

VOLUME I CHANGES TO THE DRAFT SUPPLEMENTAL EIS (ERRATA)

INTRODUCTION

The Authority and FRA widely circulated the Draft Supplemental EIR/EIS on November 17, 2017 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 EIS addresses the comments received during the Draft Supplemental EIR/EIS comment period.

Global changes made to the final document are described in Section 1.1 of this Volume I Changes to the Draft Supplemental EIS (Errata). Section and chapter-specific changes to Volume I of the Draft Supplemental EIR/EIS text are described in Section 1.2 of this Errata. Changes to the Technical Appendices of the Draft Supplemental EIR/EIS are described in Volume II Changes to the Draft Supplemental EIS (Errata).

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

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

Global Changes

Several text changes were made globally throughout the Final Supplemental EIS and will not be repeated in this document. These include the following:

- The word “Draft” was replaced with the word “Final” in references to the Supplemental EIS document, except when the reference was specifically to the November 2017 Draft Supplemental EIR/EIS document.
- Following execution of the Assignment MOU, all reference to the FRA as NEPA lead agency for this Final Supplemental EIS has been removed and replaced with reference to the Authority as NEPA lead agency.
- Throughout the document, the file pathways of a number of figures were changed, though the GIS data remained unchanged. The file pathways are shown as vertical text to the left of the image, as can be seen in Figure 2-1 F-B LGA and May 2014 Project, in Section 1.2.3 of this Errata. These changes do not modify the figures themselves, nor the footprint or the disturbance areas, nor the environmental analysis or mitigation. A list of the figures in the Draft Supplemental EIR/EIS that now have changed pathways, the page number in the Draft Supplemental EIR/EIS where the figures can be found, the previous pathways, and the new pathways are listed in Attachment A to this Volume I Errata and, for Volume II, in Attachment A to the Volume II Errata.
- Dates on all documents in Volumes I, II, and III, and the Responses to Comments of the Final Supplemental EIS were changed to reflect the publication date of the Final Supplemental EIS.
- 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.

Volume I

Summary

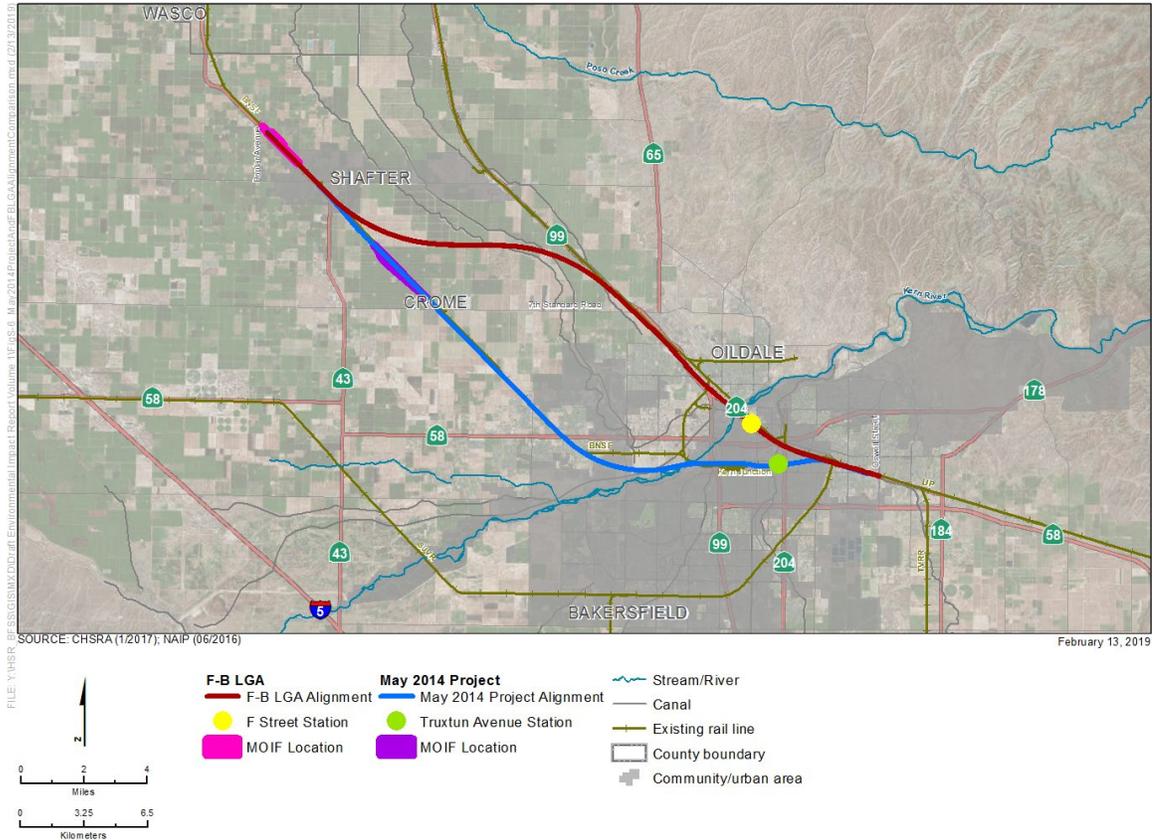
The errata to the Summary of the Draft Supplemental EIR/EIS incorporates the global changes listed above. In addition, to the extent this Final Supplemental EIS comprises the specific changes to the Draft Supplement EIR/EIS (Errata), the Summary of the Final Supplemental EIS

should be read to be consistent with these changes. Accordingly, the contents of the Summary are changed to reflect the changes in the chapters and subchapters detailed in the remainder of this Vol. 1 Errata. The overall general description of the alternatives and analysis of impacts presented in the Summary remains the same as in the Draft Supplemental EIR/EIS. In addition to the changes noted above, the following specific changes are made to the Draft Supplemental EIR/EIS Summary:

- Delete footnote 5 on page S-15.
- The last two sentences of the paragraph at the top of page S-32 are revised to read: Mitigation measures developed specifically for the F-B LGA [HWR]-MM#[1], [HWR-MM#2], as well as S&S-MM#2, S&S-MM#3, and S&S-MM#4. Some significant impacts would remain significant after mitigation. These impacts are: N&V#[3], AG#4, AVR#4, AVR#5, CUM-N&V, [CUM-AG, CUM-VQ, and CUM-CUL], and Environmental Justice impacts for noise, community impacts, and aesthetics.
- Table S-3 in the Draft Supplemental EIR/EIS contained some inadvertent inconsistencies with the Draft Supplemental EIR/EIS main Chapter 3 text, analysis and conclusions (which remain accurate and unchanged). Those inadvertent inconsistencies are corrected below, as follows:
 - Impact TR#11 requires mitigation via TR-MM #3, #8, #9 and #10
 - For Impact N&V #3, add mitigation measures N&V-MM #4, #5, #6 and #7
 - For Impact BIO #1, add mitigation measure BIO-MM #66
 - For Impact BIO #2, add mitigation measures BIO-MM #12, #26, #27, #28 and #67
 - For Impact BIO #4, add mitigation measures BIO-MM #9, #51 and #57 to #60
 - For Impact BIO #6, add mitigation measure N&V-MM #3
 - Move Impact S&S #8 to the row for which no mitigation required
 - For Impact SO #1, the appropriate mitigation is SO-MM #1, not SO-MM #3
 - Impact SO #3 requires mitigation via SO-MM #1, #6 and #18
 - Impact SO #6 title is changed to read [Disruption of Community Cohesion or Division of Existing Communities from Project Operation] and mitigation measures SO-MM #3 and #5 are added
 - Impact SO #12 requires mitigation via SO-MM #3
 - Impact LU #1 requires mitigation via N&V-MM #2
 - For Impact AG #4, add mitigation AG-MM #2
 - Impact AG #6 requires mitigation via AG-MM #1
 - Impact PK #4 requires mitigation via N&V-MM #3
 - For Impact AVR #4, add AVR-MM #2d and #2h
 - For Impact AVR #5, add mitigation measure AVR-MM #2d and replace AVR-MM #2e with #2g

Chapter 1 Project Purpose, Need, and Objectives

Figure 1-4 has been inserted following Figure 1-3. The following text has been inserted on Page 1-5 of the Draft Supplemental EIR/EIS: “Figure 1-2 shows the Fresno to Bakersfield Section Final EIR/EIS Preferred Alternative. Figure 1-3 shows the locations of the Alternative Alignments studied in the Fresno to Bakersfield Section Final EIR/EIS, the Fresno to Bakersfield Approved Project alignment, the Fresno to Bakersfield Locally Generated Alternative alignment, and the May 2014 Project alignment. [Figure 1-4 provides a comparison of the May 2014 Project and F-B LGA alignments and stations.]”



[Figure 1-4 May 2014 Project and F-B LGA Alignment Comparison]

On page 1-10 of the Draft Supplemental EIR/EIS the following factual corrections were made to the sentence: “However, the Authority and FRA will conduct the subsequent USACE 404(b)(1) analyses[, seek the USACE Section 408 recommendation, and provide the Draft Mitigation Plan] for the F-B LGA[, each of] which completed as part of Checkpoint C.

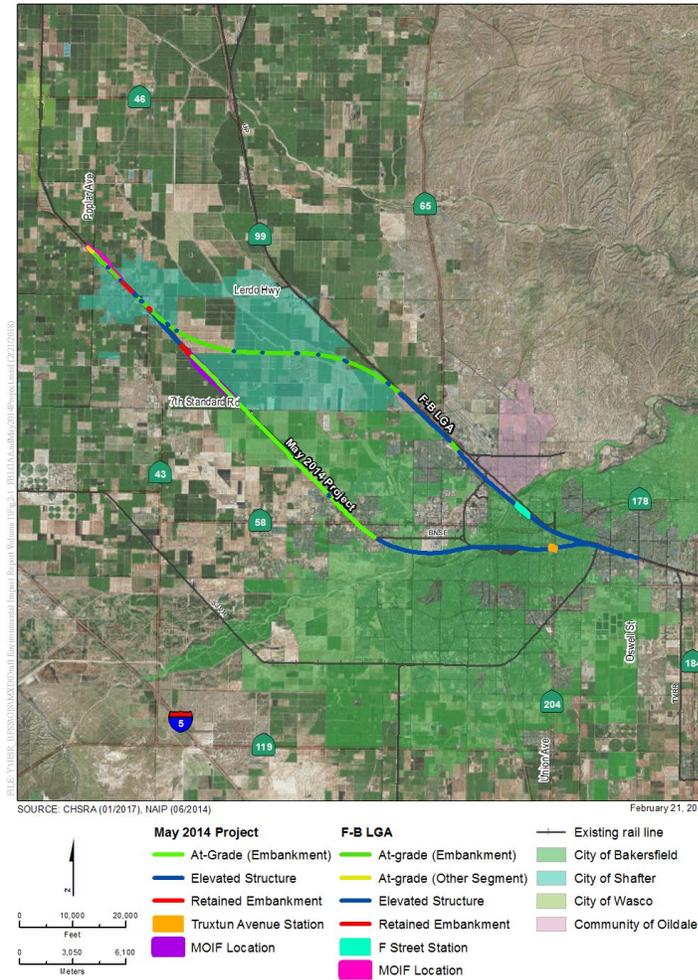
On page 1-10 of the Draft Supplemental EIR/EIS the following sentence was moved from the end of the first paragraph to the end of the second paragraph: “This region contributes significantly to the statewide need for a new intercity transportation service that would connect with the major population and economic centers and to other regions of the state.”

