</b> Prepare and Implement a Worker Environmental Awareness Program;</del></p> <p><del><b>Bio-MM#5:</b> Prepare and Implement a Biological Resources Management Plan;</del></p> <p><del><b>Bio-MM#6:</b> Prepare and Implement a Restoration and Revegetation Plan;</del></p> <p><del><b>Bio-MM#7:</b> Delineate Environmentally Sensitive Areas and Environmentally Restricted Areas (on plans and in-field);</del></p> <p><del><b>Bio-MM#8:</b> Equipment Staging Areas;</del></p> <p><del><b>Bio-MM#10:</b> Vehicle Traffic;</del></p> <p><del><b>Bio-MM#14:</b> Post-Construction Compliance Reports;</del></p> <p><b>Bio-MM#15:</b> Restore Temporary Riparian Impacts;</p> <p><b>Bio-MM#44:</b> Restore Temporary Impacts on Jurisdictional Waters;</p> <p><del><b>Bio-MM#45:</b> Monitor Construction Activities</del></p>	<p>Impact was determined not to be significant.</p>

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
		Impacts on Jurisdictional Waters; <b>Bio-MM#45:</b> Monitor Construction Activities within Jurisdictional Waters  <b>Level of Significance After Mitigation:</b> Less than Significant	within Jurisdictional Waters  <b>Level of Significance After Mitigation:</b> Less than Significant	
77	Page 3.7-169 Table 3.7-30 Summary of Significant Biological Resource Impacts and Mitigation Measures	<b>Impact:</b> Bio#29: Project period impacts from the HST alternatives would permanently convert suitable habitat that has the potential to support special-status fish.  <b>Level of Significance before Mitigation:</b> Significant  Mitigation Measures: <b>Bio-MM#4:</b> Prepare and Implement a Weed Control Plan; <b>Bio-MM#14:</b> Post-Construction Compliance Reports; <b>Bio-MM#49:</b> Compensate for Permanent Riparian Impacts; <b>Bio-MM#57:</b> Conduct Delineation of Jurisdictional Waters and State Streambeds; <b>Bio-MM#58:</b> Prepare and Implement a Habitat Mitigation and Monitoring Plan; <b>Bio-MM#59:</b> Compensate for Permanent Impacts on Jurisdictional Waters; <b>Bio-MM#60:</b> Off-Site Habitat Restoration, Enhancement and Preservation.  Level of Significance After Mitigation: Less than Significant	<del><b>Impact:</b> Bio#29: Project period impacts from the HST alternatives would permanently convert suitable habitat that has the potential to support special-status fish.</del>  <b>Level of Significance before Mitigation:</b> Significant  <b>Mitigation Measures:</b> <b>Bio-MM#4:</b> Prepare and Implement a Weed Control Plan; <b>Bio-MM#14:</b> Post-Construction Compliance Reports; <b>Bio-MM#49:</b> Compensate for Permanent Riparian Impacts; <b>Bio-MM#57:</b> Conduct Delineation of Jurisdictional Waters and State Streambeds; <b>Bio-MM#58:</b> Prepare and Implement a Habitat Mitigation and Monitoring Plan; <b>Bio-MM#59:</b> Compensate for Permanent Impacts on Jurisdictional Waters; <b>Bio-MM#60:</b> Off-Site Habitat Restoration, Enhancement and Preservation.  <b>Level of Significance After Mitigation:</b> Less than Significant	Impact was determined not to be significant.
78	Page 3.7-172 Table 3.7-30	<b>Impact:</b> Bio#39: Project period impacts from the HST alternatives would require construction in Essential Fish Habitat.	<del><b>Impact:</b> Bio#39: Project period impacts from the HST alternatives would require construction in Essential Fish Habitat.</del>	Impact was determined not to be significant.

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
	Summary of Significant Biological Resource Impacts and Mitigation Measures	<p><b>Level of Significance before Mitigation:</b> Significant</p> <p><b>Mitigation Measures:</b>                      Construction period mitigation measures address impacts associated with EFH. There would be no impacts related to project period impacts.</p> <p><b>Bio-MM#14:</b> Post-Construction Compliance Reports.</p> <p><b>Level of Significance After Mitigation:</b> Less than Significant</p>	<p><del><b>Level of Significance before Mitigation:</b> Significant</del></p> <p><del><b>Mitigation Measures:</b>                      Construction period mitigation measures address impacts associated with EFH. There would be no impacts related to project period impacts.</del></p> <p><del><b>Bio-MM#14:</b> Post-Construction Compliance Reports.</del></p> <p><del><b>Level of Significance After Mitigation:</b> Less than Significant</del></p>	
<b>Section 3.10 Hazardous Materials and Wastes</b>				
79	Page 3.10-28 Section 3.10.6 Project Design Features Second to last paragraph in section.	<p>“To the extent feasible, the Authority is committed to identifying, avoiding, and minimizing hazardous substances in the material selection process for construction, operation, and maintenance of the HST System. Moreover, the Authority will evaluate the full inventory of hazardous materials employed on an annual basis and replace hazardous substances with nonhazardous materials to the extent possible. These standards and material specifications would aid in promoting safety for passengers and employees.”</p>	<p>“To the extent feasible, the Authority is committed to identifying, avoiding, and minimizing hazardous substances in the material selection process for construction, operation, and maintenance of the HST System. Moreover, <u>using an Environmental Management System</u>, the Authority will evaluate the full inventory of hazardous materials employed on an annual basis and replace hazardous substances with nonhazardous materials to the extent possible. These standards and material specifications would aid in promoting safety for passengers and employees.”</p>	Text clarification.
<b>Section 3.12 Socioeconomic, Communities and Environmental Justice</b>				
80	Page 3.12-44 Section 3.12.5 Project Impacts Last sentence of first paragraph after table 3.12-11	<p>“Without mitigation the acquisition of the homeless shelter and any impacts on the Children’s Wraparound Program would have substantial intensity under NEPA and would be significant under CEQA.”</p>	<p>“Without mitigation the acquisition of the homeless shelter would have substantial intensity under NEPA and would be significant under CEQA and any impacts on the Children’s Wraparound Program are minimized through design modifications and the impacts would have <del>substantial intensity under NEPA and would be significant</del> moderate intensity under NEPA and less</p>	Text updated for design modifications account for the change in the text.

