

The following document has been formatted to be screen reader compliant. However, adjustment of the verbosity settings in your screen reader may be necessary to hear the callout of the left and right brackets and the left and right braces that signify added and deleted text. For NVDA users this setting should be set to the 'Most' setting. This can be achieved by pressing the CapsLock + P key until you hear "Most" as your verbosity setting. The standard JAWS settings will read these characters automatically and should require no special modification unless you have changed these settings previously.

Section-508 Compliant Legend:

- [= start of deleted text
- ] = end of deleted text
- { = start of inserted text
- } = end of inserted text

Item	Chapter	Page	Location	Purpose	Current Text	Edits	Edits (Section 508 compliant)
Item 1.	CEO Letter	ii	Environmental Review	Clarify information	Today, we have environmentally cleared approximately 300 miles, and by July 2022 the Authority is intending to have cleared some 430 miles of the 500-mile Phase 1 system.	Today, we have environmentally cleared approximately <del>300</del> 380 miles, and by July 2022 the Authority is intending to have cleared some 430 miles of the 500-mile Phase 1 system.	Today, we have environmentally cleared approximately [300]{380} miles, and by July 2022 the Authority is intending to have cleared some 430 miles of the 500-mile Phase 1 system.
Item 2.	1	4	First paragraph of page	Clarify information	As shown on Exhibit 1.0, 291 miles of the high-speed rail alignment have been environmentally cleared to date, a 144% increase since 2019. This includes a contiguous stretch between Merced and Palmdale plus the Burbank to Los Angeles section in Southern California.	As shown on Exhibit 1.0, <del>291</del> 380 miles of the high-speed rail alignment have been environmentally cleared to date, a 144% increase since 2019. This includes a contiguous stretch between Merced and Palmdale plus the Burbank to Los Angeles section in Southern California and the San José to Merced section in Northern California.	As shown on Exhibit 1.0, [291]{380} miles of the high-speed rail alignment have been environmentally cleared to date, a 144% increase since 2019. This includes a contiguous stretch between Merced and Palmdale plus the Burbank to Los Angeles section in Southern California{ and the San José to Merced section in Northern California}.
Item 3.	1	4	Second paragraph of page	Clarify information	By mid-2022, we anticipate taking to the Board of Directors, for its consideration, the final Records of Decision on our two Northern California sections, San Francisco to San José and San José to Merced.	By mid-2022, we anticipate taking to the Board of Directors, for its consideration, <del>the final Records of Decision on our two Northern California sections, San Francisco to San José and San José to Merced</del> the final Record of Decision on our remaining Northern California section, San Francisco to San José.	By mid-2022, we anticipate taking to the Board of Directors, for its consideration, [the final Records of Decision on our two Northern California sections, San Francisco to San José and San José to Merced]{the final Record of Decision on our remaining Northern California section, San Francisco to San José}.
Item 4.	1	7	Updated Capital Cost Estimates; first paragraph		Over the course of 2022, we will be updating cost estimates for the Northern and Southern California project sections and other project elements.	Over the course of 2022, we will be updating cost estimates for the Northern and Southern California project sections <del>and other project elements</del> as environmental Records of Decision are completed.	Over the course of 2022, we will be updating cost estimates for the Northern and Southern California project sections [and other project elements]{as environmental Records of Decision are completed}.
Item 5.	1	7	Updated Capital Cost Estimates; second paragraph		This Draft 2022 Business Plan includes updated estimates for the Bakersfield to Palmdale project section, which was environmentally cleared in 2021, and the Burbank to Los Angeles section, which was cleared in January 2022.	This Draft 2022 Business Plan includes updated estimates for the Bakersfield to Palmdale project section, which was environmentally cleared in 2021, <del>and</del> the Burbank to Los Angeles section, which was cleared in January 2022, and the San José to Merced (Carlucci Road) section which was cleared in April 2022.	This Draft 2022 Business Plan includes updated estimates for the Bakersfield to Palmdale project section, which was environmentally cleared in 2021, [and ]the Burbank to Los Angeles section, which was cleared in January 2022{, and the San Jose to Merced (Carlucci Road) section which was cleared in April 2022}.