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

Chapter 2 F-B LGA Description

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 of the Draft Supplemental EIR/EIS, 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 2-9 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 factual correction 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 2-31 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 extend to the southeast beyond the F Street Station. However, the Authority intends to approve 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 2-31 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, had formatting errors and was corrected in the following ways:

Table 2-2 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 2-43 of the Draft Supplemental EIR/EIS the clause “of the F-B LGA” was added to the following bullet point:

- The proposed raised portion [of the F-B LGA] would require the BNSF to be temporarily relocated on a shoofly alignment.

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). The Authority has developed four feasible concepts for the interim terminal station at the F Street location. All four concepts could be developed wholly within the disturbance footprint evaluated in the Draft Supplemental EIR/EIS. Because all four of the interim terminal station concepts would utilize the track and the station footprint analyzed in the Draft Supplemental EIR/EIS, construction impacts that stem from ground disturbance or “footprint” impacts (e.g., biological resources, agricultural land conversion, etc.) would be the same for Phase 1 HSR service as it would be for this interim terminal station. More information about the interim terminal station is contained in Technical Appendix 2-I of this Final Supplemental EIS.]

Section 3.1 Introduction

There were no changes to Section 3.1 aside from the global changes described in the Global Changes Section of this Changes to the Draft Supplemental EIS (Errata).

Section 3.2 Transportation

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 2009), 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 reference to Los Angeles was removed and the following factual corrections were made to Section 3.2.3.1 under “Air Travel”: Bakersfield Meadows Field provides commercial service to San Francisco, [Denver, and Phoenix].

On page 3.2-20 of the Draft Supplemental EIR/EIS, Table 3.2-6 was revised in the following ways:

Table 3.2-6 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 3.2-24 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 (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. 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 factual corrections were made: Bakersfield Meadows Field Airport provides commercial service to San Francisco, [Denver, and Phoenix].

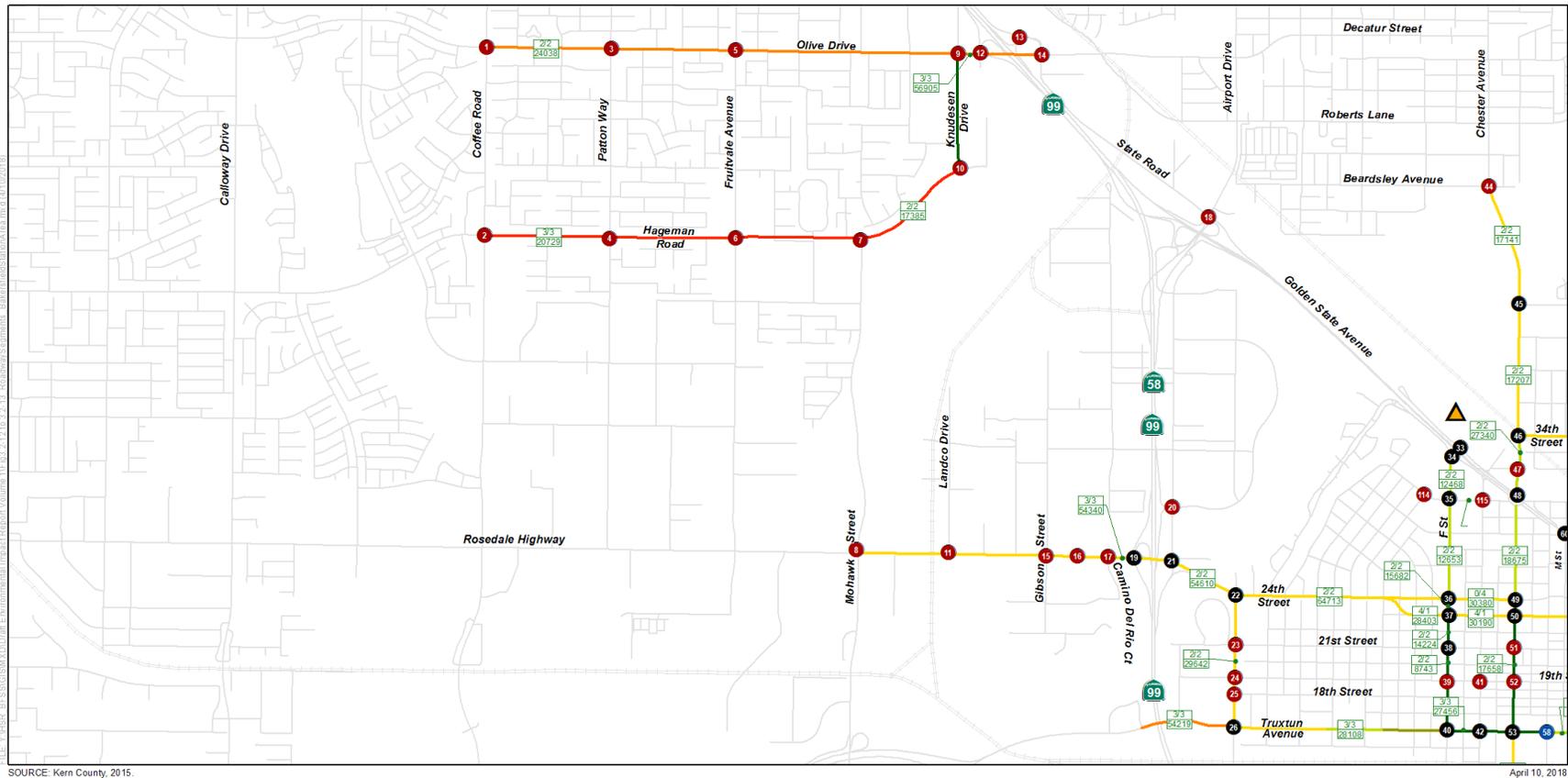
On page 3.2-25, Figure 3.2-10 Regionally Significant Roads in Bakersfield was updated to account for regionally significant roads.

On page 3.2-27 of the Draft Supplemental EIR/EIS the following factual corrections were made: A total of ~~636~~ **6364** 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 remove December 2017 from the reference and include: ([September 2009]).

On page 3.2-37 of the Draft Supplemental EIR/EIS in Section 3.2.4.2 vehicle miles traveled was corrected to the acronym VMT.

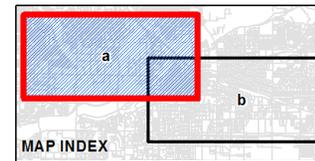
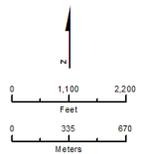
On page 3.2-28, Figure 3.2-12 Bakersfield Station Area Roadway Segments was updated for visual clarity, see below.



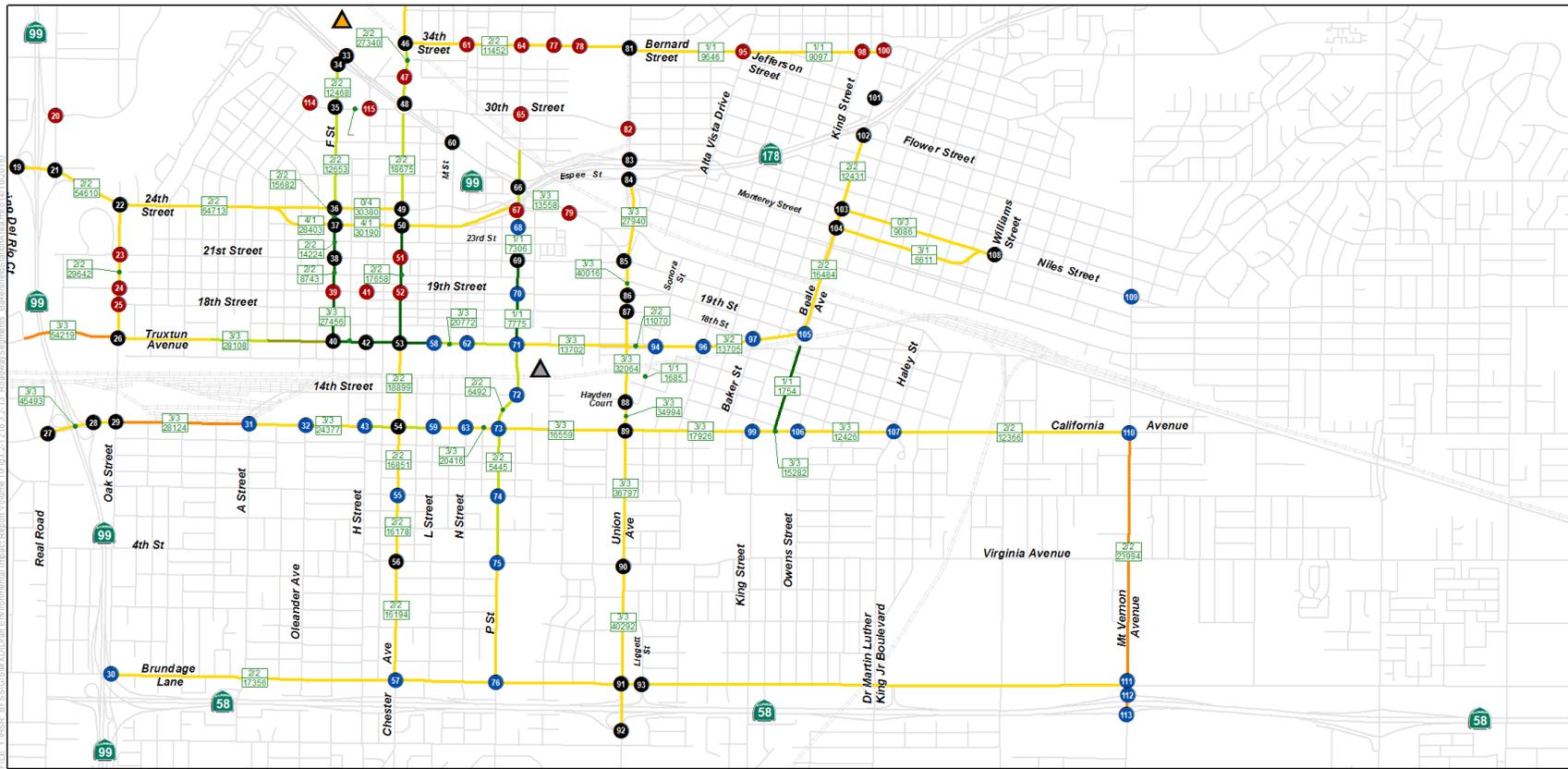
SOURCE: Kern County, 2015.

April 10, 2018

● Intersections analyzed only for F Street Station	— Posted Speed Limit 50 MPH	No. of lanes NE/SB or EB/WB ADT
● Intersections analyzed only for Truxtun Avenue	— Posted Speed Limit 45 MPH	
● Intersections analyzed for both stations	— Posted Speed Limit 40 MPH	
▲ Proposed F Street Station	— Posted Speed Limit 35 MPH	
▲ Proposed Truxtun Avenue Station	— Posted Speed Limit 30 MPH	
	— Posted Speed Limit 25 MPH	



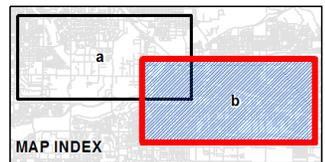
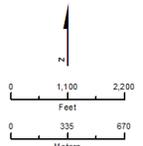
On page 3.2-29, Figure 3.2-13 Bakersfield Station area Roadway Segments was updated for visual clarity, see below.