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
81	Page 3.12-65 Section 3.12.5 Project Impacts, Environmental Justice Effects Conclusion subsection Fifth sentence of last paragraph of page:	The Authority and FRA, along with EPA, U.S. Housing and Urban Development, and the Federal Transit Administration (FTA), have also entered into a Interagency Partnership and established a "Memorandum of Understanding (MOU) for Achieving an Environmentally Sustainable High-Speed Train System in California," which includes a common goal of integrating HST station access and amenities into the fabric of surrounding neighborhoods (Authority and FRA 2011b).	than significant under CEQA."  The Authority and FRA, along with EPA, U.S. Housing and Urban Development, and the Federal Transit Administration (FTA), have also entered into a Interagency Partnership and established a "Memorandum of Understanding (MOU) for Achieving an Environmentally Sustainable High-Speed Train System in California," (see Appendix 3.12-D) which includes a common goal of integrating HST station access and amenities into the fabric of surrounding neighborhoods (Authority and FRA 2011b).	Reference to supporting technical appendix.
82	Page 3.12-67 Section 3.12.6 Design Features	Section 3.12.6 Design Features	<u>The Authority will require that the design-build contractor will develop and implement a construction management plan, for approval by the Authority, to address communications, community impacts, visual protection, air quality, safety controls, noise controls, and traffic controls to minimize impacts on property owners and businesses, including low-income households and minority populations, and to maintain access to local businesses, residences, and emergency services. Communications to the public will be consistent with the ongoing outreach efforts and providing in other languages, as required, including Spanish, Lao, and Hmong. The plan will maintain access to local businesses during construction and use signs to instruct customers regarding access to businesses during construction. In addition, the plan will include efforts to coordinate with local transit providers to minimize impacts on local and regional bus routes in affected communities.</u>	These commitments have been deemed part of the project description and project commitments, therefore they are added to Design Features and removed in current location as a mitigation measure.

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
			<p><u>Construction management plans are standard for large infrastructure projects such as this one and are considered effective in minimizing community impacts.</u></p> <p><u>In order to facilitate relocation processes, before acquisitions occur, the Authority will develop a relocation mitigation plan, in consultation with affected cities and counties. In addition to establishing a program to minimize the economic disruption related to relocation, the relocation mitigation plan will be written in a style that also enables it to be used as a public information document. The plan will be intended to meet the following objectives:</u></p> <ul style="list-style-type: none"> <li>• <u>Provide affected property and business owners and tenants a high level of individualized assistance in situations when relocation is necessary.</u></li> <li>• <u>Make a best effort to minimize the permanent closure of displaced businesses and non-profit agencies as a result of relocations.</u></li> <li>• <u>Within the limits established by law and regulation, minimize the economic disruption caused to tenants and residents by relocation.</u></li> <li>• <u>In individual situations where warranted, consider the cost of obtaining the entitlement permits necessary to relocate to a suitable location and take those costs</u></li> </ul>	

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
			<p><u>into account when establishing the fair market value of the property.</u></p> <ul style="list-style-type: none"> <li>• <u>Provide those business owners who require complex permitting (such as dairies) with regulatory compliance assistance.</u></li> </ul> <p><u>The relocation mitigation plan will include the following components:</u></p> <ul style="list-style-type: none"> <li>• <u>A description of the appraisal, acquisition, and relocation process that describes the activities of the appraisal and relocation specialists, for the benefit of the reader.</u></li> <li>• <u>A means of assigning appraisal and relocation staff to affected property owners, tenants, or other residents on an individual basis.</u></li> <li>• <u>Individualized assistance to affected property owners, tenants, or other residents in applying for funding, including research to summarize loans, grants, and federal aid available, and research of demographically similar areas for relocation.</u></li> <li>• <u>Creation of an ombudsman's position to act as a single point of contact for property owners, residents, and tenants with questions about the relocation process. The ombudsman would also act to address property owners', tenants', and other residents' concerns about the</u></li> </ul>	

