

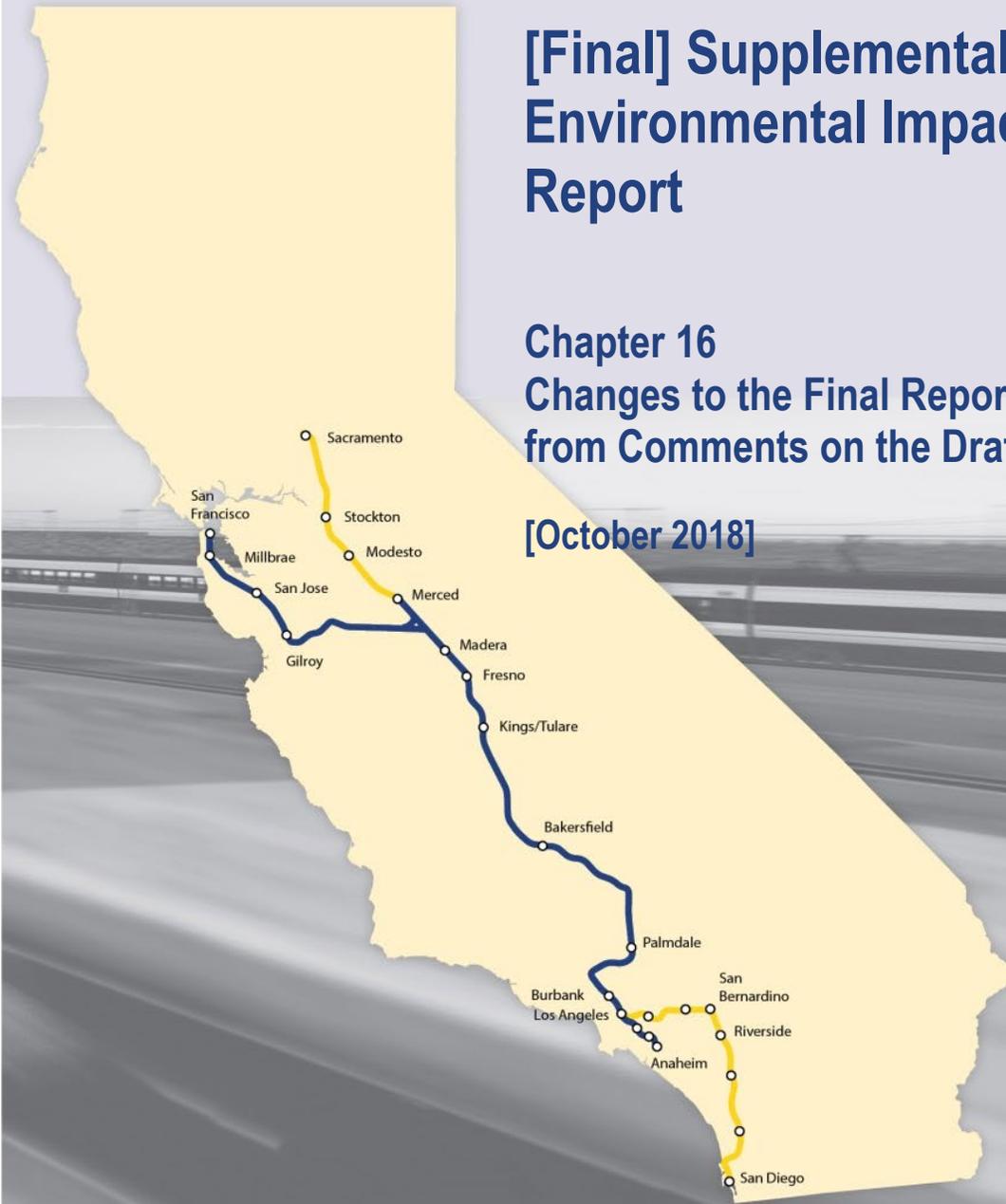
California High-Speed Rail Authority

Fresno to Bakersfield *Section*

[Final] Supplemental
Environmental Impact
Report

Chapter 16
Changes to the Final Report Resulting
from Comments on the Draft Report

[October 2018]



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ACRONYMS AND ABBREVIATIONS

Authority	California High-Speed Rail Authority
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FRA	Federal Railroad Administration
F-B LGA	Fresno to Bakersfield Locally Generated Alternative
HSR	high-speed rail
NEPA	National Environmental Policy Act
Reclamation	U.S. Bureau of Reclamation
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
USACE	United States Army Corps of Engineers

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16 CHANGES TO THE FINAL REPORT RESULTING FROM COMMENTS ON THE DRAFT REPORT

16.1 Introduction

The Authority and FRA widely circulated the Draft Supplemental EIR/EIS to affected local jurisdictions, state and federal agencies, tribes, community organizations, other interest groups, and interested individuals. The document was also available at Authority offices, public libraries, and community centers. The 60-day public comment period closed on January 16, 2018. During this period, a public hearing was held on December 19, 2017 in Bakersfield to receive oral testimony on the Draft Supplemental EIR/EIS. This Final Supplemental EIR addresses the comments received during the Draft Supplemental EIR/EIS comment period.

Global changes made to the final document are described in Section 1.2 of this Technical Appendix. Section and chapter-specific changes to Volume I of the Draft Supplemental EIR/EIS text are described in Section 1.3 of this Technical Appendix. Changes to the Technical Appendices of the Draft Supplemental EIR/EIS are described in Section 1.4 of this Technical Appendix.

Text added to the document is demarcated as bracketed text (e.g., [added text]).

Changes made to the front matter of the Draft Supplemental EIR/EIS including the Preface, Fact Sheet, and Summary are not described in this technical appendix because they are reproduced here in this Final Supplemental EIR.

16.2 Global Changes

Several text changes were made globally throughout the Final Supplemental EIR. These include the following:

- The word Draft was replaced with Final in references to the Supplemental EIR document, except when the reference was specifically to the Draft document.
- The decision was made to bifurcate the CEQA and NEPA documents, so all references to the FRA as the NEPA lead agency for the Supplemental EIS were removed. This is a standalone Final Supplemental EIR.
- To clarify that this document is a standalone CEQA Final Supplemental EIR, a notice has been added to the footer on the first page of each section and chapter as seen below on this page. The footer states the following: This Final Supplemental EIR is prepared by the Authority pursuant to its responsibilities as a lead agency under CEQA. This Final Supplemental EIR does not specifically address FRA's NEPA compliance and should not be understood to substitute for a separate Final Supplemental EIS.
- Throughout the document, the GIS data remained unchanged; however, the pathways on which the files were saved had been modified for a number of figures. The file pathways are shown as vertical text to the left of the image, and for those figures that required pathway changes, the figure title was shaded grey. This data change does not modify the footprint or the disturbance areas, so the analysis presented in this Final Supplemental EIR is consistent with the analysis presented in the Draft Supplemental EIR/EIS.
- Dates on all documents were changed to reflect the publication date of the Final Supplemental EIR.
- All references to a 45-day review period for the Draft Supplemental EIR/EIS were changed to accurately describe the 60-day review period for the Draft Supplemental EIR/EIS.

16.3 Volume I

16.3.1 Chapter 1

On page 1-7, [Figure 1-2 Fresno to Bakersfield Section Final EIR/EIS Preferred Build Alternative] had changed GIS pathways.

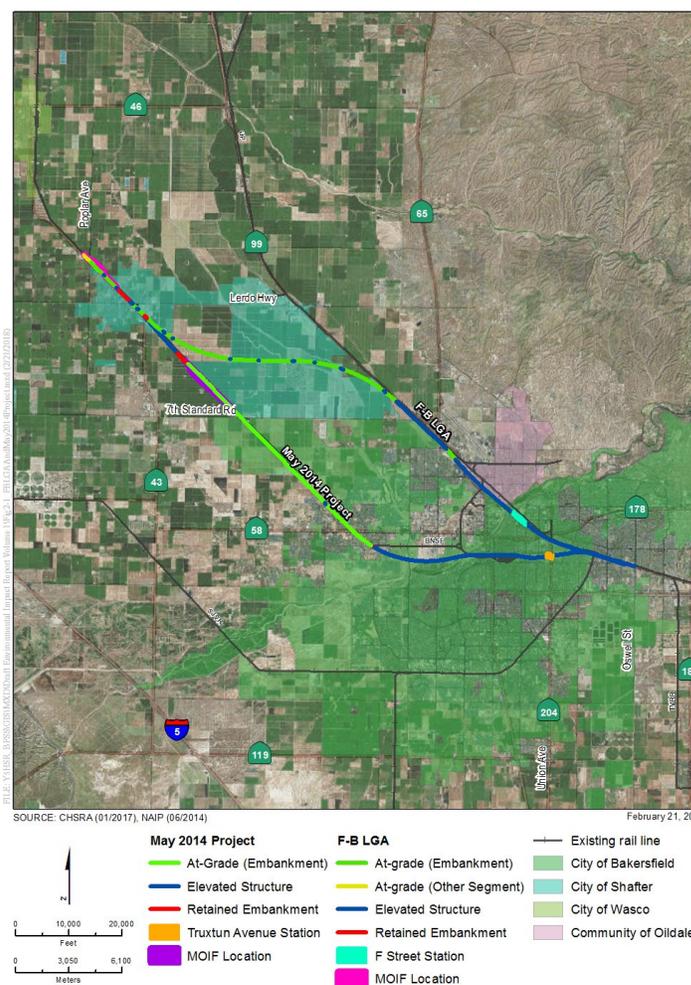
On page 1-8 [Figure 1-3 Locations of F-B Section EIR/EIS Alternatives, F-B LGA, and May 2014 Project] had changed GIS pathways.

There were no other changes to Chapter 1 aside from the global changes described in Section 16.2 of this Chapter.

16.3.2 Chapter 2

On page 2-6 of the Draft Supplemental EIR/EIS the clause “adjacent to the Amtrak station” was added to clarify the following sentence: The May 2014 Project Station would be built at the corner of Truxtun and Union Avenues/SR 204 [adjacent to the Amtrak station] (Figure 2-1).

On page 2-7, [Figure 2-1 F-B LGA and May 2014 Project] was revised to accurately portray the location of the MOIF as shown here.



On page 2-8, [Figure 2-2 F-B LGA and Associated Features] had changed GIS pathways.

On page 2-9 of the Draft Supplemental EIR/EIS the clause “and the maximum height of the viaduct is 73 feet in the vicinity of Weill Park in Bakersfield” was added to the following sentence:

The average height of the viaduct is 60 feet above existing ground [and the maximum height of the viaduct is 73 feet in the vicinity of Weill Park in Bakersfield].

On page 2-9 of the Draft Supplemental EIR/EIS the following text was added to footnote 3: [The fill requirements are expected to be similar for the F-B LGA and May 2014 Project due to the total length of each alternative on embankment/at-grade or on retained fill (approximately 12.5 miles for the F-B LGA and 11.3 miles for the May 2014 Project). Therefore, the assumption of fill requirements for the Fresno to Bakersfield Section, as stated in the Final EIR/EIS, is still applicable to the F-B LGA and would not exceed the available permitted aggregate resources in the San Joaquin Valley. Borrow sites for excavated fill have not been identified to date. The contractor will acquire fill from sites that are permitted under the Surface Mining and Reclamation Act (SMARA) or exempt under SMARA.]

On page 2-11, [Figure 2-3 F-B LGA in Kern County and Shafter] had changed GIS pathways.

On page 2-12, [Figure 2-4 F-B LGA in Shafter and Kern County] had changed GIS pathways.

On page 2-13, [Figure 2-5 F-B LGA in Shafter] had changed GIS pathways.

On page 2-14, [Figure 2-6 F-B LGA in Bakersfield and Oildale] had changed GIS pathways.

On page 2-15, [Figure 2-7 F-B LGA in Oildale and Bakersfield] had changed GIS pathways.

On page 2-16, [Figure 2-8 F-B LGA in Bakersfield] had changed GIS pathways.

On page 2-31 of the Draft Supplemental EIR/EIS at the end of the third paragraph, the following footnote was added:

[This document evaluates impacts, and proposed mitigation if necessary, of the HSR alignment all the way to Oswell Street to disclose impacts of the tracks as they might extent to the southeast beyond the F Street Station. However, the Authority and FRA intend to approve for construction and operation, as part of this document, only the F Street station and the alignment from that station towards Fresno, as shown in Figure S-4. Any alignment to the southeast of the station would be approved, if at all, following environmental evaluation of the Bakersfield to Palmdale Section, currently programmed to be completed via an EIR/EIS for that Section in 2020. Accordingly, mitigation measures for impacts related to the alignment southeast of the F street station would be imposed as part of the approval of the Bakersfield to Palmdale Section.]

On page 2-29, [Figure 2-15 Bakersfield F Street Station Conceptual Layout] had changed GIS pathways.

On page 2-31 of the Draft Supplemental EIR/EIS the clause “, serving all vehicles (private vehicles, taxis, and public transit)” was added to the following sentence: Chester Avenue/32nd Street: This would be the third access location to the station and would operate as a right-in/right-out-only driveway[, serving all vehicles (private vehicles, taxis, and public transit).]

On page 2-32 of the Draft Supplemental EIR/EIS, the following sentence was added:]Traveling on city streets, the Amtrak station is located approximately 1.8 miles from the proposed F Street Station site.]

Table 2-2 HSR System Ridership Forecasts (in millions per year), on page 2-40 of the Draft Supplemental EIR/EIS, was corrected in the following ways:

Table 2-1 HSR System Ridership Forecasts (in millions per year)

Fare Scenario	2020 Phase 1	2027 Full System	2035 Phase 1 ¹	Full System
HSR ticket price = 83% of airfare levels	[13.2]	[47.6]	[40.2]	[69.3]
[HSR ticket price = 50% of airfare levels]	[18.7]	[67.5]	[57.0]	[98.2]

On page 2-44 of the Draft Supplemental EIR/EIS the following paragraph was added: [The 2018 Business Plan affirms the Authority’s commitment to connecting the Silicon Valley to the Central Valley (from San Francisco to Bakersfield) as quickly as possible. The Authority is considering options to deliver early benefits along the Phase 1 corridor, which may include the development of an interim terminal station at the Preferred Alternative station location (F Street). More information about the interim terminal station is contained in Technical Appendix 2-I of this Final Supplemental EIR.]

Section 3.1

There were no changes to Section 3.1 aside from the global changes described in Section 16.2 of this Chapter.

Section 3.2

On page 3.2-2 of the Draft Supplemental EIR/EIS the following sentence was added at the end of Section 3.2.1.3: [Metropolitan Bakersfield High Speed Rail Terminal Impact Analysis Report (KernCOG 2003), Metropolitan Bakersfield Transit Center Study (KernCOG 2015), Metropolitan Bakersfield General Plan Circulation Element (City of Bakersfield and County of Kern 2007), and Kern County General Plan (Kern County 2009) have also been referenced in the preparation of this analysis.]

On page 3.2-2 of the Draft Supplemental EIR/EIS the following sentences were added to Section 3.2.2 after the second sentence of the section: [Additionally, the project will not result in any increase in regional vehicle miles traveled (VMT) since the increase in VMT will be at a local level between local destinations and the F Street station. As such, at a regional level, the project will reduce VMT because long-range destination vehicular trips will be replaced by passengers using HSR.]

On page 3.2-6 of the Draft Supplemental EIR/EIS the following changes were made to Section 3.2.3.1 under “Air Travel”: Bakersfield Meadows Field provides commercial service to San Francisco, [Denver, and Phoenix]. The words [and Los Angeles] were removed.

On page 3.2-10, [Figure 3.2-1 City of Shafter Study Intersections] had changed GIS pathways.

On page 3.2-12, [Figure 3.2-2 City of Shafter Roadway Segments] had changed GIS pathways.

On page 3.2-13, [Figure 3.2-3 City of Shafter Existing Intersection Levels-of-Service] had changed GIS pathways.

On page 3.2-16, [Figure 3.2-4 Kern County Study Intersections] had changed GIS pathways.

On page 3.2-17, [Figure 3.2-5 Kern County Roadway Segments] had changed GIS pathways.

On page 3.2-19, [Figure 3.2-6 Kern County Existing Intersection Levels-of-Service] had changed GIS pathways.

On page 3.2-20 of the Draft Supplemental EIR/EIS, Table 3.2-6 was revised in the following ways in favor of using the phrase Two-Way Stop instead of the acronym TWSC:

Table 3.2-2 Existing Intersection Levels-of-Service – City of Bakersfield

No.	Intersection	Control	Existing Conditions			
			A.M. Peak		P.M. Peak	
			Delay	LOS	Delay	LOS
4	Brown Street/Truxtun Avenue	[Two-Way Stop]	30.1	D	76.1	F

Source: Authority and FRA, 2017

Delay = Average control delay in seconds (For two-way stop controlled intersections, reported delay is for worst-case movement).

BOLD = Exceeds LOS standard

LOS = levels-of-service

On page 3.2-21, [Figure 3.2-7 City of Bakersfield Study Intersections] had changed GIS pathways.

On page 3.2-22, [Figure 3.2-8 City of Bakersfield Roadway Segments] had changed GIS pathways.

On page 3.2-23, [Figure 3.2-9 City of Bakersfield Existing Intersection Levels-of Service] had changed GIS pathways.

On page 3.2-24 of the Draft Supplemental EIR/EIS in the Highways and Roadways subsection of the Bakersfield Study Area section of Section 3.2.3.2: the clause “however, these projects are not funded and may still require adoption of the corridors” was removed from the following sentence: Several new freeway corridors are included in the Metropolitan Bakersfield General Plan; however, these projects are not funded and may still require adoption of the corridors (City of Bakersfield and Kern County 2015).

On page 3.2-24 of the Draft Supplemental EIR/EIS the following sentences were added to the Highways and Roadways subsection of the Bakersfield Study Area section of Section 3.2.3.2: [With the exception of the Centennial Corridor project, which is funded and currently under construction, the rest of the projects may still require adoption and funding for implementation of these projects. As such, for purposes of this analysis, these projects have been considered under the Future (2035) scenario analysis since they are included in the local and regional long-range transportation plans.]

On page 3.2-24 of the Draft Supplemental EIR/EIS in the Air Travel subsection of the Bakersfield Study Area section of Section 3.2.3.2: reference to Los Angeles was removed and the following changes were made: Bakersfield Meadows Field Airport provides commercial service to San Francisco, [Denver and Phoenix].

On page 3.2-25, [Figure 3.2-10 Regionally Significant Roads in Bakersfield] was updated to account for regionally significant roads.

On page 3.2-26, [Figure 3.2-11 Bakersfield Station Study Area Roadway Classifications Roadway Segment Analysis] had changed GIS pathways.

On page 3.2-27 of the Draft Supplemental EIR/EIS the number 63 was corrected to 64 in the following sentence: A total of [64] roadway segments were identified for analysis.

On page 3.2-27 of the Draft Supplemental EIR/EIS reference to the Metropolitan Bakersfield General Plan Circulation Element in Table 3.2-7 was corrected to read [September 2009] instead of December 2007.

On page 3.2-28, [Figure 3.2-12 Bakersfield Station Area Roadway Segments] was updated for visual clarity.

On page 3.2-29, [Figure 3.2-13 Bakersfield Station area Roadway Segments] was updated for visual clarity.

On page 3.2-30, [Figure 3.2-14 Bakersfield Station Area Study Intersections] was updated for visual clarity.

On page 3.2-31, [Figure 3.2-15 Bakersfield Station Area Intersections Levels-of-Service] was updated for visual clarity.

On page 3.2-36, [Figure 3.2-16 Future (2035) Plus Truxtun Avenue Station Intersection Levels-of-Service] had changed GIS pathways.

On page 3.2-37 of the Draft Supplemental EIR/EIS in Section 3.2.4.2 the phrase vehicle miles traveled was removed in favor of its acronym, [VMT].

On page 3.2-37 of the Draft Supplemental EIR/EIS in subsection Aviation Element of Section 3.2.4.2 reference to Los Angeles was removed and the following changes were made: Although enplanements have grown in number nationally and statewide (at major airports), within the proposed HSR service area, Bakersfield Airport currently serves San Francisco[, Denver, and Phoenix] international airports with a limited number of flights each day.

On page 3.2-38 of the Draft Supplemental EIR/EIS reference to the Metropolitan Bakersfield General Plan Circulation Element in Table 3.2-10 was corrected to read [September 2009] instead of December 2007.

On page 3.2-39 of the Draft Supplemental EIR/EIS reference to the Metropolitan Bakersfield General Plan Circulation Element in Table 3.2-12 was corrected to read [September 2009] instead of December 2007.

On page 3.2-40 of the Draft Supplemental EIR/EIS, Table 3.2-15 was revised so that the daily volume of Year 2035 No Project Roadway Segment number 41 was [75,464] instead of 72,693, and its V/C2 in Future No-Build Conditions was [1.89] rather than 1.82.

On page 3.2-41 of the Draft Supplemental EIR/EIS, Table 3.2-16 was revised so that the 2035 No Build Conditions P.M. Peak Delay for Year 2035 No Project Intersection number 85 was [103.7] instead of 63.2, and its P.M. Peak LOS was [F] rather than E.