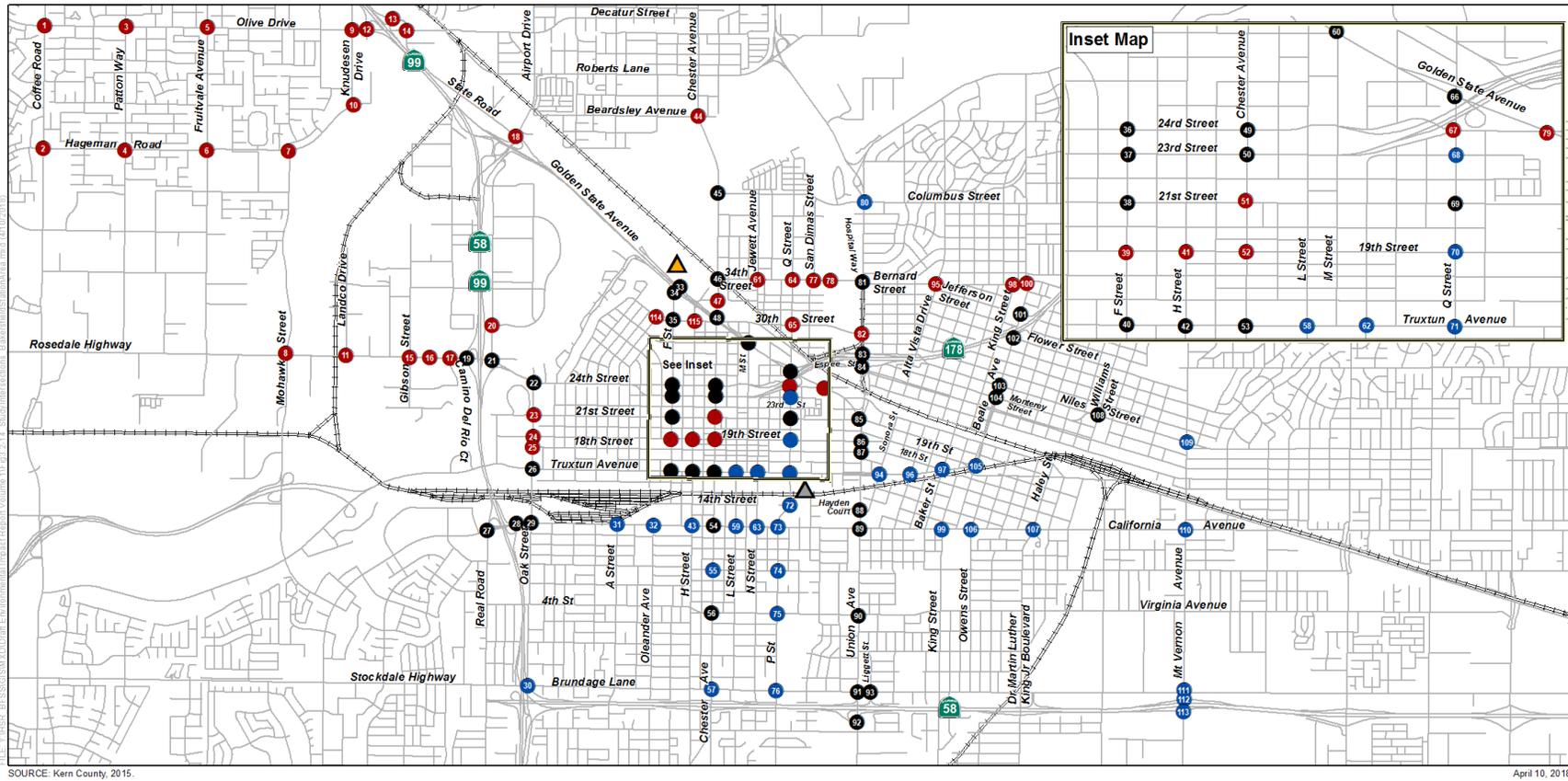
SOURCE: Kern County, 2015.

April 10, 2018

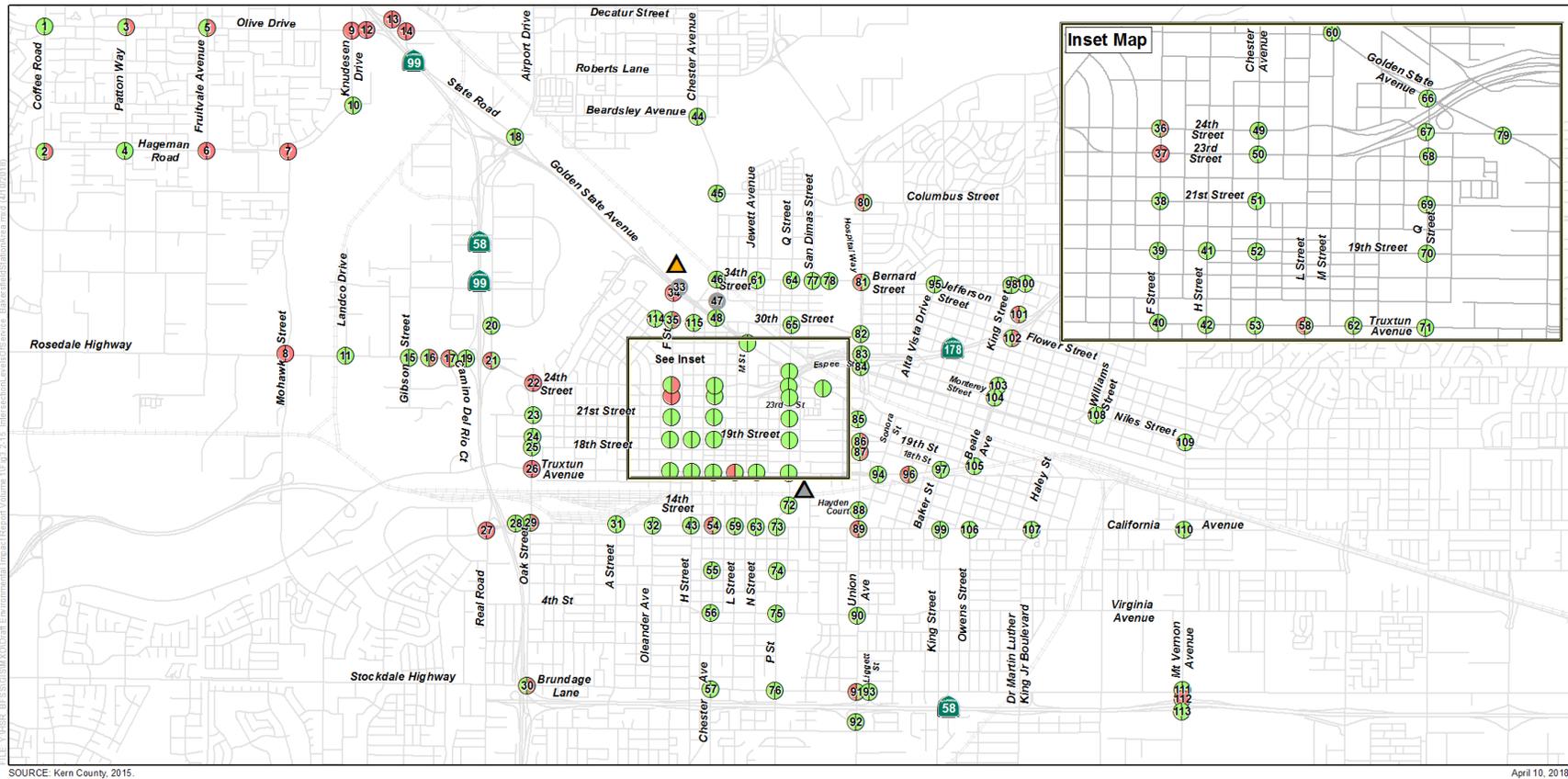
	Intersections analyzed only for F Street Station		Posted Speed Limit 50 MPH
	Intersections analyzed only for Truxtun Avenue		Posted Speed Limit 45 MPH
	Intersections analyzed for both stations		Posted Speed Limit 40 MPH
	Proposed F Street Station		Posted Speed Limit 35 MPH
	Proposed Truxtun Avenue Station		Posted Speed Limit 30 MPH
			Posted Speed Limit 25 MPH



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

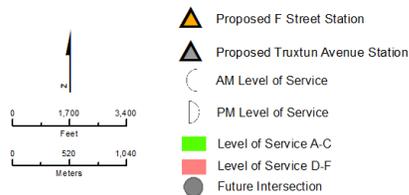


On page 3.2-31, Figure 3.2-15 Bakersfield Station Area Intersections Levels-of-Service was updated for visual clarity, see below.



SOURCE: Kern County, 2015.

April 10, 2018



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 factual corrections 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 remove December 2017 from the reference and include: ([September 2009]).

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 remove December 2017 from the reference and include: ([September 2009]).

On page 3.2-40 of the Draft Supplemental EIR/EIS, row 41 of Table 3.2-15 was revised in the following ways:

Table 3.2-15 Year 2035 No Project Roadway Segments Operating at Levels-of-Service E or F

No.	Roadway Segment	Number of Lanes (NE or SW)	Functional Classification ¹	Daily Volume	Future No Build Conditions	
					V/C ²	LOS
1	Oak Street, between SR 178 and Truxtun Avenue	2/2	Four-Lane Collector	47,403	1.58	F
2	F Street, between Golden State Avenue and 30th Street	2/2	Four-Lane Collector	27,501	0.92	E
16	P Street, between California Avenue and 8th Street	1/1	Two-Lane Collector	16,159	1.08	F
17	Q Street, between 23rd Street and 21st Street	1/1	Two-Lane Collector	13,844	0.92	E
18	Q Street, between 19th Street and Truxtun Avenue	1/1	Two-Lane Collector	16,713	1.11	F
33	Olive Drive, between Knudsen Drive and SR 99 Southbound Ramps	3/3	Six-Lane Arterial	65,067	1.08	F
39	Rosedale Highway, between Camino Del Rio Court and SR 99 Southbound Ramps	3/3	Six-Lane Arterial	57,171	0.95	E
40	SR 178, between Buck Owens Boulevard and Oak Street	3/3	Six-Lane Arterial	75,473	1.26	F
41	SR 178, between Oak Street and D Street	2/2	Four-Lane Arterial	[75,464]	[1.89]	F
42	SR 178, between D Street and Chester Avenue	0/3	One-Way Arterial	50,772	1.69	F
43	23rd Street, between D Street and F Street	3/0	One-Way Arterial	29,260	0.98	E
44	23rd Street, between F Street and Chester Avenue	3/0	One-Way Arterial	31,102	1.04	F
47	Truxtun Avenue, between Bahamas Drive and Oak Street	2/2	Four-Lane Arterial	58,531	1.46	F
48	Truxtun Avenue, between Oak Street and F Street	2/2	Four-Lane Arterial	44,880	1.12	F
49	Truxtun Avenue, between F Street and Chester Avenue	2/2	Four-Lane Arterial	44,021	1.10	F
54	California Avenue, between Real Road and Oak Street	2/3	Five-Lane Arterial	49,375	0.99	E

On page 3.2-41 of the Draft Supplemental EIR/EIS, row 85 in Table 3.2-16 was revised in the following ways:

Table 03.2-16 Year 2035 No Project Intersections Operating at Levels-of-Service E or F