Item	Chapter	Page	Location	Purpose	Current Text	Edits	Edits (Section 508 compliant)
Item 6.	1	7	Updated Capital Cost Estimates; last paragraph	Added language on benefits for San José to Merced	For example, scope changes in the Bakersfield to Palmdale section addressed the visual effects to the César E. Chávez National Monument/Nuestra Señora Reina de La Paz National Historic Landmark, in Keene. They also included enhanced noise barriers through the city of Tehachapi and added stream restoration and safety enhancements along the Pacific Crest Trail. The new estimates also reflect design and mitigation refinements south of Hollywood Burbank Airport that were designed to minimize residential and commercial disruptions and to allow for direct air to rail intermodal connectivity at the airport. Additional updates to the estimates will be included in the 2023 Project Update Report to the Legislature.	For example, scope changes in the Bakersfield to Palmdale section addressed the visual effects to the César E. Chávez National Monument/Nuestra Señora Reina de La Paz National Historic Landmark, in Keene. <b>Changes in the Burbank to Palmdale section</b> <del>They also</del> included enhanced noise barriers through the city of Tehachapi and added stream restoration and safety enhancements along the Pacific Crest Trail. The new estimates also reflect design and mitigation refinements south of Hollywood Burbank Airport that were designed to minimize residential and commercial disruptions and to allow for direct air to rail intermodal connectivity at the airport. <b>The San José to Merced scope changes included a suite of design features and mitigation measures, such as converting sections of embankment to viaduct and adding wildlife crossings to address impacts to wildlife habitat and movement in Coyote Valley, Soap Lake Floodplain, Pacheco Pass, and the Grasslands Ecological Area. These measures ensure that the Authority sets a high standard for preservation of natural resources and reducing impacts to communities.</b>  Additional updates to the estimates will be included in the 2023 Project Update Report to the Legislature.	For example, scope changes in the Bakersfield to Palmdale section addressed the visual effects to the César E. Chávez National Monument/Nuestra Señora Reina de La Paz National Historic Landmark, in Keene. {Changes in the Burbank to Palmdale section} [They also] included enhanced noise barriers through the city of Tehachapi and added stream restoration and safety enhancements along the Pacific Crest Trail. The new estimates also reflect design and mitigation refinements south of Hollywood Burbank Airport that were designed to minimize residential and commercial disruptions and to allow for direct air to rail intermodal connectivity at the airport. {The San José to Merced scope changes included a suite of design features and mitigation measures, such as converting sections of embankment to viaduct and adding wildlife crossings to address impacts to wildlife habitat and movement in Coyote Valley, Soap Lake Floodplain, Pacheco Pass, and the Grasslands Ecological Area. These measures ensure that the Authority sets a high standard for preservation of natural resources and reducing impacts to communities.}  Additional updates to the estimates will be included in the 2023 Project Update Report to the Legislature.
Item 7.	2	29	San José to Merced; first block of text	Clarify Record of Decision date	An environmental Record of Decision is expected in spring 2022.	<del>An environmental Record of Decision is expected in spring 2022.</del> <b>The environmental Record of Decision was completed in April 2022.</b>	[An environmental Record of Decision is expected in spring 2022.]{The environmental Record of Decision was completed in April 2022.}