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
			<p><u>relocation process as it applies to their situations.</u></p> <p>Relocation mitigation plans are commonly used for large infrastructure projects that remove a large number of residences and businesses, such as this project, and are considered successful in minimizing the impact to individual property owners.</p>	
83	Page 3.12-67 Section 3.12.7 Construction Period Mitigation Measures	<p><b>SO-MM#1: Develop and implement a construction management plan.</b> The design-build contractor will develop and implement a construction management plan, for approval by the Authority, to address communications, community impacts, visual protection, air quality, safety controls, noise controls, and traffic controls to minimize impacts on property owners and businesses, including low-income households and minority populations, and to maintain access to local businesses, residences, and emergency services.</p> <p>Communications to the public will be consistent with the ongoing outreach efforts and providing in other languages, as required, including Spanish, Lao, and Hmong. The plan will maintain access to local businesses during construction and use signs to instruct customers regarding access to businesses during construction. In addition, the</p>	<p><del><b>SO-MM#1: Develop and implement a construction management plan.</b></del> The design-build contractor will develop and implement a construction management plan, for approval by the Authority, to address communications, community impacts, visual protection, air quality, safety controls, noise controls, and traffic controls to minimize impacts on property owners and businesses, including low-income households and minority populations, and to maintain access to local businesses, residences, and emergency services. Communications to the public will be consistent with the ongoing outreach efforts and providing in other languages, as required, including Spanish, Lao, and Hmong. The plan will maintain access to local businesses during construction and use signs to instruct customers regarding access to businesses during construction. In addition, the plan will include efforts to coordinate with local transit providers to minimize impacts on local and regional bus routes in affected communities. Construction management plans are standard for large infrastructure projects such as this one and are considered effective in</p>	<p>These commitments have been deemed part of the project description and project commitments, therefore they are added to Design Features and removed in current location as a mitigation measure.</p>

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
		<p>plan will include efforts to coordinate with local transit providers to minimize impacts on local and regional bus routes in affected communities. Construction management plans are standard for large infrastructure projects such as this one and are considered effective in minimizing community impacts.</p> <p><b>SO-MM#2: Develop a relocation mitigation plan.</b> Before any acquisitions occur, the Authority will develop a relocation mitigation plan, in consultation with affected cities and counties. In addition to establishing a program to minimize the economic disruption related to relocation, the relocation mitigation plan will be written in a style that also enables it to be used as a public information document. The plan will be intended to meet the following objectives:</p> <ul style="list-style-type: none"> <li>• Provide affected property and business owners and tenants a high level of individualized assistance in situations when relocation is necessary.</li> <li>• Make a best effort to minimize the permanent closure of displaced businesses and non-profit agencies as a result of</li> </ul>	<p><del>minimizing community impacts.</del></p> <p><b>SO-MM#2: Develop a relocation mitigation plan.</b> Before any acquisitions occur, the Authority will develop a relocation mitigation plan, in consultation with affected cities and counties. In addition to establishing a program to minimize the economic disruption related to relocation, the relocation mitigation plan will be written in a style that also enables it to be used as a public information document. The plan will be intended to meet the following objectives:</p> <ul style="list-style-type: none"> <li>• Provide affected property and business owners and tenants a high level of individualized assistance in situations when relocation is necessary.</li> <li>• Make a best effort to minimize the permanent closure of displaced businesses and non-profit agencies as a result of relocations.</li> <li>• Within the limits established by law and regulation, minimize the economic disruption caused to tenants and residents by relocation.</li> <li>• In individual situations where warranted, consider the cost of obtaining the entitlement permits necessary to relocate to a suitable location and take those costs into account when establishing the fair market value of the property.</li> </ul>	

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
		<p>relocations.</p> <ul style="list-style-type: none"> <li>• Within the limits established by law and regulation, minimize the economic disruption caused to tenants and residents by relocation.</li> <li>• In individual situations where warranted, consider the cost of obtaining the entitlement permits necessary to relocate to a suitable location and take those costs into account when establishing the fair market value of the property.</li> <li>• Provide those business owners who require complex permitting (such as dairies) with regulatory compliance assistance.</li> </ul> <p>The relocation mitigation plan will include the following components:</p> <ul style="list-style-type: none"> <li>• A description of the appraisal, acquisition, and relocation process that describes the activities of the appraisal and relocation specialists, for the benefit of the reader.</li> <li>• A means of assigning appraisal and relocation staff to affected property owners, tenants, or other residents on an individual</li> </ul>	<ul style="list-style-type: none"> <li>• Provide those business owners who require complex permitting (such as dairies) with regulatory compliance assistance.</li> </ul> <p>The relocation mitigation plan will include the following components:</p> <ul style="list-style-type: none"> <li>• A description of the appraisal, acquisition, and relocation process that describes the activities of the appraisal and relocation specialists, for the benefit of the reader.</li> <li>• A means of assigning appraisal and relocation staff to affected property owners, tenants, or other residents on an individual basis.</li> <li>• Individualized assistance to affected property owners, tenants, or other residents in applying for funding, including research to summarize loans, grants, and federal aid available, and research of demographically similar areas for relocation.</li> <li>• Creation of an ombudsman's position to act as a single point of contact for property owners, residents, and tenants with questions about the relocation process. The ombudsman would also act to address property owners', tenants', and other residents' concerns about the relocation process as it applies to their situations.</li> </ul> <p>Relocation mitigation plans are commonly used for</p>	

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
		<p>basis.</p> <ul style="list-style-type: none"> <li>Individualized assistance to affected property owners, tenants, or other residents in applying for funding, including research to summarize loans, grants, and federal aid available, and research of demographically similar areas for relocation.</li> <li>Creation of an ombudsman's position to act as a single point of contact for property owners, residents, and tenants with questions about the relocation process. The ombudsman would also act to address property owners', tenants', and other residents' concerns about the relocation process as it applies to their situations.</li> </ul> <p>Relocation mitigation plans are commonly used for large infrastructure projects that remove a large number of residences and businesses, such as this project, and are considered successful in minimizing the impact to individual property owners.</p>	<p>large infrastructure projects that remove a large number of residences and businesses, such as this project, and are considered successful in minimizing the impact to individual property owners.</p>	
<b>Section 3.14 Agricultural Lands</b>				
84	Page 3.14-20 3.14.7 Mitigation	<b>Ag-MM # 2: Consolidate Remnant Farmlands.</b> The Authority will establish and administer a farmland consolidation	<del><b>Ag-MM # 2: Consolidate Remnant Farmlands.</b> The Authority will establish and administer a farmland consolidation program to sell</del>	The commitment to a farmland consolidation