On page 3.2-43 of the Draft Supplemental EIR/EIS, Table 3.2-17 was revised so that the A.M. Density of eastbound SR 204 west of F Street was [37.7] instead of 37.9 and its P.M. density was [26.7] instead of 29.8; the A.M. Density of westbound SR 204 west of F Street was [23.2] instead of 23.1, its P.M. density was [34.9] instead of 36.4, and its LOS was [D] instead of E; the A.M. Density of eastbound SR 204 east of F Street was [0.35], its LOS was [A] instead of F, its P.M. density was [0.35], and its LOS was [A] instead of F; and finally the A.M. Density of westbound SR 204 east of F Street was [1.70] and its P.M. density was [2.14].

On page 3.2-43 of the Draft Supplemental EIR/EIS the words “new interchanges, addition of” was added to the following sentence: However, due to the proposed alignment, modifications would be required to the existing circulation system that includes roadway closures, realignment, redesign of existing interchanges, addition of [new interchanges, addition of] new traffic signals and roadway widening.

On page 3.2-44 of the Draft Supplemental EIR/EIS, the following changes were made:

- For the F-B LGA, there would be no significant impacts due to the project on any roadway segments under future plus project conditions.
- [The following] two study intersections [would experience significant impacts] under future plus project conditions:
 - [SR 43 and Ash Avenue (a.m. and p.m. peak hours)]
 - [Beech Avenue and Riverside Street (p.m. peak hour)]

On page 3.2-44 of the Draft Supplemental EIR/EIS, the following changes were made:

- **Kern County**

- For the F-B LGA, there would be no significant impacts due to the project on any roadway segments or intersections under existing plus F-B LGA conditions.
- [The following] two study intersections [would experience significant impacts] under future plus project. [Those intersections are:]
 - [Dole Court and Snow Road (a.m. peak hour)]
 - [Norris Road and Snow Road (p.m. peak hour)]

On page 3.2-44 of the Draft Supplemental EIR/EIS, the words “or intersections” were added to the following sentence under the second bullet under City of Bakersfield: For the F-B LGA, there would be no significant impacts due to the project on any roadway segments [or intersections] under future plus project conditions. The following sentence was removed from that bullet: “There

would be two study intersections under future plus project that would experience significant impacts.”

On page 3.2-44 of the Draft Supplemental EIR/EIS, several bullets under the Bakersfield Station Area bullet containing the phrase “that would experience significant impacts” were revised to move the phrase to earlier in the respective sentences. Additionally, the following changes were made:

- **Bakersfield Station Area**

- [The following] roadway segment [would experience a significant impact] under existing plus F-B LGA Station conditions. [That segment is:]
 - [30th Street, between F Street and H Street]
- [The following] three study intersections [would experience a significant impact] under existing plus F-B LGA Station conditions.
 - [Mohawk Street and Hageman Road (a.m. and p.m. peak hours)]
 - [SR 99 Southbound Ramps and Olive Drive (a.m. peak hour)]
 - [F Street and 23rd Street (a.m. and p.m. peak hours)]
- There would be no significant impacts to freeway segments under existing plus F-B LGA Station conditions.

On page 3.2-44 of the Draft Supplemental EIR/EIS, under the Bakersfield Station Area bullet, the word “one” was replaced by the phrase “the following two” and the phrase “would experience a cumulative significant impact” was removed from the following bullet:

- [The following two] roadway segment[s would experience a significant impact] under future plus F-B LGA Station conditions.
 - [F Street, between 30th Street and 24th Street]
 - [30th Street, between F Street and H Street]

On page 3.2-44 of the Draft Supplemental EIR/EIS, several bullets under the Bakersfield Station Area bullet containing the phrase “that would experience significant impacts” were revised to move the phrase to earlier in the respective sentences. Additionally, the following changes were made:

- [The following] nine study intersections [would experience a significant impact] under future plus F-B LGA Station conditions.
 - [Mohawk Street and Hageman Road (a.m. peak hour)]
 - [Mohawk Street and Rosedale Highway (a.m. and p.m. peak hours)]
 - [Oak Street and Rosedale Highway-24th Street (a.m. and p.m. peak hours)]
 - [Oak Street and Truxtun Avenue (a.m. peak hour)]
 - [F Street and 24th Street (p.m. peak hour)]
 - [F Street and 23rd Street (a.m. and p.m. peak hours)]
 - [M Street and Golden State Avenue and 28th Street (a.m. and p.m. peak hours)]
 - [Union Avenue and California Avenue (p.m. peak hour)]
 - [Beale Avenue and Jefferson Street-SR 178 Westbound Ramps (p.m. peak hour)]

On page 3.2-45, [Figure 3.2-17 Future (2035) Plus Build Peak Hour Intersection Levels-of-Service for the City of Shafter] had changed GIS pathways.

On page 3.2-46, [Figure 3.2-18 Future (2035) Plus Build Peak Hour Intersection Levels-of-Service for the Kern County] had changed GIS pathways.

On page 3.2-47, [Figure 3.2-19 Future (2035) Plus Build Peak Hour Intersection Levels-of-Service for the City of Bakersfield] had changed GIS pathways.

On page 3.2-48, [Figure 3.2-20 Future (2035) Plus Build Peak Hour Intersection Levels-of-Service for the Bakersfield Station Area] had changed GIS pathways.

On page 3.2-55 of the Draft Supplemental EIR/EIS reference to the Metropolitan Bakersfield General Plan Circulation Element in Table 3.2-18 10 was corrected to read [September 2009] instead of December 2007.

On page 3.2-55 of the Draft Supplemental EIR/EIS, the following changes were made to the second paragraph: the bookmark self-reference error was corrected to [Table 3.2-19].

On page 3.2-57 of the Draft Supplemental EIR/EIS reference to Los Angeles Avenue was removed and the following changes were made:

- SR 43 and [Ash Avenue] (a.m. and p.m. peak hours)

On page 3.2-60 of the Draft Supplemental EIR/EIS the following paragraph was added to Impact TR #13: [Roadway segments project trip distribution and assignment for the F-B LGA were obtained from Kern COG MIP Travel Demand Model Select Zone run. Based on the select zone distribution, it is estimated that 70 percent of project trips are forecasted to access the station from the south, via F Street and SR 204. Approximately 24 percent of project trips will travel westward along SR 204, 16 percent will travel eastward along SR 204 and 30 percent of locally generated trips will travel southward along F Street. The remaining 30 percent of total project trips are forecasted to access the station through two access points on Chester Avenue along 34th Street and 32nd Street. Out of these trips, approximately 4 percent will travel northward along Chester Avenue, 13 percent will travel southward along Chester Avenue and approximately 13 percent will travel eastward along 34th Street.]

In the second paragraph of page 3.2-63 of the Draft Supplemental EIR/EIS reference to roadway segments was removed and the following changes were made: Therefore, the identified effects to [intersections] would be significant under CEQA.

On page 3.2-68 of the Draft Supplemental EIR/EIS the following changes were made to Section 3.2.6:

3.2.6 Mitigation [Measures]

[This section lists the mitigation measures that are applicable to the May 2014 Project and the F-B LGA. Section 3.2.6.1 lists all the mitigation measures that are applicable to the May 2014 Project and the F-B LGA. Section 3.2.6.2 lists only the mitigation measures that are common to both the F-B LGA and the May 2014 Project. Section 3.2.6.3 lists the mitigation measures that are only applicable to the F-B LGA.]

On page 3.2-68 of the Draft Supplemental EIR/EIS the following changes were made to Section 3.2.6.1: The project design features [for the May 2014 Project] were approved under the Fresno to Bakersfield Section Final EIR/EIS, and detailed descriptions of each feature can be found in the Final EIR/EIS (Authority and FRA 2014a, pages 3.2-121 to 3.2-124).

On page 3.2-68 of the Draft Supplemental EIR/EIS the following changes were made to the subsection Mitigation Measures: [The only new mitigation measure added specifically for the F-B LGA is TR-MM#10. Based on the updated analysis conducted for the May 2014 Project, TR-MM#2 through TR-MM#9 provides adequate mitigation for the updated May 2014 Project. Additionally, b]ased on the analysis conducted for the F-B LGA, these measures approved for the May 2014 Project [and TR-MM#10] provided adequate mitigation for the project as modified in the F-B LGA.

On page 3.2-69 of the Draft Supplemental EIR/EIS the following bullet point was added:

- **[TR-MM#9.** 30th Street between F Street and H Street: Eliminate on-street parking to convert 30th Street from 2-lane Collector to 4-Lane Collector.]

On page 3.2-69 of the Draft Supplemental EIR/EIS the following bullet point was removed:

- **TR-MM#3.** F Street and 30th Street: Install a traffic signal at the intersection.

On page 3.2-70 of the Draft Supplemental EIR/EIS the following changes were made:

- **TR-MM#2.** F Street and 30th Street: Add overlap phasing for westbound right-turn lane.

On page 3.2-70 of the Draft Supplemental EIR/EIS the following bullet point was removed:

- **TR-MM#6, 7, 8.** F Street and 23rd Street: Widen the eastbound approach to provide one exclusive left-turn lane, two exclusive through lanes, and one shared through/right-turn lane..

On page 3.2-70 of the Draft Supplemental EIR/EIS reference to TR-MMs #2 and #5 were removed, as was the sentence “Widen the eastbound approach to provide one exclusive left-turn lane, three exclusive through lanes, and one exclusive right-turn lane.” Additionally, the following changes were made:

- **TR-MM#[2, 5].** Oak Street and Rosedale Highway-24th Street: [Add overlap phasing for westbound right-turn lane and re-time the signal in the a.m. and p.m. peak hours.]

On page 3.2-70 of the Draft Supplemental EIR/EIS the following bullet point was removed:

- **TR-MM#5.** Union Avenue and California Avenue: Re-time the signal in the p.m. peak hour.

On page 3.2-70 of the Draft Supplemental EIR/EIS the following bullet point was removed:

- **TR-MM#3.** Beale Avenue and Jefferson Street-SR 178 Westbound Ramps: Install a traffic signal at the intersection.

On page 3.2-71 of the Draft Supplemental EIR/EIS the phrase “specific to the F-B LGA” was removed, and the following changes were made to Section 3.2.6.2:

3.2.6.2 Mitigation Measures [Applicable to both the F-B LGA and May 2014 Project]

The F-B LGA will include engineering design features that would alleviate traffic conditions adjacent to the F Street Station site. Additional information regarding project design features is included in Chapter 2.0 of [the] Draft Supplemental EIR/EIS. [Following are a list of mitigation measures applicable both to the F-B LGA and the May 2014 Project.]

[Mitigation Measures under Future (2035) Plus Project Conditions]

- **[TR-MM#8, 9.** SR 43 and Ash Avenue: Add a two-way left-turn lane on SR 43.]
- **[TR-MM#10.** Beech Avenue and Riverside Street: Convert to all-way stop control.]
- **[TR-MM#10.** Dole Court and Snow Road: Convert to all-way stop control.]
- **[TR-MM#3.** Norris Road and Snow Road: Install a traffic signal at the intersection.]
- **[TR-MM#3.** Beale Avenue and Jefferson Street-SR 178 Westbound Ramps: Install a traffic signal at the intersection.]
- **[TR-MM#6, 7.** M Street and SR 204 and 28th Street: Widen the northbound approach to provide an exclusive left-turn lane and shared through/right-turn lane at the intersection.]
- **[TR-MM#5.** Oak Street and Truxtun Avenue: Re-time the signal in the p.m. peak hour.]
- **[TR-MM#6, 7, 8.** F Street and 23rd Street: Widen the eastbound approach to provide one exclusive left-turn lane, two exclusive through lanes, and one shared through/right-turn lane.]
- **[TR-MM#5.** Union Avenue and California Avenue: Re-time the signal in the p.m. peak hour.]

On page 3.2-71 of the Draft Supplemental EIR/EIS the following changes were made to Section 3.2.6.2:

[3.2.6.3 Mitigation Measures Specific to the F-B LGA]

[The F-B LGA will include engineering design features that will alleviate traffic conditions adjacent to the F Street Station site. Additional information regarding the project design is included in Chapter 2.0 of the Draft Supplemental EIR/EIS. Following is a list of mitigation measures specifically applicable to the F-B LGA.]

On page 3.2-71 of the Draft Supplemental EIR/EIS the following text was removed from Section 3.2.6.2:

Specific mitigation measures (or portions of the measures) (TR-MM#3 through TR-MM#9) developed for Transportation in the F-B LGA TATR (Authority and FRA 2017), as listed in Table 3.2-31, are applicable to the F-B LGA. These measures include TR-MM#3 through TR-MM#9. The only new mitigation measure added specifically for the F-B LGA is TR-MM#10. Table 3.2-32 lists the mitigation measures for Transportation developed solely for the F-B LGA.

On page 3.2-71 of the Draft Supplemental EIR/EIS, Table 3.2-31 was removed from Section 3.2.6.2. The contents of that table were as follows:

Table 3.2-3 Transportation Mitigation Measures

Number	Description
TR-MM#2	Modify signal phasing. Modify traffic signal phasing sequence to improve operations at a signalized intersection, in consultation with the appropriate jurisdiction to ensure the peak hour re-timing of the signal.
TR-MM#3	Add signal to intersection to improve LOS/operation. Add traffic signals to affected non-signalized intersections surrounding the proposed HSR station locations to improve LOS and intersection operation.
TR-MM#4	Restripe intersections. Restripe specific intersections surrounding the proposed HSR station locations to improve LOS and intersection operation.
TR-MM#5	Revise signal cycle length. Revise signal cycle length at specific intersections surrounding the proposed HSR station locations to improve LOS and intersection operation in consultation with the local appropriate jurisdiction.
TR-MM#6	Widen approaches to intersections. Widen approaches to allow for additional turning or through-lanes to improve LOS and intersection operation.
TR-MM#7	Add exclusive turn lanes to intersections. Add exclusive turn lanes at specific intersections to improve LOS and intersection operation.
TR-MM#8	Add new lanes to roadway. Add additional roadway lanes to improve LOS and intersection operation.
TR-MM#9	Restripe roadway segment. Restripe specific roadway segments in the vicinity of the proposed HSR station locations to improve LOS and roadway segment operation.
TR-MM#10	Convert intersection stop control. Convert intersection stop-control from a two-way stop to an all-way stop.

Source: Authority and FRA, 2014b

On page 3.2-71 of the Draft Supplemental EIR/EIS, Table 3.2-32 was removed from Section 3.2.6.2. The contents of that table were as follows:

Table 3.2-4 Mitigation Measures Specifically Applicable to the F-B LGA

Number	Description
TR-MM#3	Add signal to intersection to improve LOS/operation. Add traffic signals to affected non-signalized intersections surrounding the proposed F Street station location to improve LOS and intersection operation.
TR-MM#4	Restripe intersections. Restripe specific intersections surrounding the proposed F Street station location to improve LOS and intersection operation.
TR-MM#5	Revise signal cycle length. Revise signal cycle length at specific intersections surrounding the proposed F Street station location to improve LOS and intersection operation in consultation with the local appropriate jurisdiction.
TR-MM#6	Widen approaches to intersections. Widen approaches to allow for additional turning or through-lanes to improve LOS and intersection operation.
TR-MM#7	Add exclusive turn lanes to intersections. Add exclusive turn lanes at specific intersections to improve LOS and intersection operation.
TR-MM#8	Add new lanes to roadway. Add additional roadway lanes to improve LOS and intersection operation.
TR-MM#9	Restripe roadway segment. Restripe specific roadway segments in the vicinity of the proposed F street station location to improve LOS and roadway segment operation.
TR-MM#10	Convert intersection stop control. Convert intersection stop-control from a two-way stop to an all-way stop.

Source: Authority and FRA, 2017

On page 3.2-71 of the Draft Supplemental EIR/EIS, the following bullets were removed from Section 3.2.6.2, after the added heading [Mitigation Measures under Existing Plus Project Conditions]

- **TR-MM#8, 9.** SR 43 and Ash Avenue: Add a two-way left-turn lane on SR 43.
- **TR-MM#10.** Beech Avenue and Riverside Street: Convert to all-way stop control.
- **TR-MM#10.** Dole Court and Snow Road: Convert to all-way stop control.
- **TR-MM#3.** Norris Road and Snow Road: Install a traffic signal at the intersection.

On page 3.2-71 of the Draft Supplemental EIR/EIS, the following bullet was added to Section 3.2.6.2, under the new heading [Mitigation Measures under Future (2035) Plus Project Conditions]

- **[TR-MM#3.** Mohawk Street and Hageman Road: Install a traffic signal at the intersection.]

On page 3.2-71 of the Draft Supplemental EIR/EIS, under the new heading Mitigation Measures under Future (2035) Plus Project Conditions, reference to TR-MMs #2 and #5 was removed, as was the sentence: “Widen the eastbound approach to provide one exclusive left-turn lane, three exclusive through lanes, and one exclusive right-turn lane.” Additionally, the following text was added:

- **TR-MM#[2, 5].** Oak Street and Rosedale Highway-24th Street: [Add overlap phasing for westbound right-turn lane and re-time the signal in the a.m. and p.m. peak hours.]
- **[TR-MM#5.** Oak Street and Truxtun Avenue: Re-time the signal in the a.m. peak hour.]
- **[TR-MM#8.** SR 43 north of E. Los Angeles Avenue: Widen SR 43 from 2 to 4 lanes.]

16.3.3 Section 3.3

On page 3.3-4 of the Draft Supplemental EIR/EIS, the following bullet point was added:

- [SB 743]

On page 3.3-4 of the Draft Supplemental EIR/EIS, the following text was added:

[SB 743 (2013)]

[On September 27, 2013, Governor Brown signed SB 743, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 requires the Governor's Office of Planning and Research to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Measurements of transportation impacts may include vehicle miles traveled (VMT), VMT per capita, automobile trip generation rates, or automobile trips generated. Once the CEQA Guidelines are amended, auto delay will no longer be considered a significant impact under CEQA. Transportation impacts related to air quality must still be analyzed under CEQA (Office of Planning and Research 2017).]

On page 3.3-8 of the Draft Supplemental EIR/EIS, the phrase vehicle miles traveled was removed in favor of its acronym, [VMT].

On page 3.3-8 of the Draft Supplemental EIR/EIS, the following footnote was added: [1 While the CARB emission factor program, EFMAC, is currently available in a 2014 version, this program version was not available at the time the analysis was originally conducted for the May 2014 Project, as reflected in the Fresno to Bakersfield Section Final EIR/EIS. The analysis in this section of the Supplemental EIR/EIS is based on EMFAC 2011 to allow for a consistent evaluation and comparison of the construction emissions for the May 2014 Project and the F-B LGA.]

On page 3.3-21, [Figure 3.3-2 Air Quality Monitoring Stations Closest to Project] had changed GIS pathways.

16.3.4 Section 3.4

On page 3.4-2, text originally appearing on page 3.4-39 of the Draft Supplemental EIR/EIS has been relocated:

[As referenced on page 3.4-9 of the Fresno to Bakersfield Final EIR/EIS, roadway improvements that are classified as Type 1 projects require the preparation of a Noise Study Report (NSR) to identify traffic noise impacts for all land uses within the project study area. Traffic noise impacts occur when predicted noise levels in the design year approach or exceed the Noise Abatement Criteria (NAC) or a predicted noise level substantially exceeds the existing without project noise level by 12 dBA or more. When traffic noise impacts are identified, feasible and reasonable noise abatement measures such as noise barriers must be considered. The NSR evaluates the acoustic feasibility of noise barriers and whether or not they can reduce noise levels by 5 dBA or more for receptors located behind the barriers. If the noise barrier is acoustically feasible (reducing noise levels by 5 dBA or more), the Authority will prepare a Noise Abatement Decision Report (NADR) after the completion of the NSR to evaluate constructability issues and determine whether the barrier is reasonable (cost-effective).]

[A noise barrier may be considered not feasible for various factors that include not meeting geometric standards, such as the minimum line-of-sight, safety, maintenance, security, geotechnical considerations, and utility relocations. In addition, noise barriers would be considered not feasible when they are located in front of single-family residences or along properties with pedestrian sidewalks because the maintenance of property access would be required. In addition, constructing a noise barrier in front of a single-family residence or including properties with pedestrian sidewalks would result in a non-continuous wall, which would not provide the minimum noise reduction of 5 dBA.]

[A noise barrier would be considered reasonable when at least one or more benefited receptor achieves a minimum noise reduction of 7 dBA and when the estimated construction cost is within the reasonable allowance. Other reasonableness factors include the viewpoints of the benefited receptors.]