No.	Intersection	Control	2035 No Build Conditions			
			A.M. Peak		P.M. Peak	
			Delay	LOS	Delay	LOS
1	Coffee Road and Olive Drive	Signalized	47.2	D	63.5	E
2	Coffee Road and Hageman Road	Signalized	28.4	C	>180	F
6	Fruitvale Avenue and Hageman Road	Signalized	66.4	E	52.2	D
7	Mohawk Street and Hageman Road	Two-Way Stop	>180	F	>180	F
8	Mohawk Street and Rosedale Highway	Signalized	174.3	F	>180	F
9	Knudsen Drive and Olive Drive	Signalized	109.5	F	>180	F
10	Knudsen Drive and Hageman Road	Signalized	87.5	F	151.8	F
12	SR 99 Southbound Ramps and Olive Drive	Two-Way Stop	>180	F	>180	F
13	State Road and SR 99 Northbound Ramps	Two-Way Stop	43.1	E	45.7	E
14	State Road and Olive Drive	Signalized	38.9	D	132.4	F
17	Camino Del Rio Court and Rosedale Highway	Signalized	177.0	F	84.8	F
21	Buck Owens Boulevard-SR 99 Northbound Ramps and Rosedale Highway	Signalized	42.3	D	82.9	F
22	Oak Street and Rosedale Highway-24th Street	Signalized	125.8	F	139.0	F
24	Oak Street and 19th Street	Signalized	13.7	B	62.0	E
26	Oak Street and Truxtun Avenue	Signalized	152.6	F	>180	F
27	Real Road-SR 99 Southbound Ramps and California Avenue	Signalized	83.8	F	93.0	F
29	Oak Street and California Avenue	Signalized	46.5	D	58.9	E
30	Stockdale Highway and Brundage Lane	Signalized	63.9	E	89.6	F
34	F Street and Golden State Avenue	Signalized	>180	F	>180	F
36	F Street and 24th Street	Signalized	99.0	F	>180	F
37	F Street and 23rd Street	Signalized	126.4	F	119.6	F
38	F Street and 21st Street	Signalized	34.5	C	114.4	F
40	F Street and Truxtun Avenue	Signalized	33.1	C	>180	F
42	H Street and Truxtun Avenue	Signalized	43.4	D	90.9	F
46	Chester Avenue and 34th Street	Signalized	20.6	C	65.1	E
49	Chester Avenue and 24th Street	Signalized	67.2	E	82.0	F
50	Chester Avenue and 23rd Street	Signalized	36.8	D	80.5	F
53	Chester Avenue and Truxtun Avenue	Signalized	32.1	C	93.3	F
57	Chester Avenue and Brundage Lane	Signalized	73.3	E	132.2	F
58	L Street and Truxtun Avenue	Signalized	45.1	D	80.1	F
60	M Street and Golden State Avenue and 28th Street	Signalized	151.2	F	>180	F
66	Q Street and Golden State Avenue	Signalized	38.7	D	62.7	E
68	Q Street and 23rd Street	Two-Way Stop	27.0	D	>180	F
80	Union Avenue and Columbus Street	Signalized	51.6	D	61.6	E
85	Union Avenue and Golden State Avenue and 21st Street	Signalized	47.7	D	[103.7]	[F]
86	Union Avenue and 19th Street	Signalized	46.6	D	124.0	F
87	Union Avenue and 18th Street	Signalized	27.1	C	56.4	E
88	Union Avenue and Hayden Court-Sonora Street	Signalized	61.8	E	21.6	C
89	Union Avenue and California Avenue	Signalized	99.7	F	54.6	D
90	Union Avenue and 4th Street	Signalized	18.8	B	63.0	E
91	Union Avenue-SR 58 Westbound Ramps and Brundage Lane	Signalized	68.3	E	74.8	E

No.	Intersection	Control	2035 No Build Conditions			
			A.M. Peak		P.M. Peak	
			Delay	LOS	Delay	LOS
96	Tulare Street and Truxtun Avenue	Two-Way Stop	37.7	E	72.0	F
97	Baker Street and Truxtun Avenue-18th Street	Signalized	18.6	B	58.4	E
101	Beale Avenue and Jefferson Street-SR 178 Westbound Ramps	Two-Way Stop	>180	F	>180	F
102	Beale Avenue and Flower Street	Signalized	19.7	B	78.9	E
112	Mt. Vernon Avenue and SR 58 Westbound Ramps	Two-Way Stop	>180	F	>180	F

On page 3.2-43 of the Draft Supplemental EIR/EIS, Table 3.2-17 was revised in the following ways:

Table 3.2-17 Year 2035 No Project Peak Hour Highway Segment Levels-of-Service

Roadway	Segment	Direction	A.M.			P.M.		
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS
SR 204	West of F Street ¹	Eastbound	55.0	[37.7]	E	55.0	[26.7]	D
		Westbound	55.0	[23.2]	C	55.0	[34.9]	[D]
	East of F Street ²	Eastbound	55.0	[0.35]	[A]	55.0	[0.35]	[A]
		Westbound	55.0	[1.70]	F	55.0	[2.14]	F

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 factual corrections 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:
 - o [SR 43 and Ash Avenue (a.m. and p.m. peak hours)]
 - o [Beech Avenue and Riverside Street (p.m. peak hour)]

Figure 3.2-17 shows the future (2035) plus build peak hour intersection LOS for the City of Shafter.

• **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:]
 - o [Dole Court and Snow Road (a.m. peak hour)]
 - o [Norris Road and Snow Road (p.m. peak hour)]

Figure 3.2-18 shows the future (2035) plus build peak hour intersection LOS for Kern County.

• **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 existing plus F-B LGA conditions.

- 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.
- Figure 3.2-19 shows the future (2035) plus build peak hour intersection LOS for the City of Bakersfield.

- **Bakersfield Station Area**

- [The following] roadway segment [would experience a significant impact] under existing plus F-B LGA Station conditions would experience a significant impact:
 - [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.
- [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
- [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 3.2-55 of the Draft Supplemental EIR/EIS reference to the Metropolitan Bakersfield General Plan Circulation Element in Table 3.2-18 was corrected to remove December 2017 from the reference and include: ([September 2009]).

On page 3.2-55 of the Draft Supplemental EIR/EIS, the following factual corrections 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 factual corrections 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.]

On page 3.2-68 of the Draft Supplemental EIR/EIS the factual corrections below were made to Section 3.2.6 to improve clarity (and to aid decision making and implementation tracking), but not change any substantive analysis or mitigation development, as to which mitigation measures will apply to the F-B LGA, including mitigation measures that are LGA-specific and mitigation measures that are common to both the F-B LGA and the May 2014 Project.

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 factual corrections 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 factual corrections 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,] based 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 format corrections were made:

TR-MM#2. F Street and 30[th] 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 the following factual corrections 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 following factual corrections 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 factual corrections were made to Section 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.]

After page 3.2-72 of the Draft Supplemental EIR/EIS Table 3.2-31 and Table 3.2-32 were removed and the following section was added to amend deleted text that was previously included in 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.]

[Mitigation Measures under Existing Plus Project Conditions]

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

TR-MM#3. SR 99 Southbound Ramps and Olive Drive: Install a traffic signal at the intersection.

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#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.

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

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

TR-MM#4. Mohawk Street and Rosedale Highway: Add a second westbound left-turn lane. This improvement already exists but is currently closed due to construction activity at the intersection.

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#5. F Street and 24th Street: Re-time the signal in the p.m. peak hour.

[TR-MM#8. SR 43 north of E. Los Angeles Avenue: Widen SR 43 from 2 to 4 lanes.]

Section 3.3 Air Quality and Global Climate Change

On page 3.3-8 of the Draft Supplemental EIR/EIS, the phrase “vehicle miles traveled” was replaced with the 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, EMFAC, 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.]

Section 3.4 Noise and Vibration

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.

In the second paragraph on page 3.4-15 of the Draft Supplemental EIR/EIS, the following factual corrections 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, the following factual corrections 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, the following factual corrections were made: Table 3.4-[B-6] in Appendix 3.4-[B], Noise and Vibration [Measurements].

In the first paragraph under Table 3.4-1 Distances to Federal Railroad Administration Noise Impact Contours from MOIF Construction Activities, on page 3.4-21 of the Draft Supplemental EIR/EIS, the following factual corrections were made: Table 3.4-[B-6] in Appendix 3.4-[B], Noise and Vibration [Measurements].

In the first paragraph under Table 3.4-2 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, the following factual corrections 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, the following factual corrections 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, the following factual corrections 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, the following factual corrections 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, the following factual corrections 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, the following factual corrections were made: Table 3.4-[B-8] in Appendix 3.4-[B].

In the first paragraph on page 3.4-35 of the Draft Supplemental EIR/EIS, the following factual corrections 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 factual correction was added to Table 3.4-26 Mitigation Measures Applicable to the F-B LGA, in the third row, second column:

Because many materials meet these requirements, aesthetics, durability, cost, and maintenance considerations usually determine the selection of materials for sound barriers (examples are shown in Figure 3.4-14 [of the Final EIR/EIS; diagrams and placement information can be found in Volume III Section H: Record Set PEPD Design Submission Sound Barrier Plans of the Final Supplemental EIS].)

Section 3.5 Electromagnetic Fields and Electromagnetic Interference

On page 3.5-5 of the Draft Supplemental EIR/EIS, the following factual corrections 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, the following factual corrections were made: [Adventist Health Bakersfield Medical Center Campus].

In the first paragraph on page 3.5-6 of the Draft Supplemental EIR/EIS, the following factual corrections were made: [Adventist Health Bakersfield Medical Center Campus].

In the first paragraph on page 3.5-6 of the Draft Supplemental EIR/EIS, the following factual corrections were made: [500] replaced 1,000.

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 following factual corrections 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 following factual corrections were made: [The closest parcel owned by the Adventist Health 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, the following factual corrections 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 following factual corrections were made: [500] replaced 1,000.

On page 3.5-7 of the Draft Supplemental EIR/EIS, the following factual corrections 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 following factual corrections were made: [500] replaced 1,000.

Section 3.6 Public Utilities and Energy

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.

Section 3.7 Biological Resources and Wetlands

On page 3.7-3 of the Draft Supplemental EIR/EIS, text in Table 3.7-1 Federal Laws and Regulations was changed to add the following factual correction to the Compliance Action column of the Endangered Species Act of 1973 (federal ESA) ([16] U.S.C. [1531] et seq.) row:

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 3.7-16 of the Draft Supplemental EIR/EIS, the following text was removed to factually correct the first paragraph in Section 3.7.3: “are no applicable regional plans or policies pertaining to biological resources within the F-B LGA study area. However, there”. The corrected text now reads There are four applicable regional plans, one recovery plan, and three Habitat Conservation Plans, applicable to the F-B LGA.

On page 3.7-17 of the Draft Supplemental EIR/EIS, forty-seven was corrected to forty-eight in the sixth paragraph in Section 3.7.3.1. The text now reads: Forty-eight special-status wildlife species were determined to have a low, moderate, or high potential of occurring within the Habitat Study Area for the May 2014 Project.

On page 3.7-17 of the Draft Supplemental EIR/EIS, the following factual corrections 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 3.7-30 of the Draft Supplemental EIR/EIS, the following factual corrections were made to Table 3.7-4 Special-Status Wildlife Species with Potential to Occur in the Habitat Study Area:

Common Name	Scientific Name	Federal Status ¹	State Status ²	Potential to Occur
Federally and State-Listed Species				
[Blunt-nosed leopard lizard]	[<i>Gambelia sila</i>]	[FE]	[SE/FP]	[Potential to occur: No blunt-nosed leopard lizards 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 rights-of-way and vacant lots in urban and agricultural areas.]

In the first paragraph on page 3.7-53 of the Draft Supplemental EIR/EIS, the word always was replaced with [typically].

On page 3.7-61 of the Draft Supplemental EIR/EIS, the following factual corrections were made to 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 following factual corrections were made to 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 following factual corrections were made to 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 following factual corrections were made to 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 3.7-73 of the Draft Supplemental EIR/EIS, the following change was made to 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 3.7-74 of the Draft Supplemental EIR/EIS, the following sentence was added to the end of the second paragraph under the subheading Jurisdictional Waters: [Impacts resulting from implementation of the May 2014 Project were analyzed using information from the Fresno to Bakersfield Section Final EIR/EIS; complete analysis of impacts on jurisdictional waters resulting from implementation of the Fresno to Bakersfield Section can be found on Page 3.7-98 of the Fresno to Bakersfield Section Final EIR/EIS.]