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
	Measures	<p>program to sell remnant parcels to neighboring landowners for consolidation with adjacent farmland properties. In addition, the program will assist the owners of remnant parcels in selling those remnants to adjacent landowners, upon request. The goal of the program is to provide for continued agricultural use on the maximum feasible amount of remnant parcels that otherwise may not uneconomical to farm. The program will focus on severed remainder parcels, including those that were under Williamson Act or Farmland Security Act contract at the time of right-of-way acquisition and have become too small to remain in the local Williamson Act or Farmland Security Act program. The program will assist landowners in obtaining lot line adjustments where appropriate to incorporate remnant parcels into a larger parcel that is consistent with size requirements under the local government general plan. The program will operate for a minimum of 5 years after construction of the section is completed.</p> <p>The Authority and FRA expect that productive farmland would be farmed in some manner, and not left idle in perpetuity. However, the Authority and FRA recognize that constructing the Merced to Fresno section of the HST Project would have a disruptive effect on farm ownership that would temporarily idle some remainder parcels. The intent of this mitigation measure is to take responsibility for the disruptive effects and proactively work to restore</p>	<p><del>remnant parcels to neighboring landowners for consolidation with adjacent farmland properties. In addition, the program will assist the owners of remnant parcels in selling those remnants to adjacent landowners, upon request. The goal of the program is to provide for continued agricultural use on the maximum feasible amount of remnant parcels that otherwise may not uneconomical to farm. The program will focus on severed remainder parcels, including those that were under Williamson Act or Farmland Security Act contract at the time of right-of-way acquisition and have become too small to remain in the local Williamson Act or Farmland Security Act program. The program will assist landowners in obtaining lot line adjustments where appropriate to incorporate remnant parcels into a larger parcel that is consistent with size requirements under the local government general plan. The program will operate for a minimum of 5 years after construction of the section is completed.</del></p> <p>The Authority and FRA expect that productive farmland would be farmed in some manner, and not left idle in perpetuity. However, the Authority and FRA recognize that constructing the Merced to Fresno section of the HST Project would have a disruptive effect on farm ownership that would temporarily idle some remainder parcels. The intent of this mitigation measure is to take responsibility for the disruptive effects and proactively work to restore remainder parcels to productive agricultural use (and not rely on market forces to accomplish the same result). This process would be a series of real estate transactions, and the Authority would be using the same real property transaction processes used by Caltrans; this process features the use of Authority right-of-way agents who generally follow Caltrans procedures. The State of California has a long</p>	<p>program has been deemed part of the project and has been added to Design Features and removed in current location as a mitigation measure.</p>

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
		<p>remainder parcels to productive agricultural use (and not rely on market forces to accomplish the same result). This process would be a series of real estate transactions, and the Authority would be using the same real property transaction processes used by Caltrans; this process features the use of Authority right-of-way agents who generally follow Caltrans procedures. The State of California has a long history of managing real estate transactions through Caltrans and other state entities (e.g., Department of General Services), which helps promote the success of the Authority's farmland consolidation program.</p>	<p><del>history of managing real estate transactions through Caltrans and other state entities (e.g., Department of General Services), which helps promote the success of the Authority's farmland consolidation program.</del></p>	
85	Page 3.14-40 3.14.6 Project Design Features		<p><u>The Authority and FRA expect that severance parcels of productive farmland would be farmed in some manner, and not left idle in perpetuity. The Authority and FRA would take responsibility for restoring remainder parcels to productive agricultural use (and not rely on market forces to accomplish the same result). This process would be a series of real estate transactions, and the Authority would be using the same real property transaction processes used by Caltrans; this process features the use of Authority right-of-way agents who generally follow Caltrans procedures. The State of California has a long history of managing real estate transactions through Caltrans and other state entities (e.g., Department of General Services), which helps promote the success of the Authority's farmland consolidation program.</u></p>	<p>The commitment to a farmland consolidation program has been deemed part of the project and has been added to Design Features and removed in current location as a mitigation measure</p>