[Below is a summary of the Type 1 projects within the project vicinity:]

- **[Poplar Avenue Grade Separation.** Land uses within the project vicinity for the Poplar Avenue Grade Separation include agricultural land and residential uses. The NSR will report

- the highest expected noise level that is not closer than 100 feet from the edge of the outside traffic lane for the agricultural land and determine if the residential land uses would approach or exceed the NAC.]
- **[Riverside Street Grade Separation.** Land uses within the project vicinity for the Riverside Street Grade Separation include agricultural land along with facilities associated with agricultural uses. Since there are no land uses within the project vicinity that have a NAC, the NSR will report the highest expected noise level that is not closer than 100 feet from the edge of the outside traffic lane.]
 - **[SR 99/7th Standard Road Interchange.** Land uses within the project vicinity for the SR 99/7th Standard Road Interchange include a single-family residence, vacant land, agricultural land, and commercial and industrial uses. The NSR will report the highest expected noise level that is not closer than 100 feet from the edge of the outside traffic lane for vacant land, agricultural land, commercial, and industrial uses. The NSR will also determine if residential land uses would approach or exceed the NAC.]
 - **[SR 204/F Street Interchange.** Land uses within the project vicinity for the SR 204/F Street Interchange include single-family residences and office, commercial, and industrial uses. The NSR will report the highest expected noise level that is not closer than 100 feet from the edge of the outside traffic lane for office, commercial, and industrial uses. The NSR will also determine if residential land uses would approach or exceed the NAC.]
 - **[Tulare Avenue/Shafter Avenue Intersection.** Land uses within the project vicinity for the Tulare Avenue/Shafter Avenue intersection include residences, the Golden Living Center, a baseball field, vacant land, and industrial uses. The NSR will report the highest expected noise level that is not closer than 100 feet from the edge of the outside traffic lane for the baseball field, vacant land, and industrial uses, and determine if residences and the Golden Living Center land uses would approach or exceed the NAC.]
 - **[Chester Avenue/34th Street Intersection.** Land uses within the project vicinity for the Chester Avenue/34th Street intersection include residences, a school, a museum, and commercial and industrial uses. The NSR will report the highest expected noise level that is not closer than 100 feet from the edge of the outside traffic lane for commercial and industrial uses. The NSR will also determine if the school, museum, and residential land uses would approach or exceed the NAC.]

The above referenced text relocation does not change the findings or conclusions presented in the Draft Supplemental EIR/EIS.

On page 3.4-11, [Figure 3.4-2 Noise and Vibration Level Measurement Locations (North End)] had changed GIS pathways.

On page 3.4-12, [Figure 3.4-3 Noise and Vibration Level Measurement Locations (South End)] had changed GIS pathways.

In the second paragraph on page 3.4-15 of the Draft Supplemental EIR/EIS, reference to Appendix 3.4-A was removed and the following changes were made: Appendix 3.4-[B], Noise and Vibration [Measurements].

In the last paragraph on page 3.4-19 of the Draft Supplemental EIR/EIS, reference to Table 3.4-A-4 and Appendix 3.4-A was removed and the following changes were made: Table 3.4-[B -5] in Appendix 3.4-[B], Noise and Vibration [Measurements].

In the first paragraph under Table 3.4-12 Distances to Federal Railroad Administration Noise Impact Contours from Station Construction Activities, on page 3.4-20 of the Draft Supplemental EIR/EIS, reference to Table 3.4-A-4 and Appendix 3.4-A was removed and the following changes were made: Table 3.4-[B-6] in Appendix 3.4-[B], Noise and Vibration [Measurements].

In the first paragraph under Table 3.4-5 Distances to Federal Railroad Administration Noise Impact Contours from MOIF Construction Activities, on page 3.4-21 of the Draft Supplemental

EIR/EIS, reference to Table 3.4-A-4 and Appendix 3.4-A was removed and the following changes were made: Table 3.4-[B-6] in Appendix 3.4-[B], Noise and Vibration [Measurements].

In the first paragraph under Table 3.4-6 Distances to Construction Vibration Damage Criteria, on page 3.4-24 of the Draft Supplemental EIR/EIS, the word “Measurements” was added to the following sentence: The list of construction equipment for all phases of rail corridor construction is provided in Table 3.4-B-4 in Appendix 3.4-B, Noise and Vibration [Measurements].

In the fifth paragraph on page 3.4-25 of the Draft Supplemental EIR/EIS, reference to Table 3.4-A-4 and Appendix 3.4-A was removed and the following changes were made: Table 3.4-[B-5] in Appendix 3.4-[B], Noise and Vibration [Measurements].

In the first paragraph on page 3.4-26 of the Draft Supplemental EIR/EIS, reference to Table 3.4-A-4 and Appendix 3.4-A was removed and the following changes were made: Table 3.4-[B-6] in Appendix 3.4-[B].

In the third paragraph on page 3.4-26 of the Draft Supplemental EIR/EIS, reference to Table 3.4-A-4 and Appendix 3.4-A was removed and the following changes were made: Table 3.4-[B-7] in Appendix 3.4-[B].

In the second full paragraph on page 3.4-28 of the Draft Supplemental EIR/EIS, reference to Table 3.4-A-5 and Appendix 3.4-A was removed and the following changes were made: Table [3.4-B-8] in Appendix 3.4-[B], Noise and Vibration [Measurements].

In the second full paragraph on page 3.4-28 of the Draft Supplemental EIR/EIS, reference to Table 3.4-A-5 and Appendix 3.4-A was removed and the following changes were made: Table [3.4-B-8] in Appendix 3.4-[B], Noise and Vibration [Measurements].

In the second full paragraph on page 3.4-28 of the Draft Supplemental EIR/EIS, reference to Table 3.4-A-5 and Appendix 3.4-A was removed and the following changes were made: Table 3.4-[B-8] in Appendix 3.4-[B].

On page 3.4-29, [Figure 3.4-4 Noise Impacts] had changed GIS pathways.

On page 3.4-30, [Figure 3.4-5 Noise Impacts] had changed GIS pathways.

In the first paragraph on page 3.4-35 of the Draft Supplemental EIR/EIS, reference to Table 3.4-A-6 and Appendix 3.4-A was removed and the following changes were made: Table [3.4-B-9] in Appendix 3.4-[B], Noise and Vibration [Measurements].

On page 3.4-37 of the Draft Supplemental EIR/EIS, the phrase “as discussed below” was removed from the end of the second paragraph.

On page 3.4-43, the following text was added to Table 3.4-26 Mitigation Measures Applicable to the F-B LGA, in the third row, second column:

[; diagrams and placement information can be found in Volume III Section H: Record Set PEPD Design Submission Sound Barrier Plans of the Final Supplemental EIR].

On page 3.4-51, [Figure 3.4-7 Noise Barrier Locations Inset Area 1] had changed GIS pathways.

On page 3.4-52, [Figure 3.4-8 Noise Barrier Locations Inset Area 2] had changed GIS pathways.

On page 3.4-53, [Figure 3.4-9 Noise Barrier Locations Inset Area 3] had changed GIS pathways.

On page 3.4-54, [Figure 3.4-10 Noise Barrier Locations Inset Area 4] had changed GIS pathways.

16.3.5 Section 3.5

On page 3.5-5 of the Draft Supplemental EIR/EIS, the following changes were made to the text in the eleventh row, third column of Table 3.5 1 Basic EMF-EMI Comparison of the May 2014 Project with F-B LGA: [Adventist Health Bakersfield Medical Center Campus (formerly) San Joaquin Community Hospital).

In the first paragraph on page 3.5-6 of the Draft Supplemental EIR/EIS, reference to the San Joaquin Community Hospital was removed, and the following changes were made: [Adventist Health Bakersfield Medical Center Campus].

In the first paragraph on page 3.5-6 of the Draft Supplemental EIR/EIS, reference to the San Joaquin Community Hospital was removed, and the following changes were made: [Adventist Health Bakersfield Medical Center Campus].

In the first paragraph on page 3.5-6 of the Draft Supplemental EIR/EIS, the number 1,000 was corrected to [500].

In the third paragraph of Section 3.5.3.3 Receivers Susceptible to EMF/EMI/RF Interference Effects on page 3.5-6 of the Draft Supplemental EIR/EIS, reference to the San Joaquin Community Hospital was removed, and the following changes were made: On page 3.5-6 of the Draft Supplemental EIR/EIS, the following changes were made: [Adventist Health Bakersfield Medical Center Campus].

In the third paragraph of Section 3.5.3.3 Receivers Susceptible to EMF/EMI/RF Interference Effects on page 3.5-6 of the Draft Supplemental EIR/EIS, the sentence “The northeast corner of the San Joaquin Hospital is approximately 1,500 feet away from the F-B LGA footprint as shown in Figure 3.5-1” was removed, and following text was added: [The closest parcel owned by the Adventist Bakersfield Medical Center Campus to the F-B LGA right-of-way centerline is approximately 560 feet (this parcel is currently occupied by a surface parking lot and as such does not have any equipment that could be sensitive to EMI/EMFs). The closest Adventist Bakersfield Medical Center facility that may have equipment sensitive to EMI/EMFs is the Quest Imaging building located at 2700 Chester Avenue, which is located approximately 820 feet from the F-B LGA right-of-way centerline (as shown in Figure 3.5-1).]

In the last paragraph of Section 3.5.3.3 Receivers Susceptible to EMF/EMI/RF Interference Effects on page 3.5-6 of the Draft Supplemental EIR/EIS, reference to the San Joaquin Community Hospital was removed, and the following changes were made: [Adventist Bakersfield Medical Center Campus].

In the last paragraph of Section 3.5.3.3 Receivers Susceptible to EMF/EMI/RF Interference Effects on page 3.5-6 of the Draft Supplemental EIR/EIS, the number 1,000 was corrected to [500].

On page 3.5-7, reference to the San Joaquin Community Hospital was removed, and [Figure 3.5-1 Proximity of the Adventist Health Bakersfield Medical Center Campus to the F-B LGA] had changed GIS pathways.

On page 3.5-7 of the Draft Supplemental EIR/EIS, reference to the San Joaquin Community Hospital was removed, and the following changes were made to the title of Figure 3.5-1: [Proximity of the Adventist Health Bakersfield Medical Center Campus to the F-B LGA].

In Section 3.5.6.2 Mitigation Measures Specific to F-B LGA on page 3.5-13 of the Draft Supplemental EIR/EIS, the number 1,000 was corrected to [500].

16.3.6 Section 3.6

On page 3.6-6 of the Draft Supplemental EIR/EIS, a sub-row was added to the Water Supply row of Table 3.6 1 Study Area Utility and Energy Providers. Under the Provider column, [U.S. Bureau of Reclamation] was added, and under the Jurisdiction column, [Kern County (Shafter)] was added.

16.3.7 Section 3.7

On page 3.7-3 of the Draft Supplemental EIR/EIS, the following sentence was removed from the Compliance Action column of the Endangered Species Act of 1973 (federal ESA) ([16] U.S.C. [1531] et seq.) row of Table 3.7 1 Federal Laws and Regulations: “However, the Authority and FRA have determined that the F-B LGA is consistent with findings in both Biological Opinions.” Additionally, following text was added:

The F-B LGA was not included in either the April 1, 2014 or July 28, 2017 Biological Opinions, [so, in May 2018, the Authority, on behalf of the FRA, requested reinitiation of formal consultation with the USFWS and was issued a Biological Opinion Amendment for the Fresno to Bakersfield Section in July 2018 (USFWS 2018). The Biological Opinion Amendment incorporates the F-B LGA into the overall Fresno to Bakersfield Section Biological Opinion (08ESMF00-2012-F-0247). Consistent with the 2018 Biological Opinion Amendment, the] Authority will require the Design/Build contractor to implement the conservation measures identified in both the 2014 and 2017 Biological Opinions.

On page 3.7-17 of the Draft Supplemental EIR/EIS, forty-seven special-status wildlife species was corrected to [forty-eight].

On page 3.7-17 of the Draft Supplemental EIR/EIS, the following changes were made to the sixth paragraph in Section 3.7.3.1: Special-status wildlife species that may be affected by the May 2014 Project include: Kern brook lamprey; western spadefoot; coast horned lizard; [blunt-nosed leopard lizard;] burrowing owl, Swainson’s hawk, and other raptors; Buena Vista Lake ornate shrew; San Joaquin kit fox; Tipton kangaroo rat; and special-status bats.

On page 3.7-19, [Figure 3.7-2 Soils and Watersheds] had changed GIS pathways.

On page 3.7-23, [Figure 3.7-3 Wildlife Habitat Type] had changed GIS pathways.

On page 3.7-30 of the Draft Supplemental EIR/EIS, the following changes were made to Table 3.7-7 Special-Status Wildlife Species with Potential to Occur in the Habitat Study Area:

[Blunt-nosed leopard lizard]	[<i>Gambelia sila</i>]	[FE]	[SE/FP]	<p>[Potential to occur: No blunt-nosed leopard lizard were observed during 2015 field surveys; however, the Habitat Study Area lies within the species’ known range, and several CNDDDB records have been reported within a 10-mile radius. Suitable habitat is limited to the annual grassland along the Kern River corridor. There is no potential for this species to occur outside of the Kern River corridor, as potentially suitable land cover is limited in area, discontinuous, and consists primarily of maintained right-of-ways and vacant lots in urban and agricultural areas.]</p>
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On page 3.7-37, [Figure 3.7-4 CNDDDB Special-Status Plant Communities] had changed GIS pathways.

On page 3.7-38, [Figure 3.7-5 CNDDDB Special-Status Plant Species] had changed GIS pathways.

On page 3.7-39, [Figure 3.7-6 CNDDDB Special-Status Wildlife Species: Amphibians, Fish, Invertebrates, and Reptiles] had changed GIS pathways.

On page 3.7-40, [Figure 3.7-7 CNDDDB Special-Status Wildlife Species: Birds] had changed GIS pathways.

On page 3.7-41, [Figure 3.7-8 CNDDDB Special-Status Wildlife Species: Mammals] had changed GIS pathways.

On page 3.7-42, [Figure 3.7-9 Special-Status Plant Species and Special-Status Plant Communities Survey Results] had changed GIS pathways.

In the first paragraph on page 3.7-53 of the Draft Supplemental EIR/EIS, the word “always” was corrected to [typically].

On page 3.7-55, [Figure 3.7-10 Jurisdictional Waters Delineation Results] had changed GIS pathways.

On page 3.7-61 of the Draft Supplemental EIR/EIS, the number of species covered by the recovery plan was corrected from 11 to [12] and the [blunt-nosed leopard lizard] was added to the following list of species in the second paragraph of the subsection Recovery Plans for Federally

Listed Species under the Subsection Conservation Areas in Section 3.7.3.2: This recovery plan covers 41 federally listed species, candidate species, and species of concern. The following [12] species that are covered by the recovery plan were evaluated for their potential to occur within the F-B LGA Habitat Study Area: California jewelflower, Kern mallow, San Joaquin woolly-threads, Bakersfield cactus, lesser saltscale, Bakersfield smallscale, Munz's tidy-tips, Tipton kangaroo rat, [blunt-nosed leopard lizard,] San Joaquin kit fox, Tulare grasshopper mouse, and Le Conte's thrasher.

On page 3.7-61 of the Draft Supplemental EIR/EIS, the number of species covered by the MBHCP was corrected from 10 to [11] and the [blunt-nosed leopard lizard] was added to the following list of species in the second paragraph of the subsection Metropolitan Bakersfield Habitat Conservation Plan under the Subsection Conservation Areas in Section 3.7.3.2: The MBHCP covers 23 state and federally listed species, candidate species, and species of concern. The following [11] species that are covered by the MBHCP were evaluated for their potential to occur within the F-B LGA Habitat Study Area: Bakersfield cactus, Bakersfield saltbush, Kern mallow, Hoover's woolly-star, California jewelflower, slough thistle, San Joaquin woolly-threads, [blunt-nosed leopard lizard], San Joaquin kit fox, Tipton kangaroo rat, and Tulare grasshopper mouse.

On page 3.7-61 of the Draft Supplemental EIR/EIS, the number of species covered by the Pacific Gas and Electric Company San Joaquin Valley Operations and Maintenance Habitat Conservation Plan was corrected from 17 to [18] and the [blunt-nosed leopard lizard] was added to the following list of species in the second paragraph of the subsection Pacific Gas and Electric Company San Joaquin Valley Operations and Maintenance Habitat Conservation Plan under the Subsection Conservation Areas in Section 3.7.3.2: The Pacific Gas and Electric Company HCP covers 65 special-status plant and animal species. The following [18] species that are covered by this HCP were evaluated for their potential to occur within the F-B LGA Habitat Study Area: Bakersfield smallscale, California jewelflower, Kern mallow, San Joaquin woolly-threads, Bakersfield cactus, lesser saltscale, slough thistle, king's gold, Swainson's hawk, white-tailed kite, golden eagle, bald eagle, Tipton kangaroo rat, Nelson's antelope squirrel, [blunt-nosed leopard lizard,] San Joaquin kit fox, western burrowing owl, and tricolored blackbird.

On page 3.7-62 of the Draft Supplemental EIR/EIS, the [blunt-nosed leopard lizard] was added to the following list of species in the the second paragraph of the subsection First Public Draft – Kern County Valley Floor Habitat Conservation Plan under the Subsection Conservation Areas in Section 3.7.3.2: The VFHCP covers 25 special-status plant and animal species. The following species that are covered by the VFHCP were evaluated for their potential to occur within the F-B LGA: heartscale, Bakersfield smallscale, California jewelflower, slough thistle, Kern mallow, Hoover's woolly-star, San Joaquin woolly-threads, Bakersfield cactus, San Joaquin whipsnake, Le Conte's thrasher, Nelson's antelope squirrel, [blunt-nosed leopard lizard,] Tipton kangaroo rat, San Joaquin kit fox, and American badger.

On page 3.7-63, [Figure 3.7-11 Protected Trees Survey Results] had changed GIS pathways.

On page 3.7-71, [Figure 3.7-12 Kern River Corridor] had changed GIS pathways.

On page 3.7-73 of the Draft Supplemental EIR/EIS, number twenty-eight was corrected to [twenty-nine] in the following section in the first paragraph of subsection Special-Status Wildlife Species in Section 3.7.3.2: Twenty-[nine] special-status wildlife species are known to occur within the Habitat Study Area and could be adversely affected by the May 2014 Project.

On page 3.7-78 of the Draft Supplemental EIR/EIS, the following row was added to Table 3.7 7 Direct Impacts on Special-Status Wildlife Species:

[Blunt-nosed leopard lizard] [[<i>Gambelia siliia</i>]] [FE, SE/FP]	[AGS (Bakersfield/Kern River)]	[Permanent]	[3.62]
		[Temporary]	[5.32]

On page 3.7-80 of the Draft Supplemental EIR/EIS, the following changes were made to the subsection Reptiles of Section 3.7.3.2: The F-B LGA contains suitable habitat (e.g., unsurveyed annual grassland) for special-status reptiles, including coast horned lizard, San Joaquin whipsnake, silvery legless lizard, [blunt-nosed leopard lizard,] and western pond turtle (Table 3.7-7).

In the first paragraph on page 3.7-86 of the Draft Supplemental EIR/EIS, the word “further” was added to the following sentence: Wherever suitable lands are modified or degraded during construction, special-status plant species are unlikely to reoccur and operational activities that require maintenance of the railway are unlikely to result in [further] direct effects to special-status plant species.

After the fourth paragraph on page 3.7-86 of the Draft Supplemental EIR/EIS, the following text was added:

[As described above, the F-B LGA would result in direct and indirect effects on special-status plant species. Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.]

In the last paragraph on page 3.7-86 of the Draft Supplemental EIR/EIS, the words “herbicide application” was added to the following sentence: If operations and maintenance activities occur where any special-status wildlife species re-colonizes, potential direct effects may occur where maintenance-associated ground disturbance, [herbicide application,] clearing, or grubbing are required.

In the first paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS, the word “further” was added to the following sentence: Because potentially suitable habitat will be converted and made unsuitable during construction, operational activities that require maintenance of the railway are not expected to result in [further] indirect effects to special-status wildlife species.

After the second paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS, the following text was added:

[As described above, the F-B LGA would result in direct and indirect effects on special-status wildlife species. Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.]

In the third paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS, the word “further” was added to the following sentence: Wherever suitable lands are modified or degraded during construction, special-status plant communities are unlikely to reoccur and operational activities that require maintenance of the railway are unlikely to result in [further] direct effects to special-status plant communities.

In the fourth paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS, the following changes were made:

[Permanent indirect impacts on special-status plant communities outside of the project footprint would include fragmentation and introduction of nonnative, invasive plant species. These changes would result in decreased viability and gradual loss of special-status plant communities. However, because special-status plant communities in the operations area will be converted and made unsuitable during construction, operational activities that require maintenance of the railway are not expected to result in [further] indirect effects to special-status plant communities [outside the project footprint.]

[As described above, the F-B LGA would result in project effects on special-status plant communities. Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.]

After the sixth paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS, the following text was added:

[As described above, the F-B LGA would result in direct and indirect effects on jurisdictional waters. Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.]

The following text was added to the last paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS:

[Project direct impacts on the *Recovery Plan for Upland Species of the San Joaquin Valley, California* plan area include the creation of permanent partial barriers to special-status species, the loss or degradation of special-status plant and wildlife species, and the loss or degradation of the lands that could support or provide habitat for these species.]

The following text was added after the last paragraph on page 3.7-87 of the Draft Supplemental EIR/EIS:

[As described above, the F-B LGA would result in project effects on conservation areas. Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.]

The following text was added after the first paragraph on page 3.7-88 of the Draft Supplemental EIR/EIS:

[Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.]

The following text was added after the third paragraph on page 3.7-88 of the Draft Supplemental EIR/EIS:

[As described above, the F-B LGA would result in direct and indirect effects on wildlife movement corridors. Therefore, prior to the implementation of mitigation measures, the project would result in a significant impact under CEQA.]