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:

Special Status Wildlife Species (Common Name / Scientific Name / Status)	CWHR Vegetation Community or Wildlife Association	Impact Type	Impact Acreage
Federally and State Listed Species			
[Blunt-nosed leopard lizard (<i>Gambelia silia</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 factual corrections 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).

On page 3.7-82 of the Draft Supplemental EIR/EIS, the following factual corrections were made to the subsection Jurisdictional Waters of Section 3.7.4.2: For a comparison of the permanent and temporary direct impacts on jurisdictional waters between the May 2014 Project and the F-B LGA, please refer to Table 8-2 in Chapter 8 [and Tables 8-A-23] and 8-A-72 of Technical Appendix 8-A.

On page 3.7-84 of the Draft Supplemental EIR/EIS, the following factual corrections were made to the subsection Canals/Ditches of Section 3.7.4.2:

[Many of the canals/ditches in the project area are heavily managed by local irrigation districts, which serve public water needs and agricultural production. As a result, the biological functions of these man-made features include limited habitat for wildlife and capacity for water storage or release. A number of these waters have been previously degraded or impacted by existing roads and railroad infrastructure. The construction of the F-B LGA would avoid further degradation of these man-made jurisdictional waters] via bridges and elevated structures (e.g., viaducts). However, a section of both the Callaway Canal and Lerdo Canal will be realigned to provide a perpendicular crossing for the F-B LGA alignment. Realignment will result in permanent and temporary impacts to canal/ditches.

On page 3.7-84 of the Draft Supplemental EIR/EIS, the following factual corrections were made to the subsection Seasonal Riverine of Section 3.7.4.2:

[The seasonal riverine waters in the project area are heavily managed by local irrigation districts, which serve public water needs and agricultural production. As a result, the biological functions of these features include limited habitat for wildlife and capacity for water storage or release. There are also areas that have been previously degraded or impacted by existing roads and railroad infrastructure. The construction of the F-B LGA would avoid further degradation of the seasonal riverine areas by spanning] the Kern River, the only seasonal riverine feature in the F-B LGA Study Areas, by a bridge; however, some minor permanent impacts to the Kern River would result from placement of supports. The redirection of flow and the placement of fill material could remove or disrupt the hydrology, vegetation, wildlife use, water quality conditions, and other biological functions provided by the resources within the seasonal riverine area.

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.

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.

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 factual corrections 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].

The following factual correction 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.]

On page 3.7-90 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 and added to Table 3.7-12 Mitigation Measures Applicable to the F-B LGA:

Number	Description
[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 deleted from Table 3.7-13 Mitigation Measures Partially or Not Applicable to the F-B LGA and added to Table 3.7-12 Mitigation Measures Applicable to the F-B LGA as described above:

Number	Description	Reasoning
[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.]

In the first paragraph after Table 3.7-13 on page 3.7-92 of the Draft Supplemental EIR/EIS, the following factual corrections were made to the sentence: Those measures that are not applicable, or only partially applicable to the F-B LGA, are also discussed above in Section 3.7.5.1 and [Table 3.7-13].

In the third full paragraph on page 3.7-93 of the Draft Supplemental EIR/EIS, the following factual update 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. The USFWS 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 through Oswell Street 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 2018 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, 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

Section 3.8 Hydrology and Water Resources

In the first sentence of the third paragraph of Section 3.8.4.1 on page 3.8-28 of the Draft Supplemental EIR/EIS, the following factual corrections were made: Construction of the May 2014 Project would disturb approximately [1,100 acres] (570 acres [associated with the May 2014 Project alignment]).

In the second sentence of the fourth paragraph of Section 3.8.4.1 on page 3.8-28 of the Draft Supplemental EIR/EIS, the following factual corrections were made: Development of the May 2014 Project would result in a net increase of impervious surface area of approximately [161 acres] (72 acres [associated with the May 2014 Project alignment]).

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 factual corrections were made: [Fresno to Bakersfield] Project [Section].

In the first paragraph on page 3.8-31 of the Draft Supplemental EIR/EIS, the word "not" was removed to factually correct the following text, which now reads: Due to the depth to groundwater in the vicinity of the F-B LGA, it is unlikely that construction activities associated with the F-B LGA would affect groundwater quality because there would not be a direct path for construction-related contaminants to reach groundwater.

In the first paragraph on page 3.8-31 of the Draft Supplemental EIR/EIS, the following factual corrections 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. 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, [would reduce] effects from construction on surface water quality because erosion would be minimized and pollutants of concern in stormwater runoff,] including hazardous materials and waste,] would be reduced. [These] 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 factual correction 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 third paragraph on page 3.8-34 of the Draft Supplemental EIR/EIS, the following factual corrections were made: The crossings would require support columns [in or] near the water channel or culverts [in] the channel.

In Table 3.8-8 Acres of New Impervious Surface Area on page 3.8-34 of the Draft Supplemental EIR/EIS, the following factual corrections were made:

HSR Facility	Net Impervious Surface (acres) ¹
F-B LGA Track Alignment	[82]
Bakersfield F Street Station	[19]
Maintenance of Infrastructure Facility	[46]
Total Acreage	[147]

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 factual correction 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].

The following sentence was removed from the end of the first full paragraph on page 3.8-37 of the Draft Supplemental EIR/EIS: Local system demands can be reduced by collecting grey water for reuse in landscape areas.

Section 3.9 Geology, Soils, Seismicity, and Paleontological Resources

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 following factual corrections 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.

Section 3.10 Hazardous Materials and Wastes

There were no changes to Section 3.10 aside from the global changes described in the Global Changes Section of this Errata.

Section 3.11 Safety and Security

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, the following factual corrections were made:

- [Adventist Health Bakersfield Medical Center Campus]

In the fourth paragraph on page 3.11-11 of the Draft Supplemental EIR/EIS, the following factual corrections were made: contain[s].

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, the following factual corrections were made: [Adventist Health Bakersfield Medical Center Campus].

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 following factual corrections were made: [73].

On page 3.11-28 in the first paragraph under Impact S&S #11 – Accident Risks to Airports, Private Airstrips, and Heliports, the following factual corrections were made: [Adventist Health Bakersfield Medical Center Campus].

Section 3.12 Socioeconomics and Communities

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].

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, the following change was made: 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, the following change was made: Impact SO #14 [15] – Changes in School District Funding and School Access.

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 factual correction 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 factual corrections 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).

Section 3.13 Station Planning, Land Use, and Development

On page 3.13-2 of the Draft Supplemental EIR/EIS the second paragraph in Section 3.13.1.3 was changed in the following ways:

In addition to these plans, the City of Bakersfield is currently preparing an HSR Station Area Vision Plan that include[d] an urban design strategy for downtown Bakersfield that promotes economic development and sustainability, encourages station area development, and enhances multimodal connectivity. The study area for the Bakersfield HSR Station Area Vision Plan includes the proposed location of the F Street Station evaluated in [the Draft] Supplemental EIR/EIS and the Truxtun Avenue Station evaluated in pages 3.13-30 through 3.13-32 of the Fresno to Bakersfield Section Final EIR/EIS. The plan [was completed and approved] in [May] 2018. The study area boundaries of the Bakersfield HSR Station Area Vision Plan differ from the study area used for the analysis in this section, which is described in subsection 3.13.2, Methods for Evaluating Impacts.

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 factual corrections were made to the final sentence in the first paragraph, under Planned Development:

In addition, the City [prepared] an HSR Station Area Vision Plan [which was] adopted in 2018.

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:

Development	Location	Approximate Distance from station footprint (miles)	Zoning
City of Bakersfield			
[Golden Empire Transit District Facility]	[1830 Golden State Avenue]	[0.0]	[M-1]

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 factual corrections were made to the sentence preceding the bullet list:

[T]he Station Area Vision Plan [contains] recommendations for transit improvements including:

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

In the first paragraph on page 3.13-20 of the Draft Supplemental EIR/EIS, the words “future” and “subsequent” were removed from the sentence: The City’s HSR Station Area Vision Plan and environmental review, while partially funded by the Authority, are not a part of this analysis.

Section 3.14 Agricultural Land

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 factual correction 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 factual corrections were made 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 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 factual correction 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 factual corrections 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 [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 factual corrections 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.

Section 3.15 Parks, Recreation, and Open Space

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

Resource Name	Owner	Amenities	Total Size	Amount of Resource in Study Area	Distance from Project Centerline
Town Square	City of Shafter	Grass areas, water fountain, and special events stage.	0.4 acre	0.4 acre (100%)	560 feet
Stringham Park	City of Shafter	Grass areas, playground, picnic tables, and benches.	1.0 acre	0.8 acre (80%)	895 feet
Kirschenmann Park	City of Shafter	Grass areas and baseball field.	5.5 acres	5.3 acres (96%)	[475] feet
Weill Park	City of Bakersfield	Grass area	1.6 acres	1.6 acres (100%)	0 feet
Kern River Parkway	City of Bakersfield	32-mile linear community park with bike path, pedestrian and equestrian facilities, fishing pond, fitness par course, horseshoe pit, skate park, and picnic tables	[1,033.2] acres	[40.2] acres ([3.9]%)	0 feet
Uplands of the Kern River Parkway Park	City of Bakersfield	Overlook platforms, equestrian trail, and natural walking paths.	23.3 acres	[4.4] acres ([18.7]%)	[508] feet
Kern County Museum	Kern County Museum Foundation	Includes the Lori Brock Children's Museum, Pioneer Village, and the Kern County Museum	19.5 acres	[9.4] acres (100%)	411 feet
[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]

Resource Name	Owner	Amenities	Total Size	Amount of Resource in Study Area	Distance from Project Centerline
Metropolitan Recreation Area	Kern County	Dave Frye Softball Fields, equestrian facilities (Gymkhana) ³ , recreational center, Sam Lynn Ballpark, softball fields, Stramler Picnic Area, and park supervisor's office	65.9 acres	[16.8] acres ([25.5]%)	490 feet
Joshua Park	City of Bakersfield	Grass area	0.8 acre	0.8 acre (100%)	625 feet
Total within 1,000 feet of Centerline (project study area)²					10 Parks
Total within 300 feet of Project Centerline					[3] Parks
Total within 100 feet of Project Centerline					2 Parks

Sources: Authority and FRA, 2016; City of Bakersfield, 2007; City of Bakersfield, 2016; City of Bakersfield, 2018; Kern County 2014]

¹ The study area for Parks, Recreation, and Open Space includes a 1,000-foot buffer on either side of the project centerline, as well as a 0.5-mile buffer around the MOIF in Shafter and the passenger station in Bakersfield. This table is specific to parks resources within 1,000 feet of the project centerline.