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
	<p>Page 3.14-42                      Section 3.14.9 CEQA Significance Conclusions, Table 3.14-16                      Ag#2: Permanent Conversion of Agricultural Land from Parcel Splits</p>	<p>The UPRR/SR 99 Alternative would sever 52 large farm parcels along the Ave 24 Wye with the East Chowchilla design option, 34 large farm parcels along the Ave 24 Wye with the West Chowchilla design option, and 32 large farm parcels along the Ave 21 Wye.</p> <p>The BNSF Alternative would sever from 80 to 120 large farm parcels with the Mission Ave design options and from 90 to 124 large farm parcels with the Mariposa Way design options.</p> <p>The Hybrid Alternative would sever approximately 80 large farm parcels.</p>	<p><del>The UPRR/SR 99 Alternative would sever 52 large farm parcels along the Ave 24 Wye with the East Chowchilla design option, 34 large farm parcels along the Ave 24 Wye with the West Chowchilla design option, and 32 large farm parcels along the Ave 21 Wye.</del></p> <p><del>The BNSF Alternative would sever from 80 to 120 large farm parcels with the Mission Ave design options and from 90 to 124 large farm parcels with the Mariposa Way design options.</del></p> <p><del>The Hybrid Alternative would sever approximately 80 large farm parcels.</del></p>	<p>The commitment to a farmland consolidation program has been deemed part of the project and has been added to Design Features and removed in current location as a mitigation measure</p>
86	<p>Page 3.14-41 - 42                      Section 3.14.8 NEPA Impacts Summary, 4<sup>th</sup> bullet</p>	<p>Mitigation measures AG-MM#1 and AG-MM#2 will ensure that land is preserved for agriculture and that remnant parcels are consolidated so that they remain in agricultural production. Mitigation Measures Ag-MM#1 and Ag-MM#2 will not replace the farmlands in an area of highly production agricultural soils that are threatened by development encroachment; therefore, would be considered a significant impact under NEPA.</p>	<p>Mitigation measures AG-MM#1 and AG-MM#2 will ensure that land is preserved for agriculture and that remnant parcels are consolidated so that they remain in agricultural production. Mitigation Measures Ag-MM#1 and Ag-MM#2 will not replace the farmlands in an area of highly production agricultural soils that are threatened by development encroachment; therefore, would be considered a significant impact under NEPA.</p>	<p>The commitment to a farmland consolidation program has been deemed part of the project and has been added to Design Features and removed in current location as a mitigation measure</p>
<b>Section 3.15 Parks, Recreation, and Open Space</b>				
87	<p>Page 3.15-47                      Section 3.15.7 Mitigation Measures                      PK-MM#4 at top of page</p>	<p>"... CDFG agreed to a Resolution of Necessity on March 2, 2012, to accommodate the HST Project under Title 14 (Gibson 2012)."</p>	<p><del>"... CDFG agreed to a Resolution of Necessity on March 2, 2012, to accommodate the HST Project under Title 14 (Gibson 2012)."</del> "... The Authority would prepare and issue a Resolution of Necessity and submit it to the Public Works Boards as part of the right-of-way acquisition process."</p>	<p>Text clarified.</p>

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
<b>Section 3.16 Aesthetics and Visual Resources</b>				
88	Page 3.16-29 Section 3.16.5.3, Construction Period Impacts, Common Aesthetics and Visual Quality Impacts, Visual Impacts on Adjacent Land Uses subsection, second paragraph.	“Construction activities would cease after completion; therefore, impacts from these activities are considered temporary and therefore would have negligible intensity under NEPA and would be less than significant under CEQA.”	<del>“Construction activities would cease after completion; therefore, impacts from these activities are considered temporary and therefore would have negligible intensity under NEPA and would be less than significant under CEQA.”</del>  “ <u>Under all alternatives construction activities would cause visual impacts in urban areas, therefore they would have a moderate intensity under NEPA and would be significant under CEQA.</u> ”	Consistency issue.
<b>Section 3.17 Cultural and Paleontological Resources</b>				
89	Page 3.17-84 Section 3.17.6.1 Arch-MM#3 subsection, first paragraph	If project engineering concludes that avoidance is not feasible, a process to determine whether the site can be preserved through intentional site burial will be considered. When complete avoidance is not possible, preservation in-place is the preferred form of mitigation for an “historical resource of an archaeological nature” because it retains the relationships between artifact and context, and may avoid conflicts with groups associated with the site, pursuant to PRC 15126.4(b)(3)(A). The process, presented in overview below, is specified in detail in the ATP, which is being developed in coordination with all of the project’s consulting parties (noted above).	If project engineering concludes that avoidance is not feasible, a process to determine whether the site can be preserved through intentional site burial will be considered. When complete avoidance is not possible, preservation in-place is the preferred form of mitigation for an “historical resource of an archaeological nature” because it retains the relationships between artifact and context, and may avoid conflicts with groups associated with the site, pursuant to <del>PRC CEQA Guidelines</del> 15126.4(b)(3)(A). The process, presented in overview below, is specified in detail in the ATP, which is being developed in coordination with all of the project’s consulting parties (noted above).	Text correction.
90	Page 3.17-93 Table 3.17-11 Row for Impact Hist#3	<del><b>PK-MM#4:</b> Address Noise at Roeding Park with City of Fresno <b>Hist-MM#4:</b> Minimize Adverse Noise Effects</del>	<del><b>PK-MM#4 5:</b> Address Noise at Roeding Park with City of Fresno <b>Hist-MM#4:</b> Minimize Adverse Noise Effects</del>	Mitigation numbering updated.