On page 3.7-90 of the Draft Supplemental EIR/EIS, the following rows were added to Table 3.7 12 Mitigation Measures Applicable to the F-B LGA:

[BIO-MM#26]	[Conduct Protocol-Level Surveys for Blunt-Nosed Leopard Lizard]
[BIO-MM#27]	[Phased Preconstruction Surveys for Blunt-Nosed Leopard Lizard]
[BIO-MM#28]	[Blunt-Nosed Leopard Lizard Avoidance]
[BIO-MM#57]	[Compensate for Impacts on Blunt-Nosed Leopard Lizard, Tipton Kangaroo Rat, and Nelson’s Antelope Squirrel]

On page 3.7-91 of the Draft Supplemental EIR/EIS, the following rows were removed from Table 3.7 13 Mitigation Measures Partially or Not Applicable to the F-B LGA

BIO-MM#57	Compensate for Impacts on Blunt-Nosed Leopard Lizard, Tipton Kangaroo Rat, and Nelson’s Antelope Squirrel	This measure is applicable to the F-B LGA, except for the portion of the measure specific to blunt-nosed leopard lizard, as no suitable habitat for this species is present in the habitat study area; therefore, the F-B LGA would not affect this species.
BIO-MM#26	Conduct Protocol-Level Surveys for Blunt-Nosed Leopard Lizard	This measure is not applicable to the F-B LGA as no suitable habitat for blunt-nosed leopard lizard is present in the habitat study area; therefore, the F-B LGA would not affect this species.
BIO-MM#27	Phased Preconstruction Surveys for Blunt-Nosed Leopard Lizard	This measure is not applicable to the F-B LGA as no suitable habitat for blunt-nosed leopard lizard is present in the habitat study area; therefore, the F-B LGA would not affect this species.

BIO-MM#28	Blunt-Nosed Leopard Lizard Avoidance	This measure is not applicable to F-B LGA as no suitable habitat for blunt-nosed leopard lizard is present in the habitat study area; therefore, the F-B LGA would not affect this species.
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In the third full paragraph on page 3.7-93 of the Draft Supplemental EIR/EIS, the following text was added:

[Also subsequent to publication of the Draft Supplemental EIR/EIS, in May 2018, the Authority, on behalf of the FRA, requested reinitiation of formal consultation with the USFWS and was issued a Biological Opinion Amendment for the Fresno to Bakersfield Section in July 2018 (USFWS 2018). The Biological Opinion Amendment incorporates the F-B LGA into the overall Fresno to Bakersfield Section Biological Opinion (08ESMF00-2012-F-0247). The 2018 Biological Opinion Amendment does not reflect any changes to the conservation measures applicable to the F-B LGA; therefore, as discussed in Table 3.7-1 of the Draft Supplemental EIR/EIS, the conservation measures identified in the 2014 and 2017 Biological Opinions would still apply to the F-B LGA. The USFWS’s Biological Opinion Amendment determined that construction of the F-B LGA was not likely to jeopardize listed species or result in the destruction or adverse modification of critical habitat.]

On page 3.7-95 of the Draft Supplemental EIR/EIS, the text “Bio #1 and #5” was added to the following subsection: [BIO #1 and #5:] Special-Status Plant Species.

On page 3.7-95 of the Draft Supplemental EIR/EIS, the text “Bio #2 and #6” was added to the following subsection: [BIO #2 and #6:] Special-Status Wildlife Species

On page 3.7-95 of the Draft Supplemental EIR/EIS, reference to BIO-MM#26 was removed and the following change was made under subsection [BIO #2 and #6:] Special-Status Wildlife Species:

BIO-MM#1 through 15, 22 through 23, [26] through 38, 40 through 46, 51 through 52, 57 through 62, and 65 through 67

On page 3.7-96 of the Draft Supplemental EIR/EIS, the text “Bio #3 and #7” was added to the following subsection: [BIO #3 and #7:] Habitats of Concern

On page 3.7-96 of the Draft Supplemental EIR/EIS, the text “Bio #4 and #8” was added to the following subsection: [BIO #4 and #8:] Wildlife Movement

16.3.8 Section 3.8

On page 3.8-7, [Figure 3.8-1 Regional Hydrologic Setting] had changed GIS pathways.

On page 3.8-13, [Figure 3.8-2 Surface Waters and Floodplain] had changed GIS pathways.

On page 3.8-17, [Figure 3.8-3 Water Districts – Federal and State] had changed GIS pathways.

On page 3.8-18, [Figure 3.8-4 Water Districts – Private] had changed GIS pathways.

On page 3.8-23, [Figure 3.8-5 Groundwater Basins] had changed GIS pathways.

Under Construction Period Impacts in Section 3.8.4.2 Fresno to Bakersfield Locally Generated Alternative on page 3.8-29 of the Draft Supplemental EIR/EIS, the following changes were made: [Fresno to Bakersfield] Project [Section].

In the first paragraph on page 3.8-31 of the Draft Supplemental EIR/EIS, reference to the Construction General Permit was removed and the following changes were made: [In addition, if there is an accidental spill or release during construction, hazardous waste and materials could contaminate stormwater runoff, impacting water quality. As discussed in Section 3.10, Hazardous Materials and Wastes, the F-B LGA would be required to comply with the spill prevention, containment, and countermeasures control (SPCC) plan, which identifies BMPs for spill and release prevention and provides procedures and responsibility to clean up and dispose of spills or

releases that could impact water quality during construction.] Therefore, through adherence to the requirements of Avoidance and Minimization Measure[s] HYD-AM #3 [and HMW IAMM#7], and implementation of cofferdams for in-water work, effects from construction on surface water quality would be less than significant under CEQA because erosion would be minimized and pollutants of concern in stormwater runoff[, including hazardous materials and waste,] would be reduced. This avoidance and minimization measures would be incorporated into the design of the project.

In the first paragraph on page 3.8-32 of the Draft Supplemental EIR/EIS, the following text was added: [In addition, if there is an accidental spill or release during construction, hazardous waste and materials could contaminate stormwater runoff and infiltrate into the groundwater basin. As discussed in Section 3.10, Hazardous Materials and Wastes and in compliance with the SPCC plan, BMPs for spill and release prevention and procedures for cleaning up and disposing of spills would be implemented at construction sites to reduce the potential for construction-related hazardous waste and materials to infiltrate into the groundwater basin, as required by Avoidance and Minimization Measure HMW IAMM#7.]

In the first paragraph of Section 3.8.5.1 Avoidance and Minimization Measures on page 3.8-40 of the Draft Supplemental EIR/EIS, the following text was added: All of the avoidance and minimization measures (referred to as project design features in Section 3.8.6 of the Fresno to Bakersfield Section Final EIR/EIS) are applicable to the F-B LGA[, in addition to Avoidance and Minimization Measure HWM IAMM#7, Spill Prevention, from Section 3.10, Hazardous Materials and Waste of the Draft Supplemental EIR/EIS].

16.3.9 Section 3.9

On Page 3.9-4 of the Draft Supplemental EIR/EIS, the following text was added to the end of Section 3.9.2.2 California Environmental Quality Act Significance Criteria:

[For the purposes of this report, the F-B LGA would result in a significant impact on paleontological resources if it would:]

- [Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature]

On Page 3.9-37 of the Draft Supplemental EIR/EIS, under Paleontological Resources in Section 3.9.6.2 Mitigation Measures Specific to the F-B LGA, the phrase “associated with disturbance of” was removed and the following changes were made:

With the implementation of Mitigation Measures CUL-MM #16 through CUL-MM #18, and discussed in the preceding impact analysis, adverse effects [on] paleontological resources during project construction would be mitigated by ensuring appropriate monitoring and cessation of ground-disturbing activities, as needed[, to avoid destruction of paleontological resources]. These mitigation measures identify responsible parties for each project phase (pre-construction, and construction) to ensure that the requirements are appropriately implemented. There are no further applicable mitigation measures for impacts to paleontological resources resulting specifically from the F-B LGA.

16.3.10 Section 3.10

There were no changes to Section 3.10 aside from the global changes described in Section 16.2 of this Chapter.

16.3.11 Section 3.11

On page 3.11-7, [Figure 3.11-3 Shafter Area: Safety and Security Existing Conditions] had changed GIS pathways.

In the first paragraph under Emergency Medical Services on page 3.11-9 of the Draft Supplemental EIR/EIS, the following bullet point was removed:

- Mercy Southwest Hospital

In the first paragraph under Emergency Medical Services on page 3.11-9 of the Draft Supplemental EIR/EIS, reference to the San Joaquin Community Hospital was removed, and the following changes were made:

- [Adventist Health Bakersfield Medical Center Campus]

In the fourth paragraph on page 3.11-11 of the Draft Supplemental EIR/EIS, the phrase “does not contain” was corrected to [contains].

In the first row of Table 3.11 2 Airports, Airstrips, and Heliports within 2 Miles of the F-B LGA Centerline on page 3.11-11 of the Draft Supplemental EIR/EIS, reference to the San Joaquin Community Hospital was removed, and the following changes were made: [Adventist Health Bakersfield Medical Center Campus]

On page 3.11-15, [Figure 3.11-4 Location of Tall Structures and High Risk Facilities along the May 2014 Project and F-B Alignments] had changed GIS pathways.

On page 3.11-27 in the first paragraph under Impact S&S #9 – Increased Response Times for Fire, Rescue, and Emergency Services Associated with Access to Elevated Track of the Draft Supplemental EIR/EIS, the number 65 was corrected to [73].

On page 3.11-28 at the end of the last paragraph under Impact S&S #10 – Need for Expansion of Existing Fire, Rescue, and Emergency Services Facilities, the following changes were made:

Similar to the May 2014 Project, the impact on emergency response due to the increase in population under the F-B LGA would be significant under CEQA. However, [with implementation of Mitigation Measure S&S MM #1, impacts would be less than significant under CEQA.]

On page 3.11-28 in the first paragraph under Impact S&S #11 – Accident Risks to Airports, Private Airstrips, and Heliports, reference to the San Joaquin Community Hospital was removed, and the following changes were made: [Adventist Health Bakersfield Medical Center Campus].

16.3.12 Section 3.12

On page 3.12-10, [Figure 3.12-2 Fresno to Bakersfield Locally Generated Alternative and Alternative Alignments] was revised to remove all alignments aside from the F-B LGA and May 2014 Project alignments.

In the first paragraph under Kern County on page 3.12-21 of the Draft Supplemental EIR/EIS, the parenthetical insertion “[in the number of housing units]” was added to the following sentence: Between 2000 and 2013, the number of housing units in Kern County increased by 23.5 percent, slightly more than the region’s 20.1 percent increase [in the number of housing units].

On page 3.12-44 of the Draft Supplemental EIR/EIS, at the end of the third paragraph under Impact SO #2 – Construction Effects on Children’s Health and Safety, the following sentence was removed:

Therefore, effects to children’s health resulting from construction-related air emissions would be less than significant under CEQA.

On page 3.12-44 of the Draft Supplemental EIR/EIS, at the end of the fourth paragraph under Impact SO #2 – Construction Effects on Children’s Health and Safety, the following sentence was removed:

Therefore, effects to children’s health, as they relate to school access, would be less than significant under CEQA.

On page 3.12-44 of the Draft Supplemental EIR/EIS, at the end of the fifth paragraph under Impact SO #2 – Construction Effects on Children’s Health and Safety, the following sentence was removed:

Therefore, effects to children’s health, as they relate to the transport, use, and disposal of hazardous materials during construction, would be less than significant under CEQA.

In the last sentence of the first paragraph under Impact SO #3 – Construction-Related Property Tax Revenue Reductions on page 3.12-44 of the Draft Supplemental EIR/EIS, Impact SO #12 was corrected to Impact SO #[17] – Operation-Related Property and Sales Tax Revenue Effects.

In the last sentence of the second paragraph under Impact SO #3 – Construction-Related Property Tax Revenue Reductions on page 3.12-44 of the Draft Supplemental EIR/EIS, Impact SO #14 was corrected to Impact SO #[15] – Changes in School District Funding and School Access.

In the last sentence of the final paragraph under Impact SO #6 – Disruption to Community Cohesion or Division of Existing Communities from Project Operation on page 3.12-50 of the Draft Supplemental EIR/EIS, the words “Therefore, these impacts would be” was removed and the following changes were made:

[The F-B LGA would have potentially significant impacts. Implementation of measures SO-MM#1, SO-MM#3, and SO-MM#5 would mitigate any impacts to] less than significant under CEQA.

In the last sentence of the final paragraph under Impact SO #7 – Effects to the Regional Agricultural Community on page 3.12-51 of the Draft Supplemental EIR/EIS, the sentence “this impact would be less than significant under CEQA” was removed and the following text was added:

[Regardless, the F-B LGA could have potentially significant impacts. Implementation of measure SO-MM#4 would mitigate any [impacts to less than significant under CEQA.]

In the second full paragraph on page 3.12-59 of the Draft Supplemental EIR/EIS under Impact SO #12 – Displacement of Community Facilities, the following text was added: [The implementation of mitigation measure SO-MM #3 would reduce potential impacts associated with displacement of community facilities to less than significant under CEQA.]

In the first paragraph on page 3.12-64 of the Draft Supplemental EIR/EIS, under section 3.12.6.1 Mitigation Measures Identified in the Fresno to Bakersfield Section Final EIR/EIS, the following text was added: impact[s SO #6 and].

In the first paragraph on page 3.12-64 of the Draft Supplemental EIR/EIS, under section 3.12.6.2 Mitigation Measures Specific to F-B LGA, the text “disruptions to community cohesion,” was added to the following paragraph:

With the implementation of Mitigation Measures SO-MM#4 and SO-MM#5, described above, adverse effects associated with split agricultural parcels, disruption to rural agricultural communities, [disruptions to community cohesion,] and physical deterioration of community facilities would be mitigated by providing undercrossings/overcrossings to maintain access for affected farmers and lessen the aesthetics impacts of the introduction of new structures associated with the F-B LGA.

In the second paragraph on page 3.12-64 of the Draft Supplemental EIR/EIS, under section 3.12.6.2 Mitigation Measures Specific to F-B LGA, the text “disruptions to community cohesion,” was added to the following paragraph

In addition, to ensure appropriate mitigation for displaced residences in agricultural areas, [disruptions to community cohesion,] and impacts to community facilities, Mitigation Measures SO-MM#1 and SO-MM#3 in Table 3.12-30 would also be implemented. These mitigation measure were previously approved as described in the *Fresno to Bakersfield Section Mitigation and Monitoring Enforcement Plan* (Authority and FRA 2014: 1-50), but have been revised for applicability to resources affected by the F-B LGA.

In the second paragraph on page 3.12-65 of the Draft Supplemental EIR/EIS, the following changes were made: Mitigation Measure SO-MM #3 addresses disruption to and physical deterioration of community facilities, including the [Bakersfield Homeless Center and the] Mercado Latino Tianguis, during construction and operation of the F-B LGA (Impacts [SO #6, SO #12,] and SO #18).

16.3.13 Section 3.13

On page 3.13-5, of the Draft Supplemental EIR/EIS, the following sentence was added to the fourth paragraph of Section 3.13.3.2: [The alignment would require the conversion of the Bakersfield Homeless Center.]

On page 3.13-9 of the Draft Supplemental EIR/EIS, the following row was added to Table 3.13-1 Planned Development in the F-B LGA Station Site Study Area:

[Golden Empire Transit District Facility]	[1830 Golden State Avenue]	[0.0]	[M-1]
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In the last paragraph on page 3.13-10 of the Draft Supplemental EIR/EIS, the following in-text citation was added: [(California Supreme Court Case No. 34-2014-80001866: *City of Bakersfield v. California High-Speed Rail Authority* 2014)].

In the last paragraph on page 3.13-15 of the Draft Supplemental EIR/EIS, the following text was added to the first bullet point: [The Bus Rapid Transit project is a Golden Empire Transit project.]

On page 3.13-17, [Figure 3.13-3 Station Connectivity – Bakersfield F Street Station] had changed GIS pathways.

16.3.14 Section 3.14

On page 3.14-22 of the Draft Supplemental EIR/EIS, under Impact AG #5 – Effects on Agricultural Land from Parcel Severance, the clause “from placement of the HSR infrastructure” was added to the following sentence:

In addition to conversion of Important Farmland [from placement of the HSR infrastructure], the Fresno to Bakersfield Section Final EIR/EIS also considered whether parcel severance would lead to further conversion of Important Farmland (Authority and FRA 2014a: pages 3.14-50 and 3.14-51).

On page 3.14-29 of the Draft Supplemental EIR/EIS, the following text from the end of the first paragraph under Impact AG #5 – Effects on Agricultural Land from Parcel Severance on page 3.14-30, and from the end of the second paragraph under Impact AG #5 – Effects on Agricultural Land from Parcel Severance on page 3.14-31 was relocated to follow the second paragraph under Impact AG #4 – Permanent Conversion of Agricultural Land to Nonagricultural Use:

[In addition to direct impacts from the project footprint, as described above, indirect impacts also occur to Important Farmland within a 25-foot-wide area adjacent to permanently fenced HSR infrastructure. The F-B LGA would result in indirect impacts to 69 acres of Important Farmland inside this 25-foot area adjacent to permanently fenced HSR infrastructure. Mitigation Measure AG-MM#2 would apply for indirect impacts to Important Farmland within a 25-foot-wide area adjacent to permanently fenced HSR infrastructure, but only to the extent that such acreage is not otherwise subject to mitigation under AG-MM#1. The Authority will fund the purchase of agricultural conservation easements from willing sellers through the California Farmland Conservancy Program at a ratio of not less than 0.5:1 for Important Farmland. With the implementation of Mitigation Measure AG-MM#2, adverse effects associated with the conversion of Important Farmland would be mitigated to the extent feasible.]

On page 3.14-31 of the Draft Supplemental EIR/EIS, the following text was added to the beginning of the third paragraph under Impact AG #5 – Effects on Agricultural Land from Parcel Severance:

[Size was not the only factor used to determine if remainder parcels would be at risk for permanent conversion to a nonagricultural use.]

On page 3.14-32 of the Draft Supplemental EIR/EIS, the following text was removed from the last paragraph under Impact AG #5 – Effects on Agricultural Land from Parcel Severance:

the provision of regular crossings in the F-B LGA project design would not result in increased travel to reach a severed parcel across the HSR right-of-way. Existing travel widths would be maintained and vertical distance of grade-separated crossings would adequately accommodate equipment movement and would not result in the permanent conversion of more Important Farmland for accommodating movement of agricultural equipment (Authority 2012c).

On page 3.14-32 of the Draft Supplemental EIR/EIS, the following text was added to the last paragraph under Impact AG #5 – Effects on Agricultural Land from Parcel Severance:

As stated in the impact discussion, above, [considering that agricultural land in the San Joaquin Valley is among the most valuable in the United States, it is anticipated that while parcel ownership may change to due to severance, the larger remnant parcels would remain in agricultural use.]

On page 3.14-32 of the Draft Supplemental EIR/EIS, the following text was added to the last paragraph under Impact AG #6 – Effects on Land under Williamson Act, Farmland Security Zone Contracts, or Local Zoning:

[While AG#6 would remove the temporary protection provided by Williamson Act contracts from 114 acres of land, and potentially more if the three parcels identified in Table 3.14-13 are potentially no longer eligible for Williamson Act contracts because they do not meet the 20-acre minimum, implementation of Mitigation Measure AG-MM#1 would permanently protect substantially more Important Farmland from conversion to a non-agricultural use. Based on the magnitude of permanently preserved acres of Important Farmland under AG-MM#1 relative to the number of acres that potentially could lose Williamson Act contract tax benefits, this impact is substantially lessened and reduced to a less-than-significant level by implementation of AG-MM#1.]

On page 3.14-40 of the Draft Supplemental EIR/EIS, the following changes were made to the first paragraph under 3.14.6.2 Mitigation Measures Specific to F-B LGA:

Mitigation measure AG-MM#2 is new and would apply to the F-B LGA for indirect impacts to [resulting from permanent conversion of] agricultural lands [adjacent to permanently fenced HSR infrastructure].

On page 3.14-40 of the Draft Supplemental EIR/EIS, the following changes were made to the second paragraph under 3.14.6.2 Mitigation Measures Specific to F-B LGA:

With implementation of Mitigation Measures AG-MM#1 and AG-MM#2 (Table 3.14-14), adverse effects associated with the [permanent] conversion of Important Farmland would be mitigated to the extent feasible. These mitigation measures identify the responsible party (Authority) to ensure that the measures are appropriately implemented. The mitigation measures would minimize or avoid significant adverse agricultural impacts to the extent feasible. However, adverse impacts to agricultural resources related to the [permanent] conversion of Important Farmland, in the context of the regional agricultural setting where the permanent loss of any agricultural land is significant, would remain significant under CEQA after implementation of mitigation.

16.3.15 Section 3.15

On page 3.15-9 of the Draft Supplemental EIR/EIS, the following changes were made to Table 3.15-1 Parks, Recreation, and Open Space Resources within 1,000 feet of the F-B LGA Centerline¹:

In the Kirschenmann Park row, under Distance from Project Centerline, 480 was corrected to [475] feet.

In the Kern River Parkway row, under Total Size, 1,133.2 was corrected to [1033.2] acres. Under Amount of Resource in the Study Area, 96.9 acres (9%) was corrected to [40.2 acres (3.9%)].