Item	Chapter	Page	Location	Purpose	Current Text	Edits	Edits (Section 508 compliant)
Item 8.	5	67	Fourth paragraph on page	Clarify new Record of Decision	<p>Since the 2020 Business Plan was released, two Southern California project sections, Bakersfield to Palmdale and Burbank to Los Angeles, were environmentally cleared with Records of Decision. The capital cost estimates for these two project sections now reflect decisions made as part of the environmental clearance process. The estimates now reflect the final scope identified in the Records of Decision. The scopes in each section have changed since the preliminary preferred alternatives were identified in 2018. The changes are based on extensive interactions with local governments, community organizations, private entities, federal and state regulatory agencies and other stakeholders. Although the scope changes and mitigations have increased the costs estimates for these two sections, they are now better integrated into the communities through which they will travel.</p>	<p><del>Since the 2020 Business Plan was released, two Southern California project sections, Bakersfield to Palmdale and Burbank to Los Angeles, were environmentally cleared with Records of Decision.</del> Since the 2020 Business Plan was released, three project sections have been environmentally cleared, Bakersfield to Palmdale and Burbank to Los Angeles in Southern California and the San José to Merced section in Northern California.</p> <p>The capital cost estimates for these <del>two</del>three project sections now reflect decisions made as part of the environmental clearance process. The estimates now reflect the final scope identified in the Records of Decision. The scopes in each section have changed since the preliminary preferred alternatives were identified in 2018. The changes are based on extensive interactions with local governments, community organizations, private entities, federal and state regulatory agencies and other stakeholders. Although the scope changes and mitigations have increased the costs estimates for these <del>two</del>three sections, they are now better integrated into the communities through which they will travel.</p>	<p>[Since the 2020 Business Plan was released, two Southern California project sections, Bakersfield to Palmdale and Burbank to Los Angeles, were environmentally cleared with Records of Decision.]{Since the 2020 Business Plan was released, three project sections have been environmentally cleared, Bakersfield to Palmdale and Burbank to Los Angeles in Southern California and the San Jose to Merced section in Northern California.}</p> <p>The capital cost estimates for these [two]{three} project sections now reflect decisions made as part of the environmental clearance process. The estimates now reflect the final scope identified in the Records of Decision. The scopes in each section have changed since the preliminary preferred alternatives were identified[in 2018]. The changes are based on extensive interactions with local governments, community organizations, private entities, federal and state regulatory agencies and other stakeholders. Although the scope changes and mitigations have increased the costs estimates for these [two]{three} sections, they are now better integrated into the communities through which they will travel.</p>

Item 9.	5	67	Last paragraph.	Update for SJ-Merced stakeholder improvements	<p>For example, scope changes in the Bakersfield to Palmdale section addressed the visual effects to the César E. Chávez National Monument/Nuestra Señora Reina de La Paz National Historic Landmark, in Keene; enhanced noise barriers through the city of Tehachapi to protect local communities; and added stream restoration and safety enhancements along the Pacific Crest Trail. These changes better integrate the alignment within these valued historic and natural community settings. The updated estimates now reflect further design and mitigation refinements from an added tunnel/trench approach south of Hollywood Burbank Airport. These refinements were designed to minimize residential and commercial disruptions and to allow for direct rail-air intermodal connectivity at the airport. As the Authority moves forward with advanced design work, we will continue to refine the estimates and evaluate ways to deliver the project as efficiently as possible.</p>	<p>For example, scope changes <b>have resulted in design changes that address community and stakeholder continued engagement in addressing impacts along the alignment. These have included:</b></p> <ul style="list-style-type: none"> <li>• <b>Design changes in the Bakersfield to Palmdale section that addressed the visual effects to the César E. Chávez National Monument/Nuestra Señora Reina de La Paz National Historic Landmark, in Keene; enhanced noise barriers through the city of Tehachapi to protect local communities; and added stream restoration and safety enhancements along the Pacific Crest Trail. These changes better integrate the alignment within these valued historic and natural community settings.</b></li> <li>• <b>The updated estimates now reflect further design and mitigation refinements from an added tunnel/trench approach south of Hollywood Burbank Airport in the Burbank to Los Angeles section. These refinements were designed to minimize residential and commercial disruptions and to allow for direct rail-air intermodal connectivity at the airport.</b></li> <li>• <b>A suite of design features and mitigation measures in the San José to Merced section, such as converting sections of embankment to viaduct and adding wildlife crossings to address impacts to wildlife habitat and movement in Coyote Valley, Soap Lake Floodplain, Pacheco Pass, and the Grasslands Ecological Area. These measures ensure that the Authority sets a high standard for preservation of natural resources and reducing impacts to communities.</b></li> </ul> <p>As the Authority moves forward with advanced design work, we will continue to refine the estimates and evaluate ways to deliver the project as efficiently as possible.</p>	<p>For example, scope changes {have resulted in design changes that address community and stakeholder continued engagement in addressing impacts along the alignment. These have included:}</p> <ul style="list-style-type: none"> <li>• {Design changes in} [In] the Bakersfield to Palmdale section {that } addressed the visual effects to the César E. Chávez National Monument/Nuestra Señora Reina de La Paz National Historic Landmark, in Keene; enhanced noise barriers through the city of Tehachapi to protect local communities; and added stream restoration and safety enhancements along the Pacific Crest Trail. These changes better integrate the alignment within these valued historic and natural community settings.</li> <li>• [The updated estimates now reflect further d]{D}esign and mitigation refinements from an added tunnel/trench approach south of Hollywood Burbank Airport {in the o Burbank to Los Angeles section}. These refinements were designed to minimize residential and commercial disruptions and to allow for direct rail-air intermodal connectivity at the airport.</li> <li>• {A suite of design features and mitigation measures in the San José to Merced section, such as converting sections of embankment to viaduct and adding wildlife crossings to address impacts to wildlife habitat and movement in Coyote Valley, Soap Lake Floodplain, Pacheco Pass, and the Grasslands Ecological Area. These measures ensure that the Authority sets a high standard for preservation of natural resources and reducing impacts to communities.}</li> </ul> <p>As the Authority moves forward with advanced design work, we will continue to refine the estimates and evaluate ways to deliver the project as efficiently as possible.</p>
---------	---	----	-----------------	---	--	---	--

Item	Chapter	Page	Location	Purpose	Current Text	Edits	Edits (Section 508 compliant)
Item 10.	5	68	Capital Cost Estimates for Full 500-Mile System; second bullet	Clarify cost increases	Updated cost estimates reflecting scope changes adopted in the Bakersfield to Palmdale and Burbank to Los Angeles project section Records of Decision in August 2021 and January 2022, respectively (as discussed above).	Updated cost estimates reflecting scope changes adopted in the Bakersfield to Palmdale, <del>and</del> Burbank to Los Angeles <b>and San José to Merced (Carlucci Road)</b> project section Records of Decision in August 2021, <del>and</del> January 2022 <b>and April 2022</b> , respectively (as discussed above).	Updated cost estimates reflecting scope changes adopted in the Bakersfield to Palmdale{,} [and ]Burbank to Los Angeles {and San José to Merced (Carlucci Road)} project section Records of Decision in August 2021{,} [and ]January 2022{,} [and April 2022,} respectively (as discussed above).
Item 11.	5	69	Current Estimates to Complete the Statewide System; second paragraph	Add new Record of Decision	Second, it reflects updated costs for the two Southern California sections where environmental Records of Decision were recently completed (Bakersfield to Palmdale and Burbank to Los Angeles).	Second, it reflects updated costs for the <b>San José to Merced section and</b> the two Southern California sections <b>(Bakersfield to Palmdale and Burbank to Los Angeles)</b> where environmental Records of Decision were recently completed <del>(Bakersfield to Palmdale and Burbank to Los Angeles)</del> .	Second, it reflects updated costs for the {San José to Merced section and the} two Southern California sections {(Bakersfield to Palmdale and Burbank to Los Angeles)} where environmental Records of Decision were recently completed [(Bakersfield to Palmdale