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
91	Page 3.17-93 Table 3.17-11 Row for Impact Hist#2	<b>Hist-MM#4:</b> Minimize Adverse Noise Effects;	<del>Hist-MM#4: Minimize Adverse Noise Effects</del> <b>N&amp;V-MM#1:</b> Construction Noise Mitigation Measures	Reference to specific noise mitigation measures.
92	Page 3.17-93 Table 3.17-11 Row for Impact Hist#2, first column	Hist#2: Effects on Historically Significant Built-Environment Resources during Construction  UPRR/SR 99 alternative would cause substantial adverse change to Roeding Park.	<b>Hist#2: Effects on Historically Significant Built-Environment Resources during Construction</b>  UPRR/SR 99, <u>BNSF, and Hybrid</u> alternatives would cause substantial adverse change to Roeding Park.	Consistency error with text body.
93	Page 3.17.92 Table 3.17-11 Row for Impact Hist#1, Mitigation Measures column	<b>Hist-MM#4:</b> Minimize Adverse Noise Effects;	<del>Hist-MM#4: Minimize Adverse Noise Effects;</del>	Hist-MM#1 applies to operational impacts, not construction impacts and therefore is not necessary for Hist #1.
94	Page 3.17.93 Table 3.17-11 Row for Impact Hist#1, first column, last line of row	"moto's Department Store"	"- <u>Komoto's</u> Department Store and Hotel"	Text correction
<b>Section 3.19 Cumulative Impacts</b>				
95	Page 3.19-8 Section 3.19.3.2 Air Quality and Global Climate Change, page 3.19.8	Construction emission impacts would be temporary, and would not contribute to air quality degradation and impede the region's ability to attain air quality standards. GHG emissions associated with project construction would be offset by the emission reduction during HST operation.	Construction emission impacts would be temporary, <del>and would not contribute to air</del> <u>and as mitigated/offset would not contribute</u> to air quality degradation and impede the region's ability to attain air quality standards.	Clarifying text.

#	Reference	Incorrect Final EIR/EIS Text	Correction to Final EIR/EIS	Reason for Correction
<b>Chapter 7 Preferred Alternative</b>				
96	Page 7.2 Section 7.2 First Paragraph	During the comment period, there were 895 comment submittals on the Merced to Fresno Section Draft EIR/EIS.	During the comment period, there were <del>895</del> <u>approximately 700</u> comment submittals on the Merced to Fresno Section Draft EIR/EIS.	Text correction
97	Page 7.2 Section 7.2 Second Paragraph	Of the 895 submittals, approximately 107 generally supported and 127 were generally opposed to the project.	Of the <u>approximately 895, 700</u> submittals, approximately 107 generally supported and 127 were generally opposed to the project.	Text correction
<b>Chapter 8 Public and Agency Involvement</b>				
98	Page 8-9 Section 8.6.2 Second Paragraph	During the comment period, there were 895 comment submittals on the Merced to Fresno Section Draft EIR/EIS.	During the comment period, there were <u>approximately 700</u> comment submittals on the Merced to Fresno Section Draft EIR/EIS.	Text correction

**Table 2**  
Errata in Technical Appendices, Volume II

#	Reference	Incorrect Volume II Text	Correction to Volume II Text	Reason for Update
<b>Appendix 3.14-B</b>				
99	Page 3.14-B-5	AJ Dairy Description of impacts to confined animal agriculture identifies the dairy at 23468 Road 12 as the AJ Dairy.	All references to this dairy will now use the name Fagundes Dairy. All references to the AJ Dairy are herewith deleted and replaced with Fagundes Dairy.	Mislabeled
100	Page 3.14-B-7	Valley Calf contains both feedlot and poultry operations. <sup>3</sup> The facility, located at 10654 Avenue 24, would be affected by all alternatives using the Ave 24 Wye. The alignment would require acquisition of the northern portion of the property, approximately 220 feet into the property from Avenue 24. This would require the acquisition of the entire poultry operation  Footnote 3: In the EIR/EIS and in the original version of this memorandum, the poultry operation was not shown. It appears to have been recently installed.	The following text has been removed or changed:  <del>Valley Calf contains both feedlot and poultry operations.<sup>3</sup>The Valley Calf facility, located at 10654 Avenue24, would be affected by all alternatives using the Ave 24 Wye. The alignment would require acquisition of the northern portion of the property, approximately 220 feet into the property from Avenue 24. This would require the acquisition of the entire poultry operation-portion of the property that fronts Ave 24.</del>  Footnote 3: In the EIR/EIS and in the original version of this memorandum, the poultry operation was not shown. It appears to have been recently installed	Correction of use of property
101	Page 3.14-B-7	The HST alignment itself would require acquisition of the northern portion of the property, which in turn would require acquisition of the entire poultry operation.	The following text has been removed:  The HST alignment itself would require acquisition of the northern portion of the property, which in turn would require acquisition of the entire poultry operation.	Correction of use of property
102	Page 3.14-B-17	AJ Dairy Description of impacts to confined animal agriculture identifies the dairy at 23468 Road 12 as the AJ Dairy.	Description of impacts to confined animal agriculture identifies the dairy at 23468 Road 12 as the AJ Dairy. All references to this dairy will now use the name Fagundes Dairy. All references to the AJ Dairy will be removed.	Mislabeled

#	Reference	Incorrect Volume II Text	Correction to Volume II Text	Reason for Update
<b>Appendix 5-B, Operating Cost Memorandum</b>				
103	Page 5-B-2	The cost per route mile to maintain the infrastructure is estimated at \$200,000, based on U.S. labor costs.	The cost per route mile to maintain the infrastructure is estimated at <u>\$206,000</u> based on U.S. labor costs.	Estimate escalated from 2009\$ to 2010\$ for consistency with other estimates.