In the Uplands of the Kern River Parkway Park row, under Amount of Resource in the Study Area, 19.7 acres (85%) was corrected to [4.4 acres (18.7%)]. Under Distance from Project Centerline, 515 feet is corrected to [508] feet.

In the Kern County Museum row, under Amount of Resource in the Study Area, 19.5 acres is corrected to [9.4] acres.

The following row was added:

[Mill Creek Linear Park]	[City of Bakersfield]	[Formerly an irrigation canal, Mill Creek Linear Park is now an urban trail that connects the downtown area with a multimodal, waterfront path.]	[2.1 acres]	[1.6 acres (75.8%)]	[256 feet]
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The following row was removed:

Riverview Park	North of the River Recreation and Parks District	Community center, gym, gymnastics room, rock climbing gym, baseball field, grass area, disc golf course, basketball court, volleyball court, horseshoe pits, picnic tables, water play area, community learning center	20.0 acres	17.8 acres (89%)	985 feet
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In the Metropolitan Recreation Area row, under Amount of Resource in the Study Area, 65.9 acres (100%) is corrected to [16.8 acres (25.5%)].

In the Total within 300 feet of the Project Centerline row, 2 parks is corrected to [3] parks.

The following references were added to the bottom of the table: [City of Bakersfield, 2016; City of Bakersfield, 2018; Kern County 2014].

On page 3.15-11 of the Draft Supplemental EIR/EIS, the following changes were made to Table 3.15-8 Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Study Area for the Bakersfield Station Location¹:

In the Kern River Parkway row, under Amount of Resource in the Study Area, 56.4 acres (5%) was corrected to [96.9 acres (13.7%)]. Under Approximate Distance from Station 180 feet was corrected to [0 feet].

In the Riverview Park row, under Approximate Distance from Station 1,700 feet was corrected to [983.2 feet].

In the Metropolitan Recreation Area row, under Approximate Distance from Station, 160 feet was corrected to [489 feet].

In the Weill Park row, under Approximate Distance from Station, 2,525 feet was corrected to [0 feet].

In the Kern County Museum row, under Amount of Resource in the Study Area, 9.7 acres (50%) was corrected to [19.5 acres (100%)]. Under Approximate Distance from Station 100 feet was corrected to [412 feet].

In the Uplands of the Kern River Parkway Park row, under Approximate Distance from Station 280 feet was corrected to [508 feet].

The following references were added to the bottom of the table: [City of Bakersfield, 2016; City of Bakersfield, 2018; Kern County 2014].

16.3.16 Section 3.16

In the fourth paragraph on page 3.16-17 of the Draft Supplemental EIR/EIS, the clause “and planned suburban residential development in the Gossamer Grove Specific Plan area located” was added to the following sentence: However, scattered rural residents [and planned suburban residential development in the Gossamer Grove Specific Plan area located] within the 0.5-mile foreground distance have high visual sensitivity.

In the third paragraph on page 3.16-56 of the Draft Supplemental EIR/EIS, the following text was added: [Planned suburban residential development in the Gossamer Grove Specific Plan area also would introduce residents with high viewer sensitivity adjacent to the HSR alignment near Verdugo Lane.]

16.3.17 Section 3.17

In the first paragraph on page 3.17-3 of the Draft Supplemental EIR/EIS, an extra “the” was deleted from the following sentence: The PA is included in the Fresno to Bakersfield Section Final EIR/EIS as Appendix 3.17-A.

In the second paragraph on page 3.17-3 of the Draft Supplemental EIR/EIS, the text “the MOA would be amended to include those properties; and” was removed from the following sentence: the treatment plans would be amended to incorporate the agreed-upon changes.

In the third paragraph on page 3.17-3 of the Draft Supplemental EIR/EIS, May 24 was corrected to [August 31] and reference to the MOA was removed. The clause “is currently under review by the SHPO” was removed. Additionally, the following changes were made: [August 31], 2017. The [SHPO concurred with the] Supplemental FOE [on September 14, 2017]. The amended amended treatment plans will be finalized before the Record of Decision is signed.

On page 3.17-13, [Figure 3.17-1 Historic Properties and Historical Resources Identified in the F-B LGA Area of Potential Effect] had changed GIS pathways.

In the second full paragraph on page 3.17-36 of the Draft Supplemental EIR/EIS, reference to the MOA was removed from the following sentence: and that the treatment plans will be amended.

In the second full paragraph on page 3.17-36 of the Draft Supplemental EIR/EIS, the following text was removed: and the MOA will be amended to incorporate treatment to those properties.

In the second full paragraph on page 3.17-36 of the Draft Supplemental EIR/EIS, the following text was added: [The Section 106 PA stipulates that the treatment plans will be amended should any additional archaeological or built resources be identified that may be adversely affected by the F-B LGA Project section.]

In the third full paragraph on page 3.17-36 of the Draft Supplemental EIR/EIS, reference to the MOA was removed and the following text was added: [treatment plans].

In the first paragraph in Section 3.17.5 Avoidance and Minimization Measures on page 3.17-44 of the Draft Supplemental EIR/EIS, reference to the MOA was removed from the following sentence: The Fresno to Bakersfield BETP LGA would be amended to include the treatment of the historic properties identified in the F-B LGA APE.

In the second paragraph on page 3.17-45 of the Draft Supplemental EIR/EIS, reference to the MOA was removed and the following changes were made: the F-B treatment plans [will be amended].

In the second paragraph in Section 3.17.6.1 Mitigation Measures Identified in the Fresno to Bakersfield Section Final EIR/EIS on page 3.17-46 of the Draft Supplemental EIR/EIS, reference to the MOA was removed from the following sentence: If the F-B LGA is selected as the Preferred Alternative, the FRA and Authority would consult with the MOA signatories and concurring parties and amend the ATP and BETP before the start of construction activities that could adversely affect historic properties.

16.3.18 Section 3.18

There were no changes to Section 3.18 aside from the global changes described in Section 16.2 of this Chapter.

16.3.19 Section 3.19

There were no changes to Section 3.19 aside from the global changes described in Section 16.2 of this Chapter.

16.3.20 Chapter 5

On page 5-15 of the Draft Supplemental EIR/EIS, the following text was added: More recently, since [December] 2014, additional meetings targeted at minority and low-income populations have been held.

On page 5-26 of the Draft Supplemental EIR/EIS, the following text was removed: In addition, Bakersfield High School could be impacted, which is a facility used by the community as a whole, including minority and low-income populations.

On page 5-27 of the Draft Supplemental EIR/EIS, reference to Bakersfield High School recreation facilities was removed and the following changes were made: The greatest effects would be experienced at Kern River Parkway[, McMurtrey Aquatic Center, and Mill Creek Linear Park] in Bakersfield.

On page 5-28 of the Draft Supplemental EIR/EIS, the following changes were made:

[Cumulative Impacts]

[Analysis for cumulative impacts is based on the analysis found in Section 3.19.4.2 of the Final EIR/EIS. Within the study area for the May 2014 Project, there is a high percentage of the population that self-reports as minority and low-income. Construction impacts, such as those as described in Section 3.12.5, Section 3.4.5, and Section 3.16.5 of the Fresno to Bakersfield Section Final EIR/EIS, could result in disproportionately high and adverse impacts on these minority and low-income communities where construction of the HSR project coincides with construction of other past, present and reasonably foreseeable projects, especially in the urbanized areas of Shafter and Bakersfield.]

[The HSR project in combination with the projects in these cities, such as the reconstruction and widening of roads, the double tracking of the BNSF Railway, and construction of the Centennial Corridor Project and widening of Rosedale Highway, would exacerbate disproportionate adverse impacts on environmental justice communities.]

[Much of the populated study area that would be affected by construction period impacts contains environmental justice communities. As a result, the May 2014 Project located near the densely populated urban areas of Shafter and Bakersfield would result in disproportionately high and adverse cumulative effects on these populations.]

On page 5-32 of the Draft Supplemental EIR/EIS, the following text was added: [Although the May 2014 Project alignment largely follows the BNSF railway,]

On page 5-33 of the Draft Supplemental EIR/EIS, the following text was removed: "May 2014 Project would displace the Industrial Arts building at Bakersfield High School, which is attended by predominantly minority and low-income students. Further, the"

On page 5-34 of the Draft Supplemental EIR/EIS, the following changes were made:

[Cumulative Impacts]

[Analysis for cumulative impacts is based on the analysis found in Section 3.19.4.2 of the Final EIR/EIS. Cumulative impacts of the May 2014 Project, such as division of communities, displacements of businesses and residences, and increased noise and traffic levels, would occur primarily in urban areas which are disproportionately minority and low-income. For example, in the cities of Fresno and Bakersfield, construction of the HSR stations would result in an increase in employment in the study area and would have beneficial economic impacts on the community. On the other hand, there are cumulatively considerable noise impacts, and a majority of these impacts would be in urban areas with high concentrations of environmental justice communities, including Shafter and Bakersfield. These environmental justice effects are detailed in Section 3.12.5, Socioeconomics, Communities and Environmental Justice, of the Fresno to Bakersfield Section Final EIR/EIS. Under the cumulative scenario, the impacts to community disruption and division described above occur in several communities with environmental justice populations and could result in disproportionately high and adverse impacts on those populations. These include

several roadway widening projects such as Lerdo Highway and 7th Standard Road in the communities of Shafter and Crome. In Bakersfield, the project occurring in areas with environmental justice populations is the Centennial Corridor Project.]

On page 5-41 of the Draft Supplemental EIR/EIS, the following changes were made:

[Cumulative Impacts]

[Cumulative construction impacts such as division of communities, displacements of businesses and residences, and increased noise and traffic levels, would occur primarily in urban areas which include disproportionately high minority and low-income communities. Under the cumulative scenario, the impacts to community disruption and division described in this Section occur in several communities with environmental justice populations and could result in cumulatively significant, disproportionately high and adverse impacts to those populations.]

[Construction impacts, such as those as described in the Draft Supplemental EIR/EIS in Section 3.12.4, Section 3.4.3, Section 3.16.3, and those discussed above in this Section, could result in disproportionately high and adverse impacts on these minority and low-income communities where construction of the HSR project coincides with construction of other past, present and reasonably foreseeable projects, especially in the urbanized areas of Shafter and Bakersfield. Some of these projects include, but are not limited to, the Hageman Flyover and Rosedale Highway improvements in Bakersfield, the North and West Beltway constructions in Shafter, and various industrial, commercial, and residential projects in both cities.]

[The HSR project in combination with the projects in these cities, such as the reconstruction and widening of roads, could exacerbate disproportionate adverse impacts on environmental justice communities. However, project design features and mitigation measures would reduce most of the potential project impacts to minority and low-income populations. Additionally, as discussed in Section 5.6.5, this project would result in benefits which would accrue to minority and low-income populations.]

[No further mitigation measures are required beyond those approved under the Fresno to Bakersfield Section Final EIR/EIS. For a discussion of the mitigation measures applicable to both the F-B LGA and the May 2014 Project see Chapter 3 of the Draft Supplemental EIR/EIS.]

On page 5-45 of the Draft Supplemental EIR/EIS, the following changes were made:

[Cumulative Impacts]

[Cumulative operational impacts such as division of communities and displacements of businesses and residences would occur primarily in urban areas which include disproportionately high minority and low-income communities. Under the cumulative scenario, the impacts to community disruption and division described in this Section occur in several communities with environmental justice populations and could result in cumulatively significant, disproportionately high and adverse impacts to those populations.]

[Operation impacts, such as those as described in this Section, could result in disproportionately high and adverse effects on these minority and low-income communities in combination with other past, present and reasonably foreseeable projects, especially in the urbanized areas of Shafter and Bakersfield. However, project design features and mitigation measures would reduce most of the potential project impacts to minority and low-income populations. Additionally, as discussed in Section 5.6.5, this project would result in transportation, employment, and economic benefits which would accrue to minority and low-income populations.]

[No further mitigation measures are required beyond those approved under the Fresno to Bakersfield Section Final EIR/EIS. For a discussion of the mitigation measures applicable to both the F-B LGA and the May 2014 Project see Chapter 3 of the Draft Supplemental EIR/EIS.]

On page 5-50 of the Draft Supplemental EIR/EIS, the following changes were made to Table 5.3 Environmental Justice Impact Comparison between the May 2014 Project and the Fresno to Bakersfield Locally Generated Alternative: 844 acres was corrected to [819] acres, 977 acres was

corrected to 976 acres, and the clause unlike the May 2014 Project, was removed. Additionally, the text was added to the following paragraph:

Lesser impacts would occur under the F-B LGA as it would result in permanent conversion of an estimated [819] acres of land currently in other uses to transportation-related uses compared to the [976] acres that would be converted by the May 2014 Project. [Of these the May 2014 Project would convert approximately 151 acres of land designated for residential uses and 132 acres of land designated for commercial uses; while the F-B LGA would convert only 6 acres of land designated for residential uses and 20 acres of land designated for commercial uses.]

Additionally, the F-B LGA would primarily follow existing transportation corridors and would result largely in the conversion of industrial/commercial uses to transportation. The conversion of land along the alignment to transportation uses would, therefore, not result in incompatible land use effects.

16.3.21 Chapter 6

On page 6-1 of the Draft Supplemental EIR/EIS, the source listed for Table 6-1 Capital Cost of the High-Speed Rail Alternatives was corrected from August 2016 to [August 2017].

On page 6-6 of the Draft Supplemental EIR/EIS, the following parenthetical text was added to the title of Table 6-5: Table 6 5 Annual 2035 Operating and Maintenance Costs Apportioned to the May 2014 Project and F-B LGA [(2010 \$millions)].

16.3.22 Chapter 7

There were no changes to Chapter 7 aside from the global changes described in Section 16.2 of this Chapter.

16.3.23 Chapter 8

On page 8-3, [Figure 8-1 F-B LGA and May 2014 Project] had changed GIS pathways.

On page 8-6 of the Draft Supplemental EIR/EIS, the word “below” was removed and the following changes were made: A summary of these activities since 2014 through the publication of [the] Draft Supplemental EIR/EIS is provided [in Sections 8.1.1 through 8.1.4 of the Draft Supplemental EIR/EIS].

[During the comment period, the Authority and FRA received 286 submissions and 1,068 comments on the Fresno to Bakersfield Section Draft Supplemental EIR/EIS. The comments covered a wide range of issues and represented viewpoints from government agencies, organizations, businesses, residents, and property owners.]

[Most comments came from individuals in the general public who live, work, or have property interests in the project study area, or from businesses/organizations that operate or reside in the project study area.]

[A majority of the comments received from the general public supported a station at Truxtun Avenue (associated with the May 2014 Project). However, the City of Bakersfield via comment from its City Manager, expressed support for the F-B LGA and the F Street Station.]

On pages 8-7 and 8-8 of the Draft Supplemental EIR/EIS, the following bullet points were added:

- [May 17, 2017]
- [June 21, 2017]
- [July 19, 2017]
- [August 16, 2017 (USEPA, USACE, USBR, and STB in attendance)]
- [November 15, 2017]
- [January 17, 2018 (USEPA, USACE, USFWS, STB, and State Historic Preservation Office [SHPO] in attendance)]

- [March 21, 2018 (USEPA, USACE, USBR, CDFW, STB, SWRCB, and SHPO in attendance)]

16.3.24 Chapter 9

On page 9-1 of the Draft Supplemental EIR/EIS, the text “Supplemental EIR/EIS and the publication of [the] Draft Supplemental EIR/EIS” was added to the following sentence: This Chapter focuses on the extensive public and agency outreach associated with the Fresno to Bakersfield Locally Generated Alternative (F-B LGA) Draft Supplemental EIR/EIS and outreach that has occurred between the conclusion of the comment process for the Draft [Supplemental EIR/EIS and the publication of the Draft Supplemental EIR/EIS].

On page 9-2 of the Draft Supplemental EIR/EIS, future tense references to the public workshop were removed and corrected to indicate that the workshop had taken place in the following sentence: Also per the Settlement Agreement, the Authority has agreed to hold a public workshop at which oral public comments on the Draft Supplemental EIR/EIS would be taken; this meeting [occurred at the Marriott Hotel] in the City of Bakersfield [on December 19, 2017] and include[d] a court reporter to transcribe any public comments provided.

Starting on page 9-3 of the Draft Supplemental EIR/EIS, the second column of Table 9-1 Public and Agency Meetings was corrected from October 2016 to [December 2017] in the following sentence: Meetings Held from March 2015 to [December 2017].

On page 9-9 of the Draft Supplemental EIR/EIS, the following row was added to Table 9-1 Public and Agency Meetings:

[12/19/17]	[Public Hearing, Bakersfield]	[Draft Supplemental EIR/EIS]
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On page 9-11 of the Draft Supplemental EIR/EIS, the following text was added to Section 9.3.3: [9.3.3.2 USFWS Formal Consultation]

[Subsequent to publication of the Draft Supplemental EIR/EIS, in May 2018, the Authority, on behalf of the FRA, requested reinitiation of formal consultation with the U.S. Fish and Wildlife Service (USFWS) and was issued a Biological Opinion Amendment for the Fresno to Bakersfield Section in July 2018 (USFWS 2018). The Biological Opinion Amendment incorporated the F-B LGA into the overall Fresno to Bakersfield Section Biological Opinion (08ESMF00-2012-F-0247). As discussed in Table 3.7-1 of this Final Supplemental EIR/EIS, the conservation measures identified in the 2014 and 2017 Biological Opinions would still apply to the F-B LGA.]

16.3.25 Chapter 10

On page 10-1 of the Draft Supplemental EIR/EIS, Volumes I-III was corrected to [Volumes I-IV].

On page 10-1 of the Draft Supplemental EIR/EIS, “have been” was corrected to “[were]”.

On page 10-1 of the Draft Supplemental EIR/EIS, the following text was added:

[Public agencies that commented on the Draft Supplemental EIR/EIS were sent hard copies of this Final Supplemental EIR.]

On page 10-1 of the Draft Supplemental EIR/EIS, the following text was removed:

Bakersfield: Kern County Clerk, 1115 Truxtun Avenue, Bakersfield, CA
Phone: (661) 868-3588
Contact: Mary Bedard, County Clerk

On page 10-2 of the Draft Supplemental EIR/EIS, the following text was added:

[Bakersfield: Kern County Library, Baker Branch, 1400 Baker Street, Bakersfield, CA]
[Phone: (661) 961-2390]
[Contact: Melanie Black, Branch Supervisor]

On page 10-2 of the Draft Supplemental EIR/EIS, the following text was removed:

Allensworth: Allensworth Community Services District, 3336 Road 84, Allensworth, CA
Phone: (661) 849-3894

On page 10-2 of the Draft Supplemental EIR/EIS, Mary Diaz was corrected to [Jennifer Yank]

On page 10-2 of the Draft Supplemental EIR/EIS, 300 19th Street was corrected to 5005
Business Park North

On page 10-2 of the Draft Supplemental EIR/EIS, Amanda Norman, Assistant to the Executive
Director was corrected to [Jeremy Tobias, Chief Executive Director]

On page 10-2 of the Draft Supplemental EIR/EIS, Lisa Gonzalez, Recreation Supervisor was
corrected to [Sonia Quill, Community Services Supervisor]

On page 10-2 of the Draft Supplemental EIR/EIS, the following text was removed:

Bakersfield: Kern County Library, Baker Branch, 1400 Baker Street, Bakersfield, CA
Phone: (661) 861-2390
Contact: Josie Salas, Branch Supervisor

Bakersfield: Kern County Library, Beale Memorial Library, 701 Truxtun Avenue, Bakersfield, CA
Phone: (661) 868-0701
Contact: Jacob Cairns, Branch Supervisor

On page 10-2 of the Draft Supplemental EIR/EIS, Matt McCoy was corrected to [Kasey Lewis]

On page 10-3 of the Draft Supplemental EIR/EIS, Patty Cortez was corrected to [Dania Gutierrez]

On page 10-3 of the Draft Supplemental EIR/EIS, the following changes were made: Wendy
Eisenberg was corrected to [Joy Setman-Paz]

On page 10-3 of the Draft Supplemental EIR/EIS, "Assistant" was removed from the following
listing: Kevin Tromborg, Community Development Director

On page 10-3 of the Draft Supplemental EIR/EIS, Paula Einstein was corrected to [Fahra
Noorani]

On page 10-3 of the Draft Supplemental EIR/EIS, the following text was removed:

Fresno: California High-Speed Rail Authority Regional Central California Office, 2550 Mariposa
Mall, Suite 3015, Fresno, CA
Phone: (559) 445-5162
Contact: Cheryl Lehn

On page 10-3 of the Draft Supplemental EIR/EIS, 2220 Tulare Street #6 was corrected to [2600
Fresno Street Room 3043]

On page 10-3 of the Draft Supplemental EIR/EIS, Penny Hill was corrected to [Terrence Eckman]

On page 10-4 of the Draft Supplemental EIR/EIS, Melody Haigh was corrected to Darlene Mata

On page 10-4 of the Draft Supplemental EIR/EIS, Rosemarie Lopes-Horn Administrative
Assistant was corrected to [Heather Keran, Principal]

On page 10-4 of the Draft Supplemental EIR/EIS, Sean Aragon was corrected to [Mark Berner]

On page 10-5 of the Draft Supplemental EIR/EIS, Dave Merchen, Director was corrected to
[Christopher Boyle, Planning Manager]

On page 10-5 of the Draft Supplemental EIR/EIS, the following text was removed:

Shafter: Kern County Library, Shafter Branch, 236 James Street, Shafter, CA
Phone: (661) 746-2156
Contact: Chelsea Tonnelslan, Branch Supervisor

On page 10-5 of the Draft Supplemental EIR/EIS, the following changes were made: Rob Hunt
was corrected to [Michael Miller, Interim Economic and] Community Development Director

On page 10-5 of the Draft Supplemental EIR/EIS, the phrase “Tulare Branch” was removed from the Tulare Public Library

On page 10-5 of the Draft Supplemental EIR/EIS, Mike Drake, Deputy County Librarian was corrected to [Darla Wegener, County Librarian]

On page 10-5 of the Draft Supplemental EIR/EIS, the following changes were made: Jim Wheeler was corrected to [Pat Newman]

On page 10-6 of the Draft Supplemental EIR/EIS, David Valenstein, Environmental Program Manager was corrected to [Paul Nissenbaum, Associate Administrator for Railroad Policy and Development]

On page 10-6 of the Draft Supplemental EIR/EIS, Joe Stout was corrected to [Jerome Perez]

On page 10-6 of the Draft Supplemental EIR/EIS, : Drew Lessard, Area Manager, Fresno was corrected to [Michael Jackson, Area Manager, FolsomFresno, CA]

On page 10-6 of the Draft Supplemental EIR/EIS, the following text was added: [Ben Carson]

On page 10-6 of the Draft Supplemental EIR/EIS, Donald Caetano was corrected to [John Hamill]

On page 10-6 of the Draft Supplemental EIR/EIS, Donny Hamilton, Director, Program Development, Merced, CA was corrected to [Brandy Hendrickson, Acting Administrator, Washington, D.C.]

On page 10-6 of the Draft Supplemental EIR/EIS, the following text was removed:

Federal Railroad Administration, Office of Railroad Policy and Development, Sarah Inderbitzin, Acting Chief Council, Washington, DC

On page 10-6 of the Draft Supplemental EIR/EIS, : Office of Planning and Program Development was corrected to [Region 9]

On page 10-6 of the Draft Supplemental EIR/EIS, the following changes were made: Kathy Hoxsie, Director, Sacramento, CA was corrected to [Barry Thom, Regional Administrator, Portland, OR]

On page 10-6 of the Draft Supplemental EIR/EIS, Laura Joss, Pacific West Region was corrected to [Laura Joss, Regional Director]

On page 10-6 of the Draft Supplemental EIR/EIS, the following text was added: [Jacque Johnson, Acting] California State Executive Director

On page 10-6 of the Draft Supplemental EIR/EIS, the following text was removed:

U.S. Department of Agriculture, Office of the Secretary, Mike Young, Acting Agricultural Deputy Secretary, Washington, DC

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: Tony Rolfes, Soil Scientist, State Resource Conservationist was corrected to [Richard Brassfield, Acting State Director, Rural Development]

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: Dr. Grace Bochenek, Acting Secretary was corrected to [Rick Perry, Secretary]

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: Nancy MacKenzie, Chief was corrected to [Deborah Hysen, Director]

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: Juan Mireles, Chief, School Facilities and Transportation Services Division was corrected to [Tom Torlakson, State Superintendent of Public Instruction]

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: Krista Tomlinson was corrected to [Margaret Paul]

On page 10-7 of the Draft Supplemental EIR/EIS, the following text was added: Sacramento[, CA]

On page 10-7 of the Draft Supplemental EIR/EIS, “from District 6” was deleted and the following text was added: [California Department of Transportation District 6,] Sharri Bender Ehlert, District Director, [Fresno], CA

On page 10-8 of the Draft Supplemental EIR/EIS, Sacramento was corrected to [Mather]

On page 10-8 of the Draft Supplemental EIR/EIS, William Nation was corrected to [Ron Seldon]

On page 10-8 of the Draft Supplemental EIR/EIS, Malkiat Samra was corrected to [Craig Kunzler]

On page 10-8 of the Draft Supplemental EIR/EIS, the following text was removed:

Governor’s Office of Planning and Research, State Clearinghouse, Chris Ganson or Michael McCormick, Senior Planner, Sacramento, CA

On page 10-8 of the Draft Supplemental EIR/EIS, the following changes were made: Barbara Boxer was corrected to [Kamala Harris]

On page 10-9 of the Draft Supplemental EIR/EIS, the following text was removed:

The Honorable Anna Eshoo, 18th Congressional District

The Honorable Zoe Lofgren, 19th Congressional District

The Honorable Sam Farr, 20th Congressional District

On page 10-9 of the Draft Supplemental EIR/EIS, the following changes were made: Robert M. Hertzberg was corrected to [Tom Berryhill]

On page 10-9 of the Draft Supplemental EIR/EIS, the following text was removed: The Honorable David Chiu, 17th Assembly District

On page 10-9 of the Draft Supplemental EIR/EIS, Kansen Chu, 25th was corrected to [Jim Patterson, 23th]

On page 10-9 of the Draft Supplemental EIR/EIS, the following text was removed:

The Honorable Luis Alejo, 30th Assembly District

On page 10-9 of the Draft Supplemental EIR/EIS, the following changes were made: Shannon Grove was corrected to Vince Fong

On page 10-9 of the Draft Supplemental EIR/EIS, the following text was removed:

The Honorable Tom Lackey, 36th Assembly District

On page 10-10 of the Draft Supplemental EIR/EIS, the following changes were made:

In Fresno County, for the Honorable Brian Pacheco, Vice Chair was corrected to [Chairman]; for the Honorable Buddy Mendes, the title Chairman was removed; the Honorable Henry Perea was corrected to [the Honorable Nathan Magsig]; and the Honorable Debbie Poochigian was corrected to [the Honorable Sal Quintero]

In Kern County, for the Honorable Mick Gleason, the title Chair was removed; for he Honorable Zack Scrivner, the title [Chairman] was added.

In Kings County, for the Honorable Richard Fagundes, the title Vice Chairman was removed; for the Honorable Joe Neves, the title Chairman was removed.

In Tulare County, the Honorable Phillip Cox was corrected to [the Honorable Amy Shuklian]; for the Honorable Mike Ennis, the title Chairman was removed; the Honorable Allen Ishida was corrected to [Kuyler Crocker]; for the Honorable Pete Vander Poel, the title [Chairman] was added; for the Honorable Steve Worthley, the title [Vice Chairman] was added.

Under Mayors, the following corrections were made:

The Honorable Mayor Harvey Hall was corrected to [Karen Goh], Bakersfield

The Honorable Mayor Jerry Robertson was corrected to [Raymond Lerma, Corcoran]

The Honorable Mayor David Macedo was corrected to [Carlton Jones], Tulare

The Honorable Mayor Justin Mendes was corrected to [David Ayers], Hanford

The Honorable Mayor Steve Nelson was corrected to [Warren Guble]r, Visalia

The Honorable Mayor Ashley Swearengin was corrected to [Lee Brand], Fresno

The Honorable Mayor Cherylee Wegman was corrected to [Tilo Cortez, Jr.], Wasco

On page 10-10 of the Draft Supplemental EIR/EIS, the title Vice Mayor was removed from Harold Hanson

On page 10-11 of the Draft Supplemental EIR/EIS, the following changes were made:

The Honorable Terry Maxwell was corrected to the Honorable [Bruce Freeman].

For the Honorable Bob Smith, the title [Vice Mayor] was added

Under Corcoran, the Honorable Mark Cartwright, Vice Mayor was corrected to [Patricia Nolen]; the Honorable Raymond Lerma was corrected to the Honorable [Jerry Robertson]; and the Honorable Jim Wadsworth was corrected to the Honorable [Jeanette Zamora-Bragg].

Under Fresno, the Honorable Lee Brand was corrected to the Honorable [Garry Bredefeld], and the Honorable Sal Quintero was corrected to the Honorable [Luis Chavez].

Under Hanford, the Honorable Russ Curry was corrected to the Honorable [Sue Sorenson]; for the Honorable Francisco Ramirez, the title Vice Mayor was removed; the Honorable David Ayers was corrected to the Honorable [Martin Devine]; and the Honorable Gary Pannett was corrected to the Honorable Justin Mendes.

Under Shafter, the Honorable Jack “Woody” Colvard was corrected to the Honorable [Manuel Garcia] and the Honorable Fran Florez was corrected to [Chad Givens].

Under Tulare, the Honorable Shea Gowin was corrected to [Jose Sigala]; the Honorable Carlton Jones was corrected to [Greg Nunley]; and the Honorable Craig Vejvoda, Vice Mayor was corrected to the Honorable [David Macedo].

Under Visalia, the Honorable Warren Gubler, Vice Mayor was corrected to the Honorable [Phil Cox].

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: Amy Shuklian was corrected to [Steven Nelson]

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: Tilo Cortez was corrected to [Cherylee Wegman]

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: Carl Joe Hively was corrected to [Alex Garcia]

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: Ruben Arroyo was corrected to [Glenn Fankhauser]

On page 10-12 of the Draft Supplemental EIR/EIS, the following text was removed:

City of Bakersfield, Alan Tandy, City Manager, and Jacquelyn R. Kitchen, Planning Director, Bakersfield, CA

City of Corcoran, Kindon Meik, City Manager, and Kevin Tromborg, Assistant Community Development Director, Corcoran, CA

City of Fresno, Bruce Rudd, City Manager, and Jennifer K. Clark Development and Resource Management Director, Fresno, CA

City of Hanford, Darrel Pyle, City Manager, and Melody Haigh, Community Development Director, Hanford, CA

City of Shafter, Scott Hurlbert, City Manager, and Wayne Clausen, Planning Director, Shafter, CA

City of Tulare, Don Dorman, City Manager, and Rob Hunt, Community Development Director, Tulare, CA

City of Visalia, Mike Olmos, City Manager, and Josh McDonnell, Planning Assistant Director/City Planner, Visalia, CA

City of Wasco, Dan Allen, City Manager, and Roger Mobley, Planning Director, Wasco, CA

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: Steve Ptoney was corrected to [Ptomey]

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: County of Kern Roads was corrected to [Public Works], and Supervising Engineer was corrected to [Engineering Manager]

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: Fresno County Administrative Office and Planning Department, John Navarrette was corrected to [Jean M Rousseau], Administrative Officer, and “Alan Weaver, Public Works and Planning Director,” was removed.

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: Larry Powell was corrected to [Jim Yovino]

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: John Thompson was corrected to [David Chavez]

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: Bob Van Wyk was corrected to [Alan Hofmann]

On page 10-13 of the Draft Supplemental EIR/EIS, the following text was removed: Kern County Cemetery District No. 1

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: Christine Lizardi Frazier was corrected to [Mary C. Barlow]

On page 10-13 of the Draft Supplemental EIR/EIS, the following text was removed: Kern County Roads and Transit Division, Bakersfield, CA

On page 10-13 of the Draft Supplemental EIR/EIS, the following text was removed: and Gregory R. Gatzka, Community Development Director,

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: Bill Lynch was corrected to [Clay Smith]

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: John Anderson was corrected to [Jay Varney]

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: Deborah Keenan was corrected to [Mahler]

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: Douglas Papagni, RMA Director was corrected to [Eric Fleming, Administrative Officer]

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: Jean Rousseau was corrected to [Michael Spata], County Administrative Officer, and “Jake Raper, Jr., Director, Resource Management Agency” was removed

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: Michael C. Spata was corrected to [Paul Saldana], and “Planning Branch” was removed.

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: ~~Joe Garcia~~ was corrected to [Charlie Norman]

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: Bill Wittman was corrected to [Mike Boudreaux]

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: Joseph Boardman was corrected to [Charles W. Moorman IV]

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: Joseph McHugh was corrected to [Caroline Decker]

On page 10-14 of the Draft Supplemental EIR/EIS, the following text was removed: Bakersfield Cotton Warehouse (Jess Smith & Sons Cotton and Almonds)

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: Frances Morgan was corrected to [Richard Holdcraft]

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: Juan M. Acosta was corrected to [Don P. Maddy]

On page 10-14 of the Draft Supplemental EIR/EIS, the following text was removed: California Resources Corporation, Todd A. Stevens, President and CEO, Los Angeles, CA

On page 10-14 of the Draft Supplemental EIR/EIS, the following text was removed: California Water Services Company

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: George Chilson, Chair, San Francisco was corrected to [Troy Hightower, President, Bakersfield, CA]

On page 10-14 of the Draft Supplemental EIR/EIS, the following text was removed: Downtown Business Association, Bakersfield, CA

On page 10-15 of the Draft Supplemental EIR/EIS, the following changes were made: Kern County Farm Bureau, Jeff Rasmussen, President was corrected to [Beatris Espericueta Sander, Executive Director], Bakersfield, CA

On page 10-15 of the Draft Supplemental EIR/EIS, the following changes were made: Aaron Mair, President, was corrected to [Kathryn Phillips, Director]

On page 10-16 of the Draft Supplemental EIR/EIS, the following changes were made: Emmaline Hammond was corrected to [Monica Davis]

On page 10-16 of the Draft Supplemental EIR/EIS, the following text was removed: Dumna Wo-Wah Tribal Government, Mr. Eric Smith, Cultural Resource Manager

On page 10-16 of the Draft Supplemental EIR/EIS, the following text was removed: Dunlap Band of Mono Historical Preservation Society, Ms. Mandy Marine, Chairperson

On page 10-16 of the Draft Supplemental EIR/EIS, the following changes were made: Harold Williams was corrected to [Bob Robinson]

On page 10-16 of the Draft Supplemental EIR/EIS, the following text was removed: Kings River Choinumni Farm Tribe, Mr. Stan Alec

On page 10-16 of the Draft Supplemental EIR/EIS, the following changes were made: Rob was corrected to [Ron]

On page 10-16 of the Draft Supplemental EIR/EIS, the following changes were made: Picayune Rancheria of Chuckchansi, was corrected to Picayune Rancheria and Ms. Durta Graham was corrected to [Tara Estes-Harter]

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: Katharine Montes-Morgan was corrected to [Colin Rambo, Chairperson]

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: Neil Peyron was corrected to [Joseph Garfield]

On page 10-17 of the Draft Supplemental EIR/EIS, the following text was removed: Beardsley School District, Paul E. Miller, Superintendent

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: Janet Young was corrected to [Eimear O’Farrell]

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: Cindy Ferdinandi was corrected to [Kimberly Hendricks]

On page 10-17 of the Draft Supplemental EIR/EIS, the following text was removed: Fairfax School District, Mr. Michael Coleman, Superintendent

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: Michael Hanson was corrected to [Bob Nelson, Interim]

On page 10-17 of the Draft Supplemental EIR/EIS, the following text was removed: Fruitvale Elementary School District

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: Dr. Debbie Thompson was corrected to [Mr. Martin Lonza]

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: Eduardo Ochoa was corrected to [Elizabeth Mendoza]

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: Ray Yocum, Principal, was corrected to [Molly Mier, Superintendent]

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: Bessie E. Owens Intermediate School, was corrected to [Owens Intermediate School, Mrs. Addonica Stanley, Principal]

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: Ernie Flores was corrected to [James McDonald]

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: Richard Stotler was corrected to [Dago Garcia]

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: Greg Henry was corrected to [Darin Parson]

On page 10-18 of the Draft Supplemental EIR/EIS, the following text was removed: Wasco Independence High School, Mr. Martin Lonza, Principal

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: Melissa Willes was corrected to [David Tapia]

16.3.26 Chapter 11

On page 11-1 of the Draft Supplemental EIR/EIS, the following rows were added to the table showing California High-Speed Rail Authority preparers:

[Chief Executive Officer]	[Brian P. Kelly]	[23 years of experience.] [BA, Government-Journalism, California State University, Sacramento]
[Deputy Environmental Project Manager]	[Audrey Van, AICP]	[7 years of experience.] [MS, Biology, Georgia Institute of Technology] [BS, Biology, Sonoma State University]

On page 11-1 of the Draft Supplemental EIR/EIS, the following row was removed from the table showing California High-Speed Rail Authority preparers:

Cultural Resource Specialist	Amy MacKinnon, M.A., RPA
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16.3.27 Chapter 12

On page 12-3 of the Draft Supplemental EIR/EIS, the following references were added:

[———. 2009. "Circulation Element." In: *Metropolitan Bakersfield General Plan*. Original September 9, 2009, Updated April 16, 2014.
<http://www.bakersfieldcity.us/civicax/filebank/blobdload.aspx?BlobID=28902>.]

On page 12-3 of the Draft Supplemental EIR/EIS, the following changes were made:

Kern Council of Governments (Kern COG). [2003. *Metropolitan Bakersfield HIGH SPEED RAIL TERMINAL IMPACT ANALYSIS- Final Report*. Bakersfield, CA:KCOG, July 2003.
http://www.kerncog.org/wpcontent/uploads/2010/04/HSR_Terminal_200307.pdf (accessed March 2018).]

[———.] 2014a. *2014 Final Regional Transportation Plan /Sustainable Communities Strategy*. Bakersfield, CA: KCOG, June 19, 2014. [www.kerncog.org/images/docs/rtp/2014 RTP.pdf](http://www.kerncog.org/images/docs/rtp/2014_RTP.pdf).

[———. 2015. *Metropolitan Bakersfield Transit Center Study- Final Report*. Bakersfield, CA:KCOG, August 2015. http://www.kerncog.org/wp-content/uploads/2009/10/Metro_Bakersfield_Transit_Center_2015.pdf (accessed March 2018).]

[Kern County. 2009. *Kern County General Plan*. Bakersfield, CA: KC, September 22, 2009.
<https://kernplanning.com/planning/planning-documents/general-plans-elements> (accessed March 2015).]

On page 12-5 of the Draft Supplemental EIR/EIS, the following reference was added:

[Office of Planning and Research. 2017. Technical Advisory on Evaluating Transportation Impacts Under CEQA. November 2017.
http://www.opr.ca.gov/docs/20171127_Transportation_Analysis_TA_Nov_2017.pdf (Accessed April 2018).]

On page 12-12 of the Draft Supplemental EIR/EIS, the following references were added:

[———. 2011. *Buena Vista Lake Ornate Shrew, 5-Year Review: Summary and Evaluation*. September 2011.]

[USFWS. 2018. *Reinitiation of Formal Consultation on the California High-Speed Train System: Fresno to Bakersfield Section Project, Fresno, Tulare, Kings, and Kern Counties Biological Opinion (08ESMF00-2012-F-0247)*. Sacramento, CA. July 27, 2018.]

On page 12-27 of the Draft Supplemental EIR/EIS, the following references were added:

[Bakersfield, City of. 2016. "Metadata Download, Parks." Geographic Information Services. Last updated January 2016. http://www.bakersfieldgis.us/spatial_data.html (accessed May 2016).]

[Bakersfield, City of. 2018. "Weill Park Dataset." Spatial Data Library, Our Map Gallery. <https://bakersfielddatalibrary-cob.opendata.arcgis.com/> (accessed January 2018).]

[Kern County. 2014. "City of Shafter Parks Dataset." Engineering, Surveying, and Permit Services. <http://esps.kernds.com/gis/gis-download-data> (accessed July 2014).]

16.3.28 Chapter 13

There were no changes to Chapter 13 aside from the global changes described in Section 16.2 of this Chapter.

16.3.29 Chapter 14

Chapter 14 is an index of the entire document and has been updated according to the changes described above. Because the indexing is a function of Microsoft Word formatting, changes were not marked using strikethrough and highlighting.

16.3.30 Chapter 15

There were no changes to Chapter 15 aside from the global changes described in Section 16.2 of this Chapter.

16.4 Volume II

16.4.1 Cover

There were no changes to the Volume II Cover aside from the global changes described in Section 16.2 of this Chapter.

16.4.2 Title Page

Reference to NEPA cooperating agencies was removed from the Title Page of Volume II. Otherwise, there were no changes to the Volume II Title Page aside from the global changes described in Section 16.2 of this Chapter.

16.4.3 Appendix 1-A

There were no changes to Appendix 1-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.4 Appendix 1-B

There were no changes to Appendix 1-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.5 Appendix 2-A

There were no changes to Appendix 2-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.6 Appendix 2-B

There were no changes to Appendix 2-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.7 Appendix 2-C

There were no changes to Appendix 2-C aside from the global changes described in Section 16.2 of this Chapter.

16.4.8 Appendix 2-D

There were no changes to Appendix 2-D aside from the global changes described in Section 16.2 of this Chapter.

16.4.9 Appendix 2-E

There were no changes to Appendix 2-E aside from the global changes described in Section 16.2 of this Chapter.

16.4.10 Appendix 2-F

There were no changes to Appendix 2-F aside from the global changes described in Section 16.2 of this Chapter.

16.4.11 Appendix 2-G

There were no changes to Appendix 2-G aside from the global changes described in Section 16.2 of this Chapter.

16.4.12 Appendix 2-H

On page 2-H-6, the following rows were added to the Appendix table:

[GEO-IAMF #12: Engage a Paleontological Resources Specialist to Direct Monitoring during Construction]	[This obligation reduces potential impacts to paleontological resources by requiring the Contractor to designate a paleontological resource specialist (PRS) (approved by the Authority) who will be responsible for determining where and when paleontological resource monitoring should be conducted. The PRS will prepare a Paleontological Resource Monitoring and Mitigation Plan (PRMMP). It will define the scope and nature of the monitoring effort and will be reviewed and approved by the Authority. The PRS will document any paleontological discoveries, as needed, evaluate the potential resource, and assess the significance of the find.]
[GEO-IAMF #13: Prepare and Implement a Paleontological Resource Monitoring and Mitigation Plan]	[This measure reduces potential impacts to paleontological resources by requiring the PRMMP contain a number of elements. These include: a description of when and where construction monitoring will be required; emergency discovery procedures; sampling and data recovery procedures; procedures for the preparation, identification, analysis, and curation of fossil specimens and data recovered; and procedures for reporting the results of the monitoring and mitigation program.]
[GEO-IAMF #14: Halt Construction When Paleontological Resources Are Found]	[This commitment reduces potential impacts on paleontological resources discovered during construction by halting construction in the immediate area surrounding the found resource until an evaluation can be completed in accordance with the Paleontological Resource Monitoring and Mitigation Plan.]

16.4.13 Appendix 3.1-A

- On page 3.1-A-1, [Appendix 3.1-A Page 1 of 20] had changed GIS pathways.
- On page 3.1-A-2, [Appendix 3.1-A Page 2 of 20] had changed GIS pathways.
- On page 3.1-A-3, [Appendix 3.1-A Page 3 of 20] had changed GIS pathways.
- On page 3.1-A-4, [Appendix 3.1-A Page 4 of 20] had changed GIS pathways.
- On page 3.1-A-5, [Appendix 3.1-A Page 5 of 20] had changed GIS pathways.
- On page 3.1-A-6, [Appendix 3.1-A Page 6 of 20] had changed GIS pathways.
- On page 3.1-A-7, [Appendix 3.1-A Page 7 of 20] had changed GIS pathways.
- On page 3.1-A-8, [Appendix 3.1-A Page 8 of 20] had changed GIS pathways.
- On page 3.1-A-9, [Appendix 3.1-A Page 9 of 20] had changed GIS pathways.
- On page 3.1-A-10, [Appendix 3.1-A Page 10 of 20] had changed GIS pathways.
- On page 3.1-A-11, [Appendix 3.1-A Page 11 of 20] had changed GIS pathways.
- On page 3.1-A-12, [Appendix 3.1-A Page 12 of 20] had changed GIS pathways.
- On page 3.1-A-13, [Appendix 3.1-A Page 13 of 20] had changed GIS pathways.
- On page 3.1-A-14, [Appendix 3.1-A Page 14 of 20] had changed GIS pathways.

On page 3.1-A-15, [Appendix 3.1-A Page 15 of 20] had changed GIS pathways.
 On page 3.1-A-16, [Appendix 3.1-A Page 16 of 20] had changed GIS pathways.
 On page 3.1-A-17, [Appendix 3.1-A Page 17 of 20] had changed GIS pathways.
 On page 3.1-A-18, [Appendix 3.1-A Page 18 of 20] had changed GIS pathways.
 On page 3.1-A-19, [Appendix 3.1-A Page 19 of 20] had changed GIS pathways.
 On page 3.1-A-20, [Appendix 3.1-A Page 20 of 20] had changed GIS pathways.

16.4.14 Appendix 3.3-A

There were no changes to Appendix 3.3-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.15 Appendix 3.3-B

There were no changes to Appendix 3.3-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.16 Appendix 3.4-A

There were no changes to Appendix 3.4-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.17 Appendix 3.4-B

Starting on page 3.4-B-30, the following tables were added:

[Table 3.4-B-5 High-Speed Rail Station Construction Equipment]

[Construction Equipment]	[Actual Equipment Rated Horsepower (hp/hr)]	[Type of Fuel]	[No. of Units]	[Months of Activity]	[Days of Activity]
[Fresno Station]					
[Graders – 0175]	[174]	[Diesel]	[1]	[3]	[44]
[Rubber-Tired Dozers – 0500]	[357]	[Diesel]	[1]	[9]	[176]
[Tractors/Loaders/Backhoes – 0120]	[108]	[Diesel]	[2]	[9]	[176]
[Off-Highway Trucks – 0250]	[189]	[Diesel]	[1]	[9]	[176]
[Cranes – 0500]	[399]	[Diesel]	[1]	[9]	[176]
[Forklifts – 0175]	[145]	[Diesel]	[2]	[9]	[176]
[Other General Industrial Equipment – 0050]	[45]	[Diesel]	[3]	[21]	[440]
[Other General Industrial Equipment – 0050]	[49]	[Diesel]	[1]	[21]	[440]
[Graders – 0175]	[174]	[Diesel]	[1]	[2]	[22]
[Forklifts – 0175]	[145]	[Diesel]	[1]	[21]	[440]
[Construction Equipment Total]			[14]		

[hp/hr = horsepower per hour]

[Table 3.4-B-6 High-Speed Rail MOIF Construction Equipment]

[Construction Equipment]	[Actual Equipment Rated Horsepower (hp/hr)]	[Type of Fuel]	[No. of Units]	[Months of Activity]	[Days of Activity]
[MOIF]					
[Graders – 0175]	[174]	[Diesel]	[1]	[9]	[190]
[Rubber-Tired Dozers – 0500]	[357]	[Diesel]	[1]	[9]	[190]
[Tractors/Loaders/Backhoes – 0120]	[108]	[Diesel]	[2]	[9]	[190]
[Off-Highway Trucks – 0250]	[189]	[Diesel]	[1]	[9]	[190]
[Cranes – 0500]	[399]	[Diesel]	[1]	[9]	[190]
[Forklifts – 0175]	[145]	[Diesel]	[1]	[9]	[190]
[Excavators – 0175]	[168]	[Diesel]	[1]	[9]	[190]
[Scrapers – 0500]	[313]	[Diesel]	[1]	[9]	[190]
[Pavers – 0120]	[100]	[Diesel]	[1]	[3]	[80]
[Paving Equipment – 0120]	[104]	[Diesel]	[1]	[3]	[80]
[Rollers – 0120]	[95]	[Diesel]	[1]	[3]	[80]
[Other General Industrial Equipment – 0050]	[49]	[Diesel]	[1]	[9]	[190]
[Other General Industrial Equipment – 0050]	[45]	[Diesel]	[1]	[9]	[190]
[Construction Equipment Total]			[14]		

*[hp/hr = horsepower per hour]
[MOIF = Maintenance of Infrastructure Facility]*

[Table 3.4-B-7 High-Speed Rail TPSS Construction Equipment]

[Construction Equipment]	[Actual Equipment Rated Horsepower (hp/hr)]	[Type of Fuel]	[No. of Units]	[Months of Activity]	[Days of Activity]
[TPSS – Sites 1-4 Concurrent]					
[Graders – 0175]	[174]	[Diesel]	[4]	[19]	[390]
[Rubber-Tired Dozers – 0500]	[357]	[Diesel]	[4]	[19]	[390]
[Tractors/Loaders/Backhoes – 0120]	[108]	[Diesel]	[8]	[19]	[390]
[Off-Highway Trucks – 0250]	[189]	[Diesel]	[4]	[19]	[390]
[Cranes – 0500]	[399]	[Diesel]	[4]	[19]	[390]
[Forklifts – 0175]	[145]	[Diesel]	[8]	[19]	[390]
[Construction Equipment Total]			[32]		
[TPSS – Site 5]					
[Graders – 0175]	[174]	[Diesel]	[1]	[19]	[390]
[Rubber-Tired Dozers – 0500]	[357]	[Diesel]	[1]	[19]	[390]
[Tractors/Loaders/Backhoes – 0120]	[108]	[Diesel]	[2]	[19]	[390]
[Off-Highway Trucks – 0250]	[189]	[Diesel]	[1]	[19]	[390]
[Cranes – 0500]	[399]	[Diesel]	[1]	[19]	[390]

[Construction Equipment]	[Actual Equipment Rated Horsepower (hp/hr)]	[Type of Fuel]	[No. of Units]	[Months of Activity]	[Days of Activity]
[Forklifts – 0175]	[145]	[Diesel]	[2]	[19]	[390]
[Construction Equipment Total]			[8]		

[hp/hr = horsepower per hour]
 [TPSS = Traction Power Substation]

16.4.18 Appendix 3.4-C

There were no changes to Appendix 3.4-C aside from the global changes described in Section 16.2 of this Chapter.

16.4.19 Appendix 3.5-A

There were no changes to Appendix 3.5-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.20 Appendix 3.6-A

There were no changes to Appendix 3.6-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.21 Appendix 3.6-B

There were no changes to Appendix 3.6-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.22 Appendix 3.6-C

There were no changes to Appendix 3.6-C aside from the global changes described in Section 16.2 of this Chapter.

16.4.23 Appendix 3.7-A

There were no changes to Appendix 3.7-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.24 Appendix 3.7-B

On page 3.7-B-3, the following row was added to Attachment 2 Potential Acreage of Special-Status Wildlife Species Habitat Impacted by the May 2014 Project and the F-B LGA (acres):

[Blunt-nosed leopard lizard (AGS, VFR)]	[0.70]	[0.30]	[3.62]	[5.32]
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16.4.25 Appendix 3.7-C

There were no changes to Appendix 3.7-C aside from the global changes described in Section 16.2 of this Chapter.

16.4.26 Appendix 3.8-A

There were no changes to Appendix 3.8-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.27 Appendix 3.8-B

There were no changes to Appendix 3.8-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.28 Appendix 3.11-A

There were no changes to Appendix 3.11-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.29 Appendix 3.11-B

There were no changes to Appendix 3.11-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.30 Appendix 3.12-A

There were no changes to Appendix 3.12-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.31 Appendix 3.12-B

There were no changes to Appendix 3.12-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.32 Appendix 3.12-C

On page 3.12-C-3, the following row was added to Table 3.12-C-2 Schools in the Study Area for the F-B LGA:

[Bethel Christian School]	[City of Bakersfield]	[Private]
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16.4.33 Appendix 3.13-A

There were no changes to Appendix 3.13-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.34 Appendix 3.14-A

There were no changes to Appendix 3.14-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.35 Appendix 3.14-B

There were no changes to Appendix 3.14-B aside from the global changes described in Section 16.2 of this Chapter.

16.4.36 Appendix 3.14-C

There were no changes to Appendix 3.14-C aside from the global changes described in Section 16.2 of this Chapter.

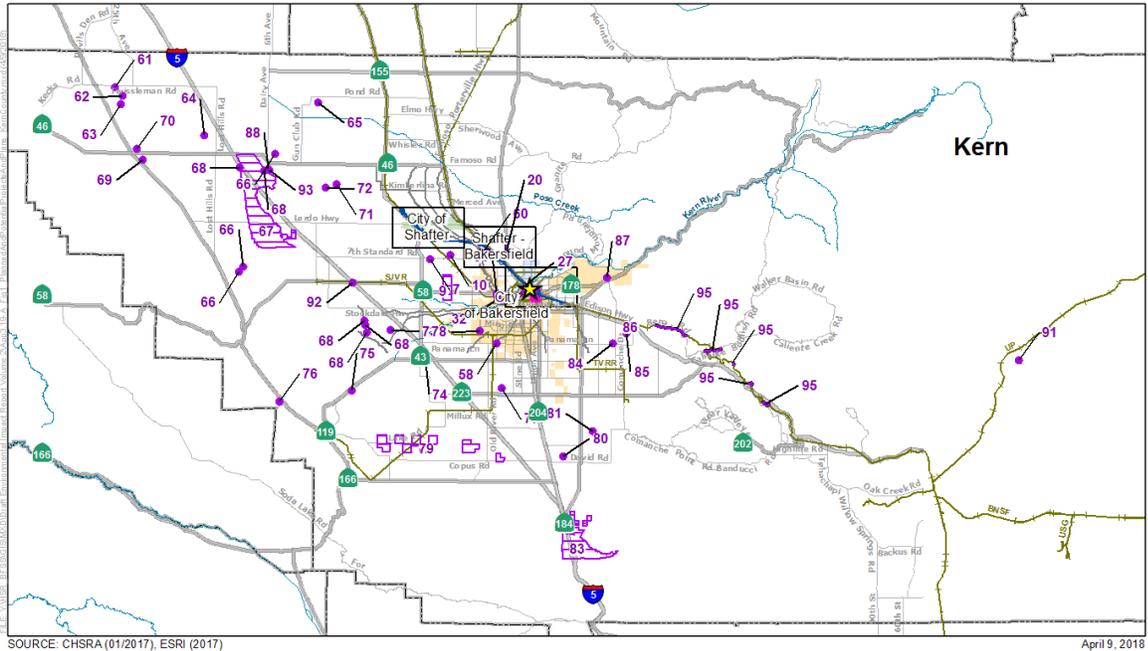
16.4.37 Appendix 3.17-A

There were no changes to Appendix 3.17-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.38 Appendix 3.19-A

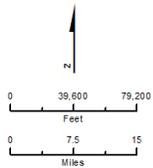
On page 3.19-A-14, the text [Draft EIR released January 2018] was added to Table A-3 Planned and Potential Projects and Plans – City of Bakersfield under “Status/Timing” for the F Street Station.

Appendix 3.19-A Figures 1-4 were also updated to include the Making Downtown Bakersfield Station Area Vision Plan boundary; see below.



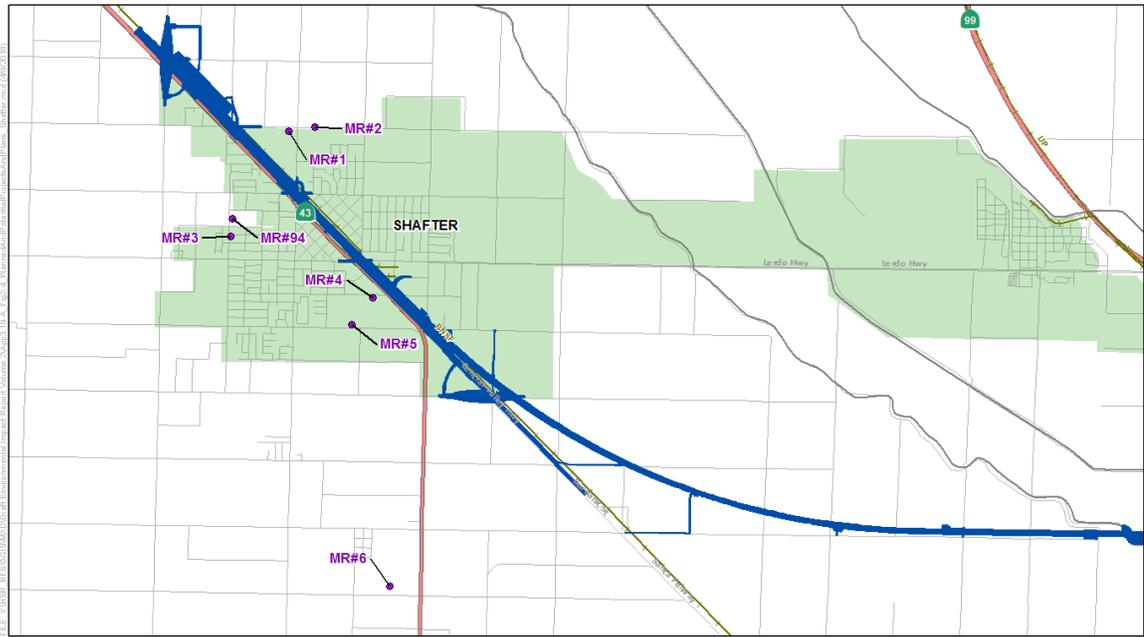
SOURCE: CHSRA (01/2017), ESRI (2017)

April 9, 2018



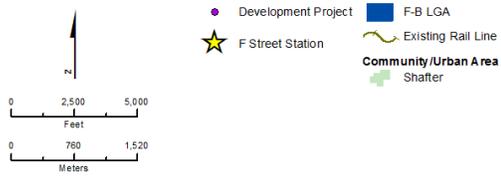
- Making Downtown Bakersfield Station Area
- Vision Plan Boundary
- Development Project
- F Street Station
- F-B LGA
- Existing Rail Line
- Stream/River
- County Boundary
- Community/Urban Area**
- Bakersfield
- Shafter
- Community of Oildale

Appendix 3.19-A
Figure 1
 Planned and Potential Projects and Plans
 Kern County

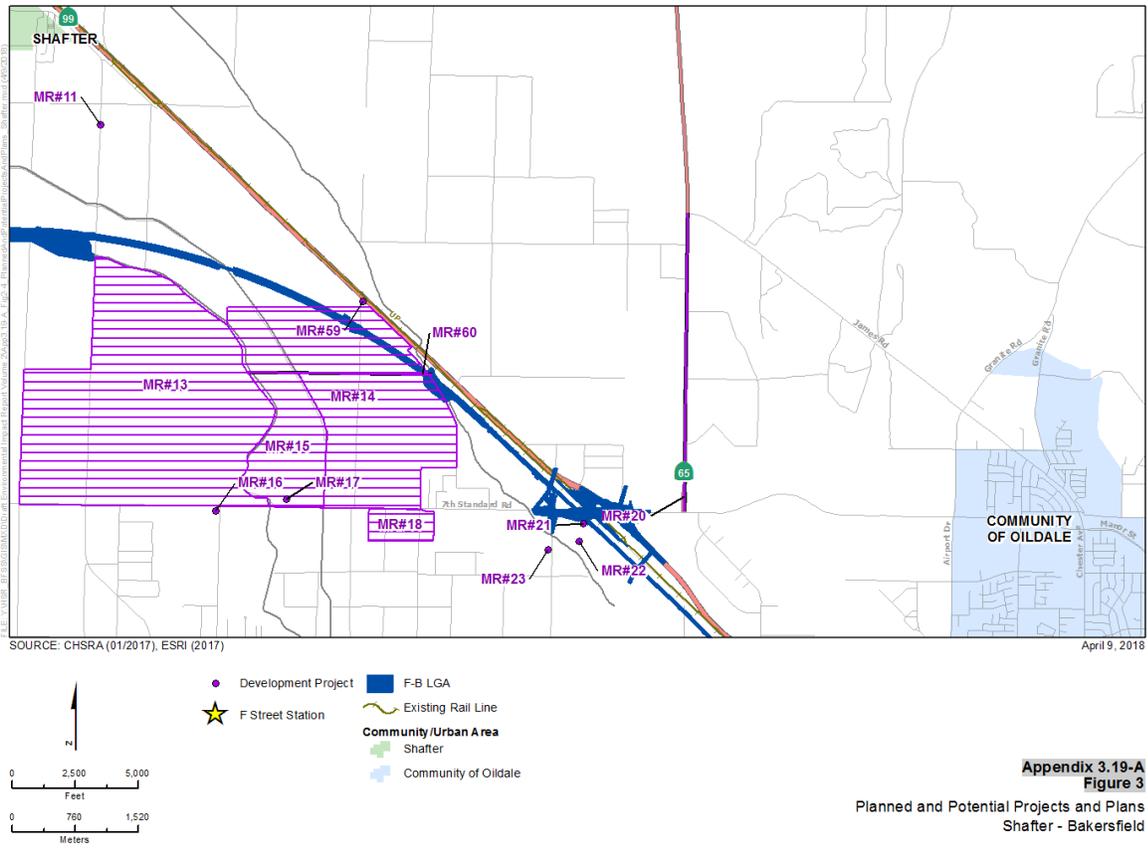


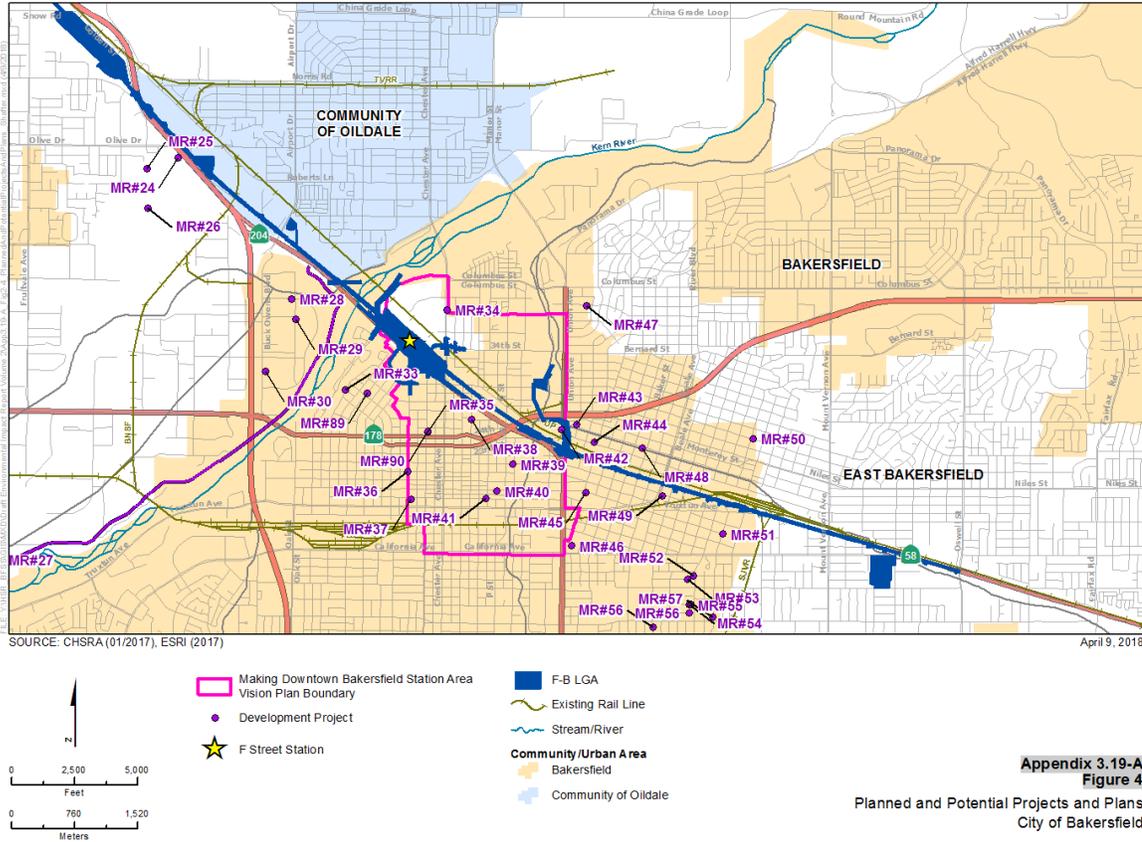
SOURCE: CHSRA (01/2017), ESRI (2017)