On page 3.15-11 of the Draft Supplemental EIR/EIS, the following factual corrections were made to Table 3.15-4 Parks, Recreation, and Open Space Resources and School District Play Areas and Recreation Facilities in the Study Area for the Bakersfield Station Location¹:

Resource Name	Amenities	Total Size	Amount of Resource in Study Area	Approximate Distance from Station
Parks, Recreation, and Open Space Resources				
Kern River Parkway	32-mile linear community park with bike path, pedestrian and equestrian facilities, fishing pond, fitness par course, horseshoe pit, skate park, and picnic tables	1,033.2 acres	[96.9] acres ([13.7]%)	[0] feet
Riverview Park	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%)	[983.2] feet
Metropolitan Recreation Area	Dave Frye Softball Fields, equestrian facilities (Gymkhana) ³ , recreational center, Sam Lynn Ballpark, Softball Fields, Stramler Picnic Area, and park supervisor's office	65.9 acres	65.9 acres (100%)	[489] feet
Weill Park	Grass area	1.6 acres	0.25 acre (16%)	[0] feet
Kern County Museum	Lori Brock Children's Museum, Pioneer Village, and the Kern County Museum	19.5 acres	[19.5] acres ([100]%)	[412] feet

Resource Name	Amenities	Total Size	Amount of Resource in Study Area	Approximate Distance from Station
Uplands of the Kern River Parkway Park	Overlook platforms, equestrian trail, and natural walking paths	23.3 acres	19.7 acres (85%)	[508] feet
School District Play Areas and Recreation Facilities²				
Stella Hills Elementary School	Running track, basketball courts, grass area, playground equipment	10.2 acres	6.0 acres (59%)	1,960 feet

Source: Authority and FRA, 2016; City of Bakersfield, 2016; City of Bakersfield, 2018; Kern County 2014]

Section 3.16 Aesthetics and Visual Resources

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 factual correction 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.]

Section 3.17 Cultural Resources

In the first paragraph on page 3.17-3 of the Draft Supplemental EIR/EIS, the following grammatical corrections were made: 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, reference to an amended MOA was removed to factually correct the following text, which now reads: 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, the following factual corrections were made: [August 31], 2017. The [SHPO concurred with the] Supplemental FOE [on September 14, 2017]. The amended treatment plans will be finalized [sufficiently in advance of the start of construction to obtain agreement among the signatories].

In the second full paragraph on page 3.17-36 of the Draft Supplemental EIR/EIS, reference to an amended MOA was removed to factually correct the following text, which now reads: CUL-AM#2 (included in the MMEP and discussed in further detail in Section 3.17.5) will ensure that stipulations in the PA regarding the implementation of treatment measures will be followed and documented during project construction; and that the treatment plans will be amended to address specific treatment to historic properties or historical resources in the F-B LGA Project section.

In the second full paragraph on page 3.17-36 of the Draft Supplemental EIR/EIS, reference to an amended MOA was removed to factually correct the text.

In the second full paragraph on page 3.17-36 of the Draft Supplemental EIR/EIS, the following factual correction 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, the following factual corrections were made: [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 an amended MOA was removed to factually correct the following text, which now reads: The Fresno to Bakersfield BETP 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 an amended MOA was removed to factually correct the following text, which now reads: The F-B treatment plans [will be amended] to address specific treatment to historic properties or historical resources in the F-B LGA Project section.

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 an amended MOA was removed to factually correct the following text, which now reads: [The] 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.

Section 3.18 Regional Growth

There were no changes to Section 3.18 aside from the global changes described in the Global Changes Section of this Errata.

Section 3.19 Cumulative Impacts

There were no changes to Section 3.19 aside from the global changes described in the Global Changes Section of this Errata.

Chapter 4 Section 4(f)/6(f) Evaluation

On page 4-1 of the Draft Supplemental EIR/EIS, at the end of the first paragraph of Section 4.1.1.1, the following factual corrections were made: [Authority, as the NEPA lead agency pursuant to the NEPA Assignment MOU July 25, 2019].

On page 4-1 of the Draft Supplemental EIR/EIS, at the start of the second paragraph of Section 4.1.1.1, the following factual corrections were made: [In accordance with the NEPA Assignment MOU between the Authority and the FRA July 25, 2019, the Authority] may not approve the use of a Section 4(f) property unless it determines that there is no feasible and prudent alternative to avoid the use of the property and the action includes all possible planning to minimize harm resulting from such use, or the project has a *de minimis* impact consistent with the requirements of 49 U.S.C. 303(d).

On page 4-8 and page 4-9 of the Draft Supplemental EIR/EIS, at the start of the first paragraph of Section 4.2.2.4, the word “have” was removed from the following clause: the California High-Speed Rail Authority (Authority) and FRA consulted with SHPO.

On page 4-8 and page 4-9 of the Draft Supplemental EIR/EIS, at the end of the first paragraph of Section 4.2.2.4, the following factual corrections were made:

The public [had] an opportunity to comment on this preliminary supplemental Section 4(f) evaluation when the Draft Supplemental EIR/EIS [was] published for public review. Comments that the Authority and FRA received from the public review [were] incorporated into the Section 4(f) analysis, and [were] addressed, as appropriate, and reflected in this chapter or included in response to comments in [this] Fresno to Bakersfield Section Final Supplemental EIS.

On page 4-9 of the Draft Supplemental EIR/EIS, the following factual corrections were made to Table 4-1, Section 4(f) Consultation:

Agency Consulted for Section 4(f) Resources	Date(s) Consulted
City of Bakersfield	October 22 and November 11, 2015; September 12, 2018]

On page 4-15 of the Draft Supplemental EIR/EIS, the following factual corrections were made to Table 4-2 Park, Recreation, and Open Space Properties Evaluated for Section 4(f) Use:

Property Name	Description	Official with Jurisdiction	Distance from Project Centerline(feet)
[Mill Creek Linear] Park	Location: Bakersfield Size: [15.79] acres Features: [Multi-use path]	City of Bakersfield, Department of Recreation and Parks	F-B LGA: [243]

On page 4-18 of the Draft Supplemental EIR/EIS, the following factual corrections were made to the section titled Central Park:

[Mill Creek Linear Park]

Size and Location

[Mill Creek Linear] Park shown on Figure 4-4, is a [15.79]-acre [linear] park [running north-south from Golden Gate Highway to 17th Street] in the City of Bakersfield.

Ownership

[Mill Creek Linear] Park is owned and operated by the City of Bakersfield.

Usage of Park (Intended; Actual/Current; Planned)

The park consists of a [shaded multi-use pathway along the canal]. The park is intended to be used as [a multi-use pathway]. Based on review of plans, aeriels, and field observations, actual usage is consistent with its intended use.

On page 4-27 of the Draft Supplemental EIR/EIS, the following factual corrections were made to the second paragraph of Section 4.3.2:

This evaluation will support any future [Section 4(f)] determination that might result from [the] Draft Supplemental EIR/EIS but is focused on the F-B LGA and the May 2014 Project for purposes of comparison.

On page 4-31 of the Draft Supplemental EIR/EIS, the following factual corrections were made to the first paragraph under Kern River Parkway Use Assessment:

The F-B LGA would cross above the Kern River Parkway on an elevated guideway at a height of approximately [40] feet [(from surface elevation to the bottom of the guideway)] in an area that contains a pathway available for bikes and pedestrians and features that serve floodway purposes.

On page 4-31 of the Draft Supplemental EIR/EIS, the following factual corrections were made to the fifth paragraph under Kern River Parkway Use Assessment:

Based on the information gathered to date, [the Authority's] finding is that the F-B LGA will have a [*de minimus*] impact on the Kern River Parkway in Bakersfield. [The public was given an opportunity to comment on the *de minimis* impact determination during the 60-day comment period of the Draft Supplemental EIR/EIS. Following the publication of the Draft Supplemental EIR/EIS,] the Authority [reviewed comments received on the Draft Supplemental EIR/EIS. After considering public comments on the Draft Supplemental EIR/EIS, the Authority requested concurrence from the agency that owns or administers the property: the City of Bakersfield. On September 12, 2018, the City provided its concurrence that the F-B LGA will have a *de minimis* impact on the Kern River Parkway.]

On page 4-32 of the Draft Supplemental EIR/EIS, the following section was added, in response to Comment I006-211, before the section titled Kern County Museum and Park. On January 31, 2018, in response to this comment, updated GIS data for the F-B LGA study area was downloaded from the City of Bakersfield GIS portal. Unlike the December 2015 GIS data, the January 2018 data delineates a portion of Mill Creek Linear Park as extending to the northeast from Mill Creek Park. This newly-defined park area extends to within 300 feet of the F-B LGA

alignment centerline, which means that the F-B LGA could impact a portion of Mill Creek Linear Park that was not assessed in the Draft Supplemental EIR/EIS. Per the use analysis performed in response to this comment, permanent impacts to Mill Creek Linear Park would not occur under the F-B LGA, though temporary, construction-related impacts would occur and be reduced to a less-than-significant level with implementation of required mitigation measures. The addition of this resource does not change the footprint or findings of the F-B LGA Final Supplemental EIS:

[Mill Creek Linear Park

The F-B LGA would not acquire land from the Mill Creek Linear Park and, therefore, would not result in a permanent or temporary use of this park.

As discussed in Section 3.4, Noise and Vibration, noise impacts due to operation of the HSR would result in a moderate increase in noise levels (from 48 dBA Leq to 60 dBA Leq) with implementation of a 14-foot-high sound wall. The portion of the park in the study area is characterized by multiple noise-generating uses, including highways in between the park and the project. The operation of the HSR would not substantially and adversely impact the normal use of the park because noise from the operations would be temporary (i.e., HSR noise would only be experienced when the trains pass through this area). Because of the existing levels of ambient noise, the types of uses accommodated, and considering the inclusion of the applicable mitigation measures (N&V-MM #3 in Section 3.4 of the Draft Supplemental EIR/EIS), the moderate increase in noise levels would not substantially impair the attributes that qualify the facility for protection under Section 4(f), and thus the F-B LGA would not result in a constructive use of this resource under Section 4(f).

The presence of the F-B LGA would change views from within the Mill Creek Linear Park because the F-B LGA would be on elevated viaduct in this area. Views to the north are of an urbanized area and elevated Highway 178 from Mill Creek Linear Park. Views within the park and to the other cardinal directions would remain unobstructed. The F-B LGA would therefore not degrade the existing visual character or quality of the site and its surroundings, and potential impacts to visual character would not substantially impair the attributes that qualify the facility for protection under Section 4(f); thus, the F-B LGA would not result in a constructive use of this resource under Section 4(f).]

On page 4-33 of the Draft Supplemental EIR/EIS, the following factual corrections were made to the first paragraph under Weill Park Use Assessment:

The F-B LGA would pass over Weill Park on an elevated guideway at a height of approximately [58] feet [(from surface elevation to the bottom of the guideway)] in an area that contains open grassy areas.

On page 4-33 of the Draft Supplemental EIR/EIS, the following factual correction was added after the third paragraph under Weill Park Use Assessment:

[Weill Park was evaluated for potential vibration impacts from long-term operations of the F-B LGA because it is located within the screening distance of 275 feet from the alignment. The projected vibration level from the HSR is 74.7 VdB, and this vibration level would not exceed the threshold of 75 VdB for Category 3 land uses (Institutional land uses with primary daytime use including parks). Therefore, no vibration impacts would occur at Weill Park from long-term operations of the F-B LGA.]

On page 4-33 of the Draft Supplemental EIR/EIS, the following factual corrections were made in the last paragraph under Weill Park Use Assessment:

Based on the information gathered to date, [the Authority’s] finding is that the F-B LGA could result in a *de minimis* impact on Weill Park in Bakersfield. [The public was given an opportunity to comment on the *de minimis* impact determination during the 60-day comment period of the Draft Supplemental EIR/EIS. Following the publication of the Draft Supplemental EIR/EIS, the Authority reviewed comments received on the Draft Supplemental EIR/EIS. After considering public comments on the Draft Supplemental EIR/EIS, the Authority requested concurrence from the

agency that owns or administers the property: the City of Bakersfield. On September 12, 2018, the City provided its concurrence that the F-B LGA will have a *de minimis* impact on Weill Park.]

On page 4-49 of the Draft Supplemental EIR/EIS, the following factual corrections were made in the first paragraph under Section 4.4:

[As part of the Draft Supplemental EIR/EIS, the] Authority and FRA have identified measures to minimize harm.

On page 4-49 of the Draft Supplemental EIR/EIS, the following factual corrections were made in the second paragraph under Section 4.4:

The [Authority, as the NEPA lead agency pursuant to the NEPA Assignment MOU July 23, 2019 will] continue to work to develop measures.

Chapter 5 Environmental Justice

On page 5-15 of the Draft Supplemental EIR/EIS, the following clarifying 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, the following factual corrections 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 content was summarized from Section 3.19 of the 2014 Fresno to Bakersfield Final EIR/EIS in response to Comment I006-447:

[Cumulative Impacts

Analysis for cumulative impacts is based on the analysis found in Section 3.19.4.2 of the 2014 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 2014 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 factual correction 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.” This removal was a factual correction to the remaining text which now reads: May 2014 Project would displace the Bakersfield Homeless Shelter, 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 5-34 of the Draft Supplemental EIR/EIS, the following content was summarized from Section 3.19 of the 2014 Fresno to Bakersfield Final EIR/EIS in response to Comment I006-447:

[Cumulative Impacts

Analysis for cumulative impacts is based on the analysis found in Section 3.19.4.2 of the 2014 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 that 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 2014 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 content was summarized from Section 3.19 of the Draft Supplemental EIR/EIS in response to Comment I006-447:

[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 that 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 this 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 that would accrue to minority and low-income populations.] No adverse construction-related cumulative effect will result with inclusion of project design features and mitigation measures.

[No further mitigation measures are required beyond those approved under the 2014 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 this the Draft Supplemental EIR/EIS.]

On page 5-45 of the Draft Supplemental EIR/EIS, the following content was summarized from Section 3.19 of the Draft Supplemental EIR/EIS in response to Comment I006-447:

[Cumulative Impacts

Cumulative operational impacts such as division of communities and displacements of businesses and residences would occur primarily in urban areas that 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 that would accrue to minority and low-income populations.] No adverse operation-related cumulative effect will result with inclusion of project design features and mitigation measures.

[No further mitigation measures are required beyond those approved under the 2014 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 this the Draft Supplemental EIR/EIS.]

On page 5-50 of the Draft Supplemental EIR/EIS, the following factual corrections were made to Table 5 3 Environmental Justice Impact Comparison between the May 2014 Project and the Fresno to Bakersfield Locally Generated Alternative: 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 97[6] 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.

On page 5-52 of the Draft Supplemental EIR/EIS, the second to last sentence in the last paragraph has been revised to read: Therefore, FRA has preliminarily concluded that the F-B LGA would result in disproportionately high and adverse environmental effects on minority and low-income populations [(associated findings required by U.S. DOT Order 5610.2(a) sections 8(c) and 8(d) are addressed in the Supplemental ROD)].

Chapter 6 Project Costs and Operations

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 changed in the following way: Source: Authority 201[7].

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)].

Chapter 7 Other CEQA and NEPA Considerations

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

Chapter 8 Comparison of Alternatives and Identification of the Preferred Alternative

On page 8-5 of the Draft Supplemental EIR/EIS, the following factual corrections were made to the final paragraph of the introductory section: As a result of the analyses incorporated in the Fresno to Bakersfield Section Final EIR/EIS and this [Final] Supplemental EIR/EIS, as well as in the biological assessment of ecosystems impacts and cultural and community impacts, the United States Army Corps of Engineers (USACE) and United States Environmental Protection Agency

(USEPA) concurred on May 5, 2017 and May 22, 2017, respectively, that the Preferred Alternative contains the least environmentally damaging practicable alternative, which was identified consistent with USACE's [regulatory] program (Code of Federal Regulations Title 33, Part 320–33[2]) and USEPA's Section 404(b)(1) Guidelines (Code of Federal Regulations Title 40, 230–233).

On page 8-6 of the Draft Supplemental EIR/EIS, the following factual corrections 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)]

On page 8-11 of the Draft Supplemental EIR/EIS, the following factual corrections were made to the second row of Table 8-1: Although Switching Station 6258+00 would result in 0.29 acre more permanent impact [to agricultural lands], it would not result in an unusable remnant parcel, whereas Switching Station 6216+00 would.

On page 8-15 of the Draft Supplemental EIR/EIS, the following factual corrections were made to the final paragraph: The documentation includes those analyses completed to meet requirements of NEPA, Sections 401 and 404 of the Clean Water Act, Section 14 of the Rivers and Harbor Act, [and] includes consideration of compliance with the Federal Endangered Species Act and the National Historic Preservation Act.

Chapter 9 Public and Agency Involvement

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, the following factual corrections were made: 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 changed in the following ways: 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:

Date of Meeting	Meetings Held from March 2015 to [December 2017]	Topic
[12/19/17]	[Public Hearing, Bakersfield]	[Draft Supplemental EIR/EIS]

On page 9-11 of the Draft Supplemental EIR/EIS, the following factual update 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 2018 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 the Draft Supplemental EIR/EIS, the conservation measures identified in the 2014 and 2017 Biological Opinions would still apply to the F-B LGA.]

Chapter 10 EIR/EIS Distribution

The Draft Supplemental EIR/EIS was distributed to a large number of federal, state, and local agencies, elected officials, businesses, organizations, tribal communities, and public repository locations. Compact disc copies and hard copies of the Draft Supplemental EIR/EIS were distributed beginning on November 2, 2017, and final updates to the distribution list were made on October 30, 2017, too late to make it into the published document. The Chapter 10 revisions below show those corrections and reflect the actual distribution of the Draft Supplemental EIR/EIS.

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, the following factual corrections were made: [Jennifer Yank]

On page 10-2 of the Draft Supplemental EIR/EIS, the following factual corrections were made: [5005 Business Park North]

On page 10-2 of the Draft Supplemental EIR/EIS, the following factual corrections were made: [Jeremy Tobias], [Chief] Executive Director

On page 10-2 of the Draft Supplemental EIR/EIS, the following factual corrections were made:
[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, the following factual corrections were made:
[Kasey Lewis]

On page 10-3 of the Draft Supplemental EIR/EIS, the following factual corrections were made:
[Dania Gutierrez]

On page 10-3 of the Draft Supplemental EIR/EIS, the following factual corrections were made:
[Joy Setman-Paz]

On page 10-3 of the Draft Supplemental EIR/EIS, the following factual corrections were made:
Kevin Tromborg, Community Development Director

On page 10-3 of the Draft Supplemental EIR/EIS, the following factual corrections were made:
[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, the following factual corrections were made:
[2600 Fresno Street Room 3043]

On page 10-3 of the Draft Supplemental EIR/EIS, the following factual corrections were made:
[Terrence Eckman]

On page 10-4 of the Draft Supplemental EIR/EIS, the following factual corrections were made:
[Darlene Mata]

On page 10-4 of the Draft Supplemental EIR/EIS, the following factual corrections were made:
[Heather Keran, Principal]

On page 10-4 of the Draft Supplemental EIR/EIS, the following factual corrections were made:
[Mark Berner]

On page 10-5 of the Draft Supplemental EIR/EIS, the following factual corrections were made:
[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 Tonnelislan, Branch Supervisor

On page 10-5 of the Draft Supplemental EIR/EIS, the following factual corrections were made:
[Michael Miller, Interim Economic and] Community Development Director

On page 10-5 of the Draft Supplemental EIR/EIS, the following factual corrections were made:
Tulare Public Library

On page 10-5 of the Draft Supplemental EIR/EIS, the following factual corrections were made: [Darla Wegener], County Librarian

On page 10-5 of the Draft Supplemental EIR/EIS, the following factual corrections were made: [Pat Newman]

On page 10-6 of the Draft Supplemental EIR/EIS, the following factual corrections were made: [Paul Nissenbaum, Associate Administrator for Railroad Policy and Development]

On page 10-6 of the Draft Supplemental EIR/EIS, the following factual corrections were made: [Jerome Perez]

On page 10-6 of the Draft Supplemental EIR/EIS, the following factual corrections were made: [Michael Jackson], Area Manager, [Fresno], 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, the following factual corrections were made: [John Hamill]

On page 10-6 of the Draft Supplemental EIR/EIS, the following factual corrections were made: [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, the following changes were made:-[Region 9]

On page 10-6 of the Draft Supplemental EIR/EIS, the following changes were made: [Barry Thom, Regional Administrator, Portland, OR]

On page 10-6 of the Draft Supplemental EIR/EIS, the following changes were made: 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: [Rural Development, Richard Brassfield, Acting] State [Director]

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: [Rick Perry], Secretary

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: [Deborah Hysen, Director]

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: [Tom Torlakson, State Superintendent of Public Instruction]

On page 10-7 of the Draft Supplemental EIR/EIS, the following changes were made: [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, the following changes were made: [California Department of Transportation District 6,] and Sharri Bender Ehlert, District Director[Fresno], CA

On page 10-8 of the Draft Supplemental EIR/EIS, the following changes were made:-[Mather]

On page 10-8 of the Draft Supplemental EIR/EIS, the following changes were made: [Ron Seldon]

On page 10-8 of the Draft Supplemental EIR/EIS, the following changes were made: [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: [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: [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, the following changes were made: [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: [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:

Fresno County

The Honorable Andreas Borgeas

The Honorable Brian Pacheco, [Chairman]

The Honorable Buddy Mendes

The Honorable [Nathan Magsig]

The Honorable [Sal Quintero]

Kern County

The Honorable David Couch

The Honorable Mick Gleason

The Honorable Mike Maggard

The Honorable Leticia Perez

The Honorable Zack Scrivner, [Chairman]

Kings County

The Honorable Craig Pedersen
The Honorable Richard Fagundes
The Honorable Joe Neves
The Honorable Richard Valle
The Honorable Doug Verboon

Tulare County

The Honorable [Amy Shuklian]
The Honorable Mike Ennis
The Honorable [Kuyler Crocker]
The Honorable Pete Vander Poel[, Chairman]
The Honorable Steve Worthley[, Vice Chairman]

Mayors

The Honorable Mayor [Karen Goh], Bakersfield
The Honorable Mayor [Raymond Lerma], Corcoran
The Honorable Mayor Cathy Prout, Shafter
The Honorable Mayor [Carlton Jones], Tulare
The Honorable Mayor [David Ayers], Hanford
The Honorable Mayor [Warren Gubler], Visalia
The Honorable Mayor [Lee Brand], Fresno
The Honorable Mayor [Tilo Cortez, Jr.], Wasco

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

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

The Honorable [Bruce Freeman]
The Honorable Willie Rivera
The Honorable Bob Smith[, Vice Mayor]
The Honorable Jacquie Sullivan
The Honorable Ken Weir

Corcoran

The Honorable [Patricia Nolen]
The Honorable [Jerry Robertson]
The Honorable Sidonio "Sid" Palmerin
The Honorable [Jeanette Zamora-Bragg]

Fresno

The Honorable Esmerelda Soria
The Honorable [Garry Bredefeld]

The Honorable Steve Brandau
The Honorable Paul Caprioglio
The Honorable Clint Olivier
The Honorable [Luis Chavez]
The Honorable Oliver L. Baines III

Hanford

The Honorable [Sue Sorenson]
The Honorable Francisco Ramirez
The Honorable [Martin Devine]
The Honorable [Justin Mendes]

Shafter

The Honorable Gilbert Alvarado
The Honorable [Manuel Garcia]
The Honorable Eli Espericueta
The Honorable [Chad Givens]

Tulare

The Honorable Maritsa Castellanoz
The Honorable [Jose Sigala]
The Honorable [Greg Nunley]
The Honorable [David Macedo]

Visalia

The Honorable Greg Collins
The Honorable [Phil Cox]

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

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

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: [Alex Garcia]

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

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: County of Kern [Public Works] Department, Warren Maxwell, Engineer[ing Manager], Bakersfield, CA

On page 10-12 of the Draft Supplemental EIR/EIS, the following changes were made: Fresno County Administrative Office and Planning Department, [Jean M Rousseau], Administrative Officer, Fresno, CA

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

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

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

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

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

On page 10-13 of the Draft Supplemental EIR/EIS, the following changes were made: [Eric Fleming, Administrative Officer]

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: [Michael Spata], County Administrative Officer, Visalia, CA

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: [Paul Saldana], Assistant Director, Visalia, CA

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: [Charlie Norman]

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

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

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

On page 10-14 of the Draft Supplemental EIR/EIS, the following changes were made: [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: [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[, Beatris Espericueta Sander, Executive Director], Bakersfield, CA

On page 10-15 of the Draft Supplemental EIR/EIS, the following changes were made: [Kathryn Phillips, Director]

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

On page 10-16 of the Draft Supplemental EIR/EIS, the following changes were made: Picayune Rancheria, Ms. [Tara Estes-Harter]

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: [Mr. Colin Rambo, Chairperson]

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: [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: [Eimear O'Farrell]

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

On page 10-17 of the Draft Supplemental EIR/EIS, "Elementary" was removed from Fruitvale Elementary School District

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

On page 10-17 of the Draft Supplemental EIR/EIS, the following changes were made: [Mrs. Elizabeth Mendoza]

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: [Ms. Molly Mier, Superintendent]

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

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

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

On page 10-18 of the Draft Supplemental EIR/EIS, the following changes were made: [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: [Mr. David Tapia]

Chapter 11 List of Preparers

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:

Project Role	Name, Registration	Years of Experience, Qualifications
[Chief Executive Officer]	[Brian P. Kelly]	[23 years of experience. BA, Government-Journalism, California State University, Sacramento]

Project Role	Name, Registration	Years of Experience, Qualifications
[Deputy Environmental Project Manager]	[Audrey Van, AICP]	[7 years of experience.] [MS, Biology, Georgia Institute of Technology] [BS, Biology, Sonoma State University]
[NEPA Assignment Policy Advisor]	[Manisha D. Patel, JD]	[21 years of experience.] [JD, Environmental Law, Georgetown University Law Center] [BA, Political Science and Government, Northwestern University]
[NEPA Assignment Policy Advisor]	[Dan McKell]	[17 years of experience.]
[NEPA Assignment Policy Advisor]	[Eric Beightel, MPP]	[18 years of experience.] [BGS Environmental Studies, University of Kansas.] [Master of Public Policy, George Mason University]

Chapter 12 References and Sources Used in Document Preparation

On page 12-1 of the Draft Supplemental EIR/EIS, the following references were added:

[Preface

California High-Speed Rail Authority (Authority). 2018. Connecting and Transforming California, 2018 Business Plan. Sacramento, CA, and Washington, D.C.: California High-Speed Rail Authority and U.S. Department of Transportation Federal Railroad Administration

California High-Speed Rail Authority and U.S. Department of Transportation Federal Railroad Administration (Authority and FRA). 2014. Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (Fresno to Bakersfield Section Final EIR/EIS).

United States Fish and Wildlife Service. 2017. 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 28, 2017.

———. 2018. Biological Opinion Amendment to Fresno to Bakersfield Section Biological Opinion (08ESMF00-2012-F-0247).]

Executive Summary

[California High-Speed Rail Authority (Authority). 2016. 2016 Business Plan. Sacramento, CA, and Washington, D.C.: California High-Speed Rail Authority and U.S. Department of Transportation Federal Railroad Administration

———. 2018. Connecting and Transforming California, 2018 Business Plan. Sacramento, CA, and Washington, D.C.: California High-Speed Rail Authority and U.S. Department of Transportation Federal Railroad Administration

California High-Speed Rail Authority and U.S. Department of Transportation Federal Railroad Administration (Authority and FRA). 2005. Final Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Proposed California High-Speed Train System. Vol. 1, Report. Sacramento and Washington, DC: California High-Speed Rail Authority and USDOT Federal Railroad Administration. August 2005.

———. 2008. Bay Area to Central Valley Program Environmental Impact Report/Environmental Impact Statement.

———. 2014. Fresno to Bakersfield Section Final Environmental Impact Report/Environmental Impact Statement (Fresno to Bakersfield Section Final EIR/EIS)

Federal Railroad Administration (FRA). 2010. "Table 3.09, Accident Summary; Table 3.12, Accident by Railroad; Table 5.07, Highway/Rail Incidents by State/Railroad; Table 8.01, Accident Query by Location." Washington, D.C.: FRA, Office of Safety Analysis. 2010. Available at: <http://safetydata.fra.dot.gov/OfficeofSafety/> (accessed July 18, 2011).

———. 2016. "5.02 Generate Crossing Inventory and Accident Reports." Washington, D.C.: FRA, Office of Safety Analysis, 2016. Available at: <http://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Crossing.aspx> (accessed September 29, 2016)

United States Fish and Wildlife Service. 2018. Biological Opinion Amendment to Fresno to Bakersfield Section Biological Opinion (08ESMF00-2012-F-0247).]

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 factual corrections 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).

———. 2014. *2014 Final Regional Transportation Plan /Sustainable Communities Strategy*. Bakersfield, CA: KCOG, June 19, 2014. 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 12-12 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 12-23 of the Draft Supplemental EIR/EIS, the following reference was added:

[California Supreme Court Case No. 34-2014-80001866: City of Bakersfield v. California High-Speed Rail Authority 2014).]

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.kerndsa.com/gis/gis-download-data> (accessed July 2014).]

Chapter 13 Glossary of Terms

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

Chapter 14 Index

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.

Chapter 15 Acronyms and Abbreviations

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

LIST OF FIGURES WITH CHANGED GIS PATHWAYS AS COMPARED TO PATHWAYS IN DRAFT SEIR/EIS

Figure Number	Draft SEIR/EIS Page	Draft SEIR/EIS Pathway	New Pathway
Figure S-2	S-4		Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\FigS-2_FresnoToBakersfieldSectionProject Alternatives.mxd
Figure S-3	S-5	Y:\HSR_BFSS\GIS\MXD\Chapter1EIREIS\Fig1.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\FigS-3_FresnoToBakersfieldSectionFinalEIREISPreferredBuild Alternative.mxd
Figure S-4	S-9	Y:\HSR_BFSS\GIS\MXD\EIREIS\7.1.1Summary\APandBFSSA_10.2016.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\FigS-4_FresnoToBakersfieldSectionApprovals.mxd
Figure 1-2	1-7	Y:\HSR_BFSS\GIS\MXD\EIREIS\Chapter1EIREIS\Fig1.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig1-2_FresnoToBakersfieldFinalEIREISPreferredBuild Alternative.mxd
Figure 1-3	1-8	Y:\HSR_BFSS\GIS\MXD\EIREIS\1. Overview_04.18.17_fig 1-3.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig1-3_LocationsOfFBSectionEIREISAlternatives_FBLGAAandMay 2014Project.mxd
Figure 2-2	2-8	Y:\HSR_BFSS\GIS\MXD\EIREIS\2. Alternatives\Legal_10.18.16\Figure_2-2_1.2017_update.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig2-2_FBLGAAandAssociatedFeatures.mxd
Figure 2-3	2-11	Y:\HSR_BFSS\GIS\MXD\EIREIS\2. Alternatives\Legal_10.18.16\Alignment_6pg.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig2-3_FBLGAAinKernCountyandShafter.mxd
Figure 2-4	2-12	Y:\HSR_BFSS\GIS\MXD\EIREIS\2. Alternatives\Legal_10.18.16\Alignment_6pg.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig2-4_FBLGAAinShafterandKernCounty.mxd
Figure 2-5	2-13	Y:\HSR_BFSS\GIS\MXD\EIREIS\2. Alternatives\Legal_10.18.16\Alignment_6pg.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig2-5_FBLGAAinShafter.mxd
Figure 2-6	2-14	Y:\HSR_BFSS\GIS\MXD\EIREIS\2. Alternatives\Legal_10.18.16\Alignment_6pg.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig2-6_FBLGAAinBakersfieldandOildale.mxd
Figure 2-7	2-15	Y:\HSR_BFSS\GIS\MXD\EIREIS\2. Alternatives\Legal_10.18.16\Alignment_6pg.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig2-7_FBLGAAinOildaleandBakersfield.mxd
Figure 2-8	2-16	Y:\HSR_BFSS\GIS\MXD\EIREIS\2. Alternatives\Legal_10.18.16\Alignment_6pg.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig2-8_FBLGAAinBakersfield.mxd

Figure Number	Draft SEIR/EIS Page	Draft SEIR/EIS Pathway	New Pathway
Figure 2-15	2-29	Y:\HSR_BFSS\GIS\MXD\SEIR\EIS\2. Alternatives\F_Street_station_design.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig2-15_BakersfieldFStreetStationConceptualLayout.mxd
Figure 3.2-1	3.2-10	I:\TYL1401\TYL1401C\Reports\Traffic\2016_10\fig5_1-1_StudyAreaIntersection_Shafter.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig3.2-1_StudyIntersections_CityOfShafter.mxd
Figure 3.2-2	3.2-12	I:\TYL1401\TYL1401C\Reports\Traffic\082016\fig5_2_2_Shafter_RoadwayLOS.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig3.2-2_RoadwaySegments_CityOfShafter.mxd
Figure 3.2-3	3.2-13	I:\TYL1401\TYL1401C\Reports\Traffic\082016\fig5_2_5_ShafterNP_IntersectionLOS.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig3.2-3_ExistingIntersectionLevelsofService_CityOfShafter.mxd
Figure 3.2-4	3.2-16	I:\TYL1401\TYL1401C\Reports\Traffic\fig5_3-1_Study_Intersections_Kern.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig3.2-4_StudyIntersections_KernCounty.mxd
Figure 3.2-5	3.2-17	I:\TYL1401\TYL1401C\Reports\Traffic\082016\fig5_3_2_7thStd_RoadwayLOS.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig3.2-5_KernCountyRoadwaySegments.mxd
Figure 3.2-6	3.2-19	I:\TYL1401\TYL1401C\Reports\Traffic\082016\fig5_3_5_7thStdNP_IntersectionLOS.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig3.2-6_ExistingIntersectionLevelsofService_KernCounty.mxd
Figure 3.2-7	3.2-21	I:\TYL1401\TYL1401C\Reports\Traffic\fig5_4-1_Study_Intersections_Bakersfield.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig3.2-7_StudyIntersections_CityofBakersfield.mxd
Figure 3.2-8	3.2-22	I:\TYL1401\TYL1401C\Reports\Traffic\082016\fig5_4_2_Closure_RoadwayLOS.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig3.2-8_CityofBakersfieldRoadwaySegments.mxd
Figure 3.2-9	3.2-23	I:\TYL1401\TYL1401C\Reports\Traffic\082016\fig5_4_5_ClosureNP_IntersectionLOS.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig3.2-9_ExistingIntersectionsLevelofService_CityOfBakersfield.mxd
Figure 3.2-11	3.2-26	I:\TYL1401\TYL1401C\Reports\Traffic\fig3_2-3_Roadway_Classification.mxd	Y:\HSR_BFSS\GIS\MXD\Draft Environmental Impact Report Volume 1\Fig3.2-11_RoadwayClassifications_BakersfieldStationStudyArea.mxd
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