**Table 3**  
Errata in Response to Comments, Volume IV

#	Reference	Incorrect Volume IV Text	Correction to Volume IV Text	Reason for Update
<b>Chapter 16. Standard Responses</b>				
104	Chapter 16, Standard Responses MF-Response-GENERAL-14	The Authority is committed to working with agricultural property owners to resolve or mitigate, if possible, acquisitions that result in the division of farmlands. Mitigation measures include creation of a farmland consolidation program to sell these uneconomic remnant parcels to neighboring landowners (see Mitigation Measure AG-MM#2 in Section 3.14.6 of the EIR/EIS) and creation of overcrossings or undercrossings at reasonable intervals to preserve access across the HST right-of-way (see Mitigation Measure SO-MM#8 in Section 3.12.7 of the EIR/EIS).	The Authority is committed to working with agricultural property owners to resolve or mitigate, if possible, acquisitions that result in the division of farmlands. The Authority has therefore incorporated a farmland consolidation program into the project and will work to ensure that remnant parcels can remain in productive agricultural use. In addition, the Authority will create overcrossings or undercrossings at reasonable intervals to preserve access across the HST right-of-way (see Mitigation Measure SO-MM#8 in Section 3.12.7 of the EIR/EIS).	Ag-MM#2 has been adopted as a design feature and therefore is not listed as a mitigation measure rather it is referred to as a commitment under design features.
105	Chapter 16, Standard Responses MF-Response-LAND USE-2	The project's impacts on agricultural lands as a result of conversion and parcel severance would be significant (see Section 3.14.5). Mitigation measures Ag-MM#1 (preserve farmland), Ag-MM#2 (consolidating remnant parcels), and SO-MM#8 (providing access to farmland) will reduce these impacts, but not below the level of significance.	The project's impacts on agricultural lands as a result of conversion to non-agricultural use <del>and parcel severance</del> would be significant (see Section 3.14.5). Design features and mitigation measure Ag MM# 1 and <del>Ag-MM#1 (preserve farmland), Ag-MM#2 (consolidating remnant parcels), and</del> SO-MM#8 (providing access to farmland) will reduce these impacts, but not below the level of significance.	Ag-MM#2 has been adopted as design features and therefore is not listed as a mitigation measure, rather it is referred to as a commitment under design features.

#	Reference	Incorrect Volume IV Text	Correction to Volume IV Text	Reason for Update
106	Chapter 16, Standard Responses MF-Response-AGRICULTURE-3	The EIR/EIS discusses a subset of severed parcels called unusable remainders or non-economic remainders. These parcels were included in the project acquisition area, and their acreage counted as part of the direct impact area (the construction footprint). The rationale is that there would be no apparent use of these remainders, and so they should be acquired by the Authority even though they would not be needed for any project use (HST alignments, road modifications, etc.). It is possible that these remainders may have some use during construction (e.g., material storage), and would be available for use by the construction contractors. After construction, it is possible that these remainders could be consolidated with other nearby parcels – that is the intent of Ag-MM#2. The proposed consolidation measure is a realistic commitment for mitigating severance impacts, and is consistent with programs used for other linear transportation facilities (e.g., Caltrans projects).	The EIR/EIS discusses a subset of severed parcels called unusable remainders or non-economic remainders. These parcels were included in the project acquisition area, and their acreage counted as part of the direct impact area (the construction footprint). The rationale is that there would be no apparent use of these remainders, and so they should be acquired by the Authority even though they would not be needed for any project use (HST alignments, road modifications, etc.). It is possible that these remainders may have some use during construction (e.g., material storage), and would be available for use by the construction contractors. After construction, it is possible that these remainders could be consolidated with other nearby parcels – <del>that is the intent of Ag-MM#2</del> see Section 3.14.6, Project Design Features. The farmland consolidation program will contribute to ensuring that the maximum amount of agricultural land is available for and continued in agricultural use. The program is a realistic commitment for ensuring continuing agricultural use on remainder parcels and is consistent with programs used for other linear transportation facilities (e.g., Caltrans projects).	Ag-MM#2 has been adopted as a design feature and therefore is not listed as a mitigation measure rather it is referred to as a commitment under design features.
107	Chapter 16, Standard Responses MF-Response-GENERAL-14	The Authority is committed to working with agricultural property owners to resolve or mitigate, if possible, acquisitions that result in the division of farmlands. Mitigation measures include creation of a farmland consolidation program to sell these uneconomic remnant parcels to neighboring landowners (see Mitigation Measure AG-MM#2 in Section 3.14.6 of the EIR/EIS) and creation of overcrossings or undercrossings at reasonable intervals to preserve access across the HST right-	The Authority is committed to working with agricultural property owners to resolve or mitigate, if possible, acquisitions that result in the division of farmlands. . The Authority has therefore incorporated a farmland consolidation program into the project and will work to ensure that remnant parcels can remain in productive agricultural use. (In addition, the Authority will create overcrossings or undercrossings at reasonable intervals to preserve access across	Ag-MM#2 has been adopted as a design feature and therefore is not listed as a mitigation measure rather it is referred to as a commitment under design features.