April 9, 2018



Appendix 3.19-A
Figure 2
Planned and Potential Projects and Plans
City of Shafter





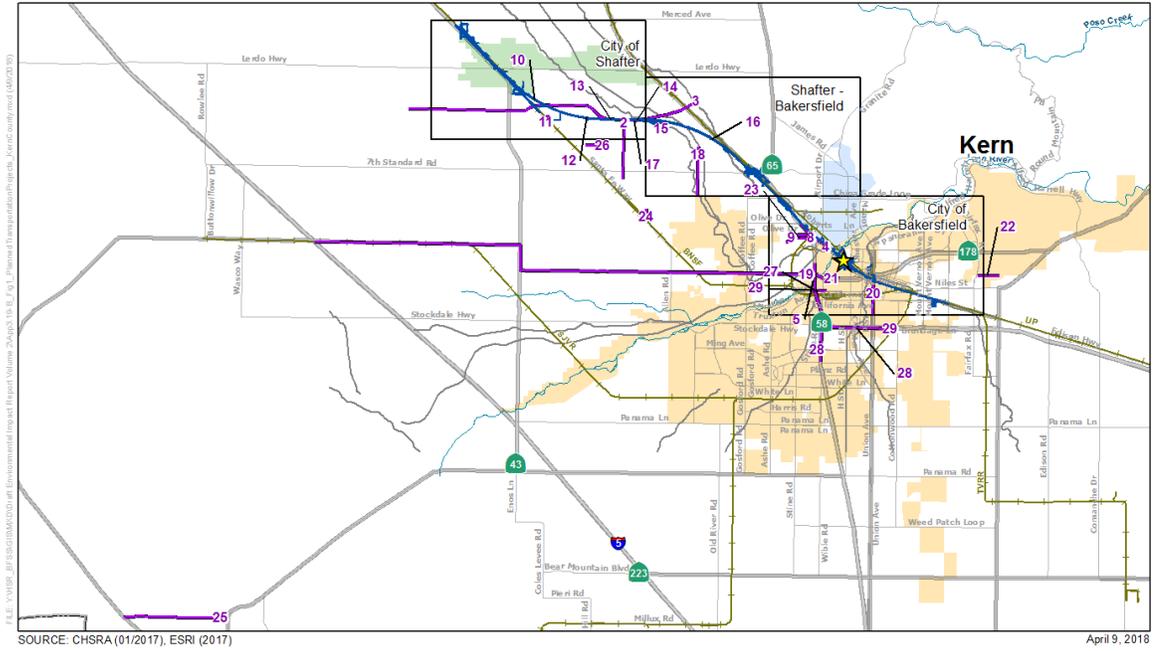
16.4.39 Appendix 3.19-B

On page 3.19-B-4, Table B- 2 Planned Transportation Projects – Kern County, the Description of Map ID T#9 was corrected from collector to [local].

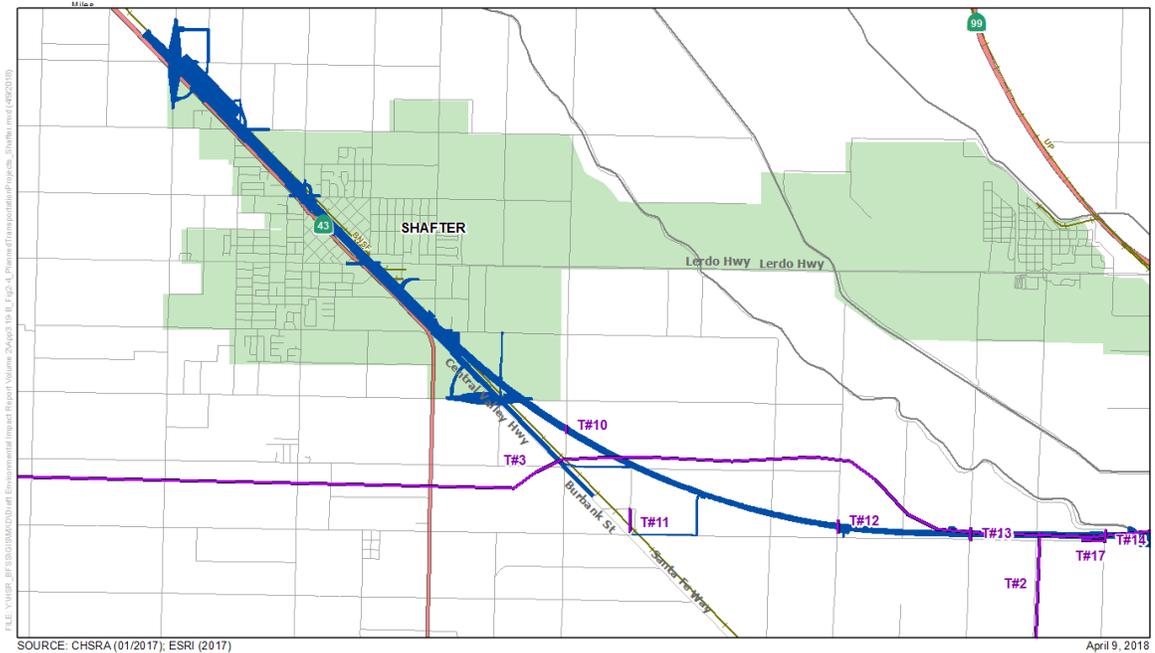
On page 3.19-B-7, the following rows were added to Table B- 3 Planned Transportation Projects – City of Bakersfield:

[T#27]	[City of Bakersfield]	[Oak Street and Truxtun Avenue Improvement Project]	[Widen roadway to 6-lanes]	[From Empire Drive to approximately 100 feet east of Elm Street]		[2017]	[Federal, Local]	[W]	[City of Bakersfield Public Works]
[T#28]	[City of Bakersfield]	[Beltway Operational Improvement Project]	[Operational improvements to interchange ramps and construction of auxiliary lanes, retaining walls and sound walls]	[East of SR 99 to Cottonwood Road, and at the SR 99/Ming Avenue Interchange]	[\$82,000,000]	[2016]	[Federal, Local]	[W, I/C]	[City of Bakersfield Public Works]
[T#29]	[City of Bakersfield]	[Centennial Corridor Project]	[A new alignment for State Route 58; improvements to State Route 99]	[SR 58 from Cottonwood Road I-5; SR 99 from Gilmore Avenue to Wilson Road]	[\$698,000,000]	[2016]	[Federal, Local]	[I/C, W]	[City of Bakersfield Public Works]

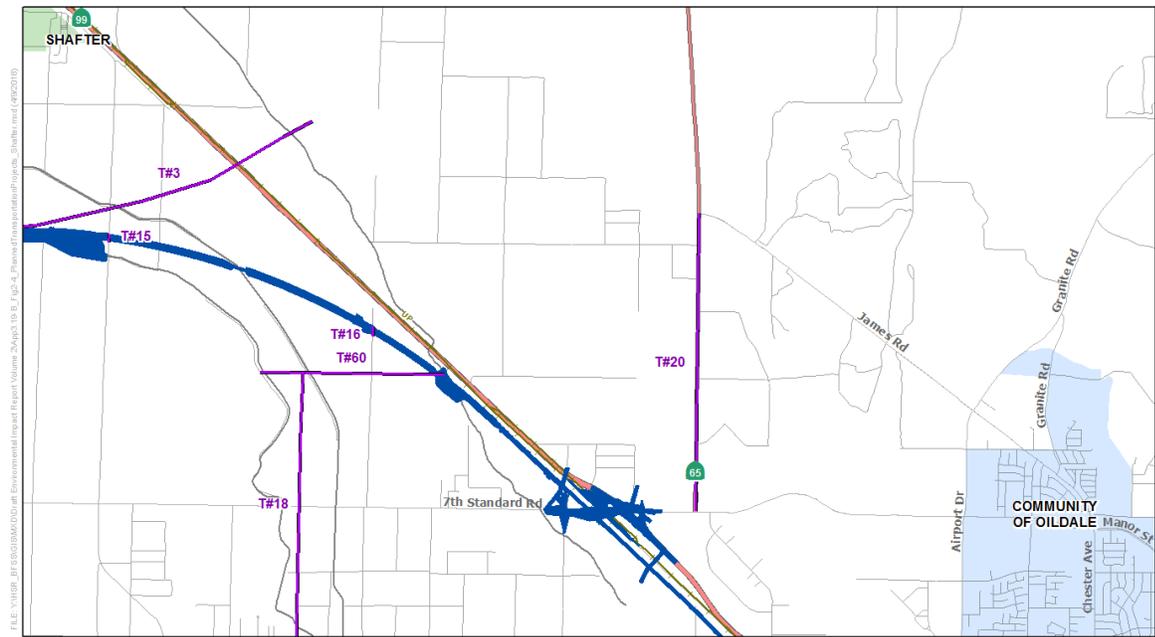
Appendix 3.19-B Figures 1-4 were amended to include the three additional projects in Table B-3, described above, as well as labels for the communities of Oildale and East Bakersfield; see below.



Appendix 3.19-B
Figure 1
Planned Transportation Projects
Kern County



Appendix 3.19-B
Figure 2
Planned Transportation Projects
City of Shafter

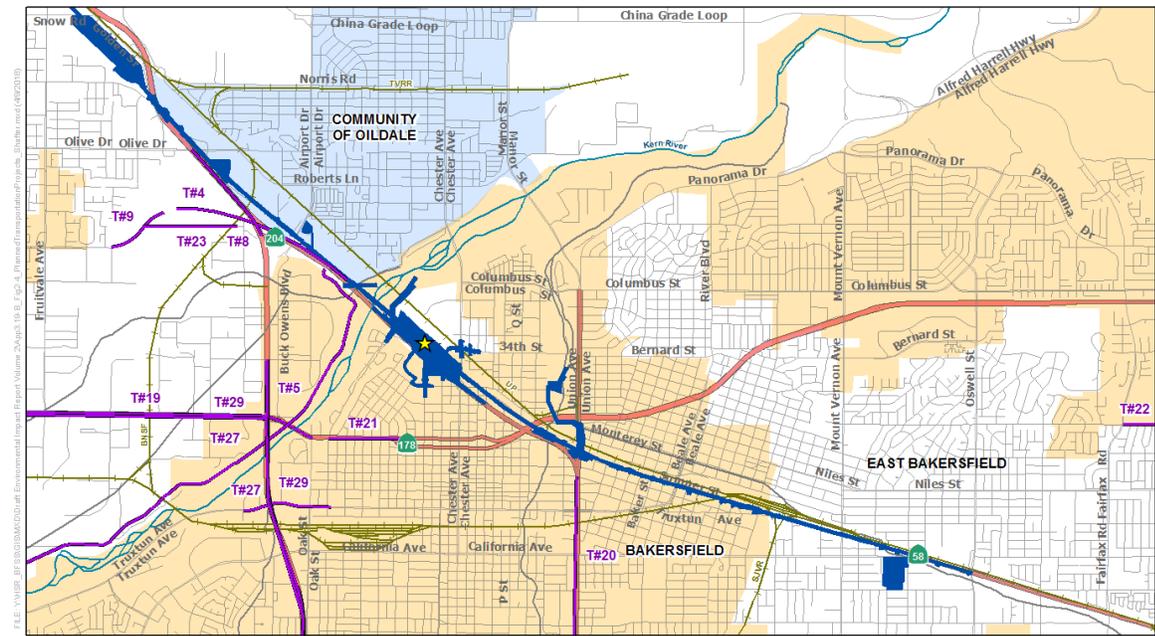


SOURCE: CHSRA (01/2017); ESRI (2017)

April 9, 2018



**Appendix 3.19-B
Figure 3**
Planned Transportation Projects
Shafter - Bakersfield



SOURCE: CHSRA (01/2017); ESRI (2017)

April 9, 2018



**Appendix 3.19-B
Figure 4**
Planned Transportation Projects
City of Bakersfield

16.4.40 Appendix 5-A

There were no changes to Appendix 5-A aside from the global changes described in Section 16.2 of this Chapter.

16.4.41 Appendix 8-A

On page 8-A-3, [Figure 8-A-1 F-B LGA and May 2014 Project] had changed GIS pathways.

On page 8-A-7, [Figure 8-A-2 Study Intersections at Bakersfield Station] had changed GIS pathways.

On page 8-A-11, [Figure 8-A-3 Existing Plus May 2014 Project: Average Daily Traffic and Number of Lanes: Map A] had changed GIS pathways.

On page 8-A-12, [Figure 8-A-4 Existing Plus May 2014 Project: Average Daily Traffic and Number of Lanes: Map B] had changed GIS pathways.

On page 8-A-26, [Figure 8-A-5a May 2014 Project Noise Impacts After Mitigation (Shafter)] had changed GIS pathways.

On page 8-A-27, [Figure 8-A-5b May 2014 Project Noise Impacts After Mitigation (Bakersfield)] had changed GIS pathways.

On page 8-A-28, land use types were indented in Table 8-A-7 to show the difference between the comparative noise and vibration impacts.

On page 8-A-31, [Figure 8-A-6 Electromagnetic Field Sensitive Receptors Along the May 2014 Project] had changed GIS pathways.

On page 8-A-41, [Figure 8-A-11 U.S. Bureau of Reclamation Lands] had changed GIS pathways.

On page 8-A-45, [Figure 8-A-12 May 2014 Project Habitat Study Areas (Shafter)] had changed GIS pathways.

On page 8-A-46, [Figure 8-A-13 May 2014 Project Habitat Study Areas (Bakersfield)] had changed GIS pathways.

On page 8-A-49, the following row was added to Table 8-A-15 Potential Acreage of Special-Status Wildlife Species Habitat Impacted by the May 2014 Project:

[Blunt-nosed leopard lizard]	[AGS, VFR]	[0.70]	[0.30]
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On page 8-A-50, the following change was made to the bullet Special-Status Reptiles: The May 2014 Project contains suitable habitat for special-status reptiles, including coast horned lizard [and blunt-nosed leopard lizard].

On page 8-A-52, [Figure 8-A-14 Waters near the May 2014 Project (Shafter)] had changed GIS pathways.

On page 8-A-53, [Figure 8-A-15 Waters near the May 2014 Project (Bakersfield)] had changed GIS pathways.

On page 8-A-56, [Figure 8-A-16 Conservation Areas] had changed GIS pathways.

On page 8-A-58, [Figure 8-A-17 Kern River Linkage] had changed GIS pathways.

On page 8-A-61, the following row was added to Table 8-A-20 Potential Acreage of Special-Status Wildlife Species Habitat Impacted by the May 2014 Project and the F-B LGA (acres):

[Blunt-nosed leopard lizard (AGS, VFR)]	[0.70]	[0.30]	[3.62]	[5.32]
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In the first paragraph on Page 8-A-62, one was corrected to [two] and the following changes were made: Only [two] of the special-status wildlife species (silvery legless lizard [and blunt-nosed leopard lizard]) listed above would have less permanent and temporary impacts with the implementation of the May 2014 Project.

On page 8-A-68, [Figure 8-A-18 Water Districts Serving the May 2014 Project and the F-B LGA Areas] had changed GIS pathways.

On page 8-A-71, [Figure 8-A-19 Flood Zones Crossing the May 2014 Project and the F-B LGA] had changed GIS pathways.

On page 8-A-81, [Figure 8-A-20 May 2014 Project and Safety-Related Facilities (Shafter)] had changed GIS pathways.

On page 8-A-82, [Figure 8-A-21 May 2014 Project and Safety-Related Facilities (Bakersfield)] had changed GIS pathways.

On page 8-A-90, in the first paragraph under the heading Community Facilities, the clause "several businesses and ancillary facilities associated with the Mercy Hospital medical complex" was removed the following text was added: [the Mercy Medical Plaza].

On page 8-A-96, the following text changes were made to footnote 1 of Table 8-A-45 Comparison of Annual Property Tax Losses by Jurisdiction under the F-B LGA, relative to the May 2014 Project (in 2015 dollars): "Negative" was corrected to "positive" and "less" was corrected to "more" in the following sentence: [Positive] values indicate that the F-B LGA has [more] of an impact than the May 2014 Project[, negative values indicate that the F-B LGA has less of an impact than the May 2014 Project].

On page 8-A-97, the following text changes were made to footnote 1 of Table 8-A-46 Comparison of Annual Sales Tax Losses by Jurisdiction under the F-B LGA, relative to the May 2014 Project (in 2015 dollars): "Negative" was corrected to "positive" and "less" was corrected to "more" in the following sentence: [Positive] values indicate that the F-B LGA has [more] of an impact than the May 2014 Project[, negative values indicate that the F-B LGA has less of an impact than the May 2014 Project].

On page 8-A-99, the following text was added to the last paragraph: [Additionally, the May 2014 Project would result in 845 more one-year full-time job equivalents, with 445 of them being direct and 400 being indirect or induced.]

On page 8-A-134, the following text was added to the F-B LGA Construction and Operations Impacts column for Socioeconomics and Communities resources in Table 8-A-62 Cumulative Impacts for the Comparison between the May 2014 Project and F-B LGA: [Environmental Justice cumulative impacts are therefore discussed in Chapter 5 of this Supplemental EIR/EIS and are not applicable for the impacts considered here.]

On page 8-A-145, the following changes were made under subsection Community Division and/or Disruption: "The May 2014 Project would have a substantial effect on Bakersfield High School, which is attended by predominantly minority and low-income students. Further," Was removed from the beginning of the following text: The May 2014 Project would displace the Bakersfield Homeless Center, which serves low-income families, as well as the Mercado, which serves a minority community, and several buildings of the Mercy Hospital medical complex, which has programs dedicated to low-income communities.

On page 8-A-150, the following text changes were made to the third row, second column of Table 8-A-67 Capital Cost of the Fresno to Bakersfield Section: Only item in this category for the Fresno to Bakersfield Section is the HMF if an alternative site in this section is selected. The cost estimate for the HMF is provided [in the Final EIR/EIS].

On page 8-A-150, reference to the HMF (heavy maintenance facility) was removed from the footnotes of Table 8-A-68.

On page 8-A-150, reference to the HMF was removed from the following text below Table 8-A-69: As shown in the table, costs for the May 2014 Project range from \$241 million, with higher fares, to \$335 million, with lower fares (2010 dollars).

On page 8-A-156, the following table was added:

[Table 8-A-74 Design Features of the F-B LGA and May 2014 Project]

[Design Option]	[F-B LGA]	[May 2014 Project]
[Total Length (linear miles)]	[23.13]	[24.16]
[Length on at-grade profile (linear miles)]	[10.52]	
[Length on bridge (linear miles)]	[0.43]	
[Length on steel truss (linear miles)]	[0.31]	
[Length on retained fill (linear miles)]	[1.97]	[1.29]
[Length on viaduct (linear miles)]	[9.90]	
[Number of Straddle Bents]	[22]	
[Number of Railroad Crossings]	[5]	[6]
[Number of Major Water Crossings]	[1]	[1]
[Number of Canal Crossings]	[7]	[7]
[Number of Road Crossings]	[43]	[60]
[Number of Road Crossings – Overcrossings in Shafter]	[1]	[2]
[Number of Road Crossings – Undercrossings in Shafter]	[11]	[11]
[Number of Road Crossings – Overcrossings in Bakersfield]	[0]	[6]
[Number of Road Crossings – Undercrossings in Bakersfield]	[30]	[40]
[Number of Road Crossings – Shafter/Bakersfield Shared Overcrossing]	[1]	[1]
[Number of Roadway Closures]	[10]	[14]
[Number of Roadway Modifications]	[Multiple]	[Multiple]
[Number of At-Grade Crossings Removed]	[7]	
[Total Length (linear miles)]	[23.13]	[24.16]

[Source: Authority and FRA, 2014]
[F-B LGA = Fresno to Bakersfield Locally Generated Alternative]