#	Reference	Incorrect Volume IV Text	Correction to Volume IV Text	Reason for Update
		of-way (see Mitigation Measure S0-MM#8 in Section 3.12.7 of the EIR/EIS).	the HST right-of-way (see Mitigation Measure S0-MM#8 in Section 3.12.7 of the EIR/EIS).	
108	Chapter 16, Standard Responses MF-Response-LAND USE-2	The project's impacts on agricultural lands as a result of conversion and parcel severance would be significant (see Section 3.14.5). Mitigation measures Ag-MM#1 (preserve farmland), Ag-MM#2 (consolidating remnant parcels), and SO-MM#8 (providing access to farmland) will reduce these impacts, but not below the level of significance.	The project's impacts on agricultural lands as a result of agricultural land conversion to non agricultural use <del>and parcel severance</del> would be significant (see Section 3.14.5). <u>Design Features and the mitigation</u> measures Ag MM#1 <del>Ag-MM#1 (preserve farmland), Ag-MM#2 (consolidating remnant parcels),</del> and SO-MM#8 (providing access to farmland) will reduce these impacts, but not below the level of significance.	Ag-MM#2 has been adopted as a design feature and therefore is not listed as a mitigation measure rather it is referred to as a commitment under design features.
109	Chapter 16, Standard Responses MF-Response-AGRICULTURE-3	The EIR/EIS discusses a subset of severed parcels called unusable remainders or non-economic remainders. These parcels were included in the project acquisition area, and their acreage counted as part of the direct impact area (the construction footprint). The rationale is that there would be no apparent use of these remainders, and so they should be acquired by the Authority even though they would not be needed for any project use (HST alignments, road modifications, etc.). It is possible that these remainders may have some use during construction (e.g., material storage), and would be available for use by the construction contractors. After construction, it is possible that these remainders could be consolidated with other nearby parcels – that is the intent of Ag-MM#2 see Section 3.14.6, Project Design Features. The proposed consolidation measure is a realistic commitment for mitigating severance impacts, and is consistent with programs used for other linear transportation facilities (e.g., Caltrans projects).	The EIR/EIS discusses a subset of severed parcels called unusable remainders or non-economic remainders. These parcels were included in the project acquisition area, and their acreage counted as part of the direct impact area (the construction footprint). The rationale is that there would be no apparent use of these remainders, and so they should be acquired by the Authority even though they would not be needed for any project use (HST alignments, road modifications, etc.). It is possible that these remainders may have some use during construction (e.g., material storage), and would be available for use by the construction contractors. After construction, it is possible that these remainders could be consolidated with other nearby parcels – <del>that is the intent of Ag-MM#2</del> see Section 3.14.6, <u>Project Design Features</u> . The farmland consolidation program will contribute to ensuring that the maximum amount of agricultural land is available for and continued in agricultural use. The consolidation program is a realistic commitment for ensuring continuing agricultural use on remainder parcels, and is consistent with programs used for other	Ag-MM#2 has been adopted as a design feature and therefore is not listed as a mitigation measure rather it is referred to as a commitment under design features.

#	Reference	Incorrect Volume IV Text	Correction to Volume IV Text	Reason for Update
			linear transportation facilities (e.g., Caltrans projects).	

**Table 4**  
 Errata in Technical Reports and Other Materials

#	Reference	Incorrect Text	Correction to Text	Reason for Update
<b>Air Quality Technical Report</b>				
110	Appendix C, Table of Contents, page i	C.1-8 Regional Emissions: Vehicle Miles Traveled C.1-9 Statewide Emissions: Vehicle Miles Traveled C.1-10 Regional and Statewide Emissions: Power and Flight Demands	C.1-8 Regional <u>and Statewide</u> Emissions: Vehicle Miles Traveled, <u>50% Fare Scenario</u> C.1-9 Regional <u>and Statewide</u> Emissions: Vehicle Miles Traveled, <u>83% Fare Scenario</u> C.1-10 Regional <u>and Statewide</u> Emissions: <del>Power and</del> Flight Demands	Text Clarified
<b>Hydraulics and Floodplain Technical Report</b>				
111	Tables 6-3 (page 6-12) and 6-5 (page 6-21)	Note 6: Since 1981, there have been three re-studies and revisions for the San Joaquin River (1996, 1998, and 2000). The 2000 study of the San Joaquin is reported in the Madera County FIS (2008) and Fresno County FIS (2009). Note 7: ... USACE orally indicated flow is valid upstream to Friant Dam.	Note 6: Since 1981, there have been three re-studies and revisions for the San Joaquin River <u>hydrology that occurred in 1996, 1998, and 2000. All three studies are referenced in the Madera County FIS (FEMA 2008b) and Fresno County FIS (2009a).</u> Note 7: ... USACE orally indicated flow is valid upstream to Friant Dam ( <u>Larson 2010b</u> ).	Omission
112	Table 6-4 Page 6-17	Note 7: Since 1981, there have been three re-studies and revisions for the San Joaquin River (1996, 1998, and 2000). The 2000 study of the San Joaquin is reported in the Madera County FIS (2008) and Fresno County FIS (2009). Note 8: ... USACE orally indicated flow is valid upstream to Friant Dam.	Omission corrected as follows: Note 6: Since 1981, there have been three re-studies and revisions for the San Joaquin River <u>hydrology that occurred in 1996, 1998, and 2000. All three studies are referenced in the Madera County FIS (FEMA 2008b) and Fresno County FIS (2009a).</u>	Omission

#	Reference	Incorect Text	Correction to Text	Reason for Update
			Note 8: ... USACE orally indicated flow is valid upstream to Friant Dam ( <u>Larson 2010b</u> ).	
113	Section 3.1.2.1, p. 3-4, last paragraph, 2nd line	Larson 2010	References has been updated to read Larson 2010 <u>a</u>	Omission
114	Section 6.5.2, 1st paragraph	Larson 2010	Omitted references has been updated to read Larson 2010 <u>a</u>	Omission
115	Section 7, p. 7-2	Larson, Ryan. 2010. Section 208.10. USACE. April 21, 2010. Personal communication regarding application review.	Omitted reference has been updated to read Larson 2010 <u>a</u> . Section 208.10. USACE. April 21, 2010. Personal communication regarding application review.  New citation added: <u>Larson, Ryan. 2010b. Section 208.10. USACE. May 26, 2010. Personal communication during meeting at Ryan's office to discuss regulatory flow rates from project O&amp;M Manuals and other requirements for Section 208.10 reviews and Encroachment permits.</u>	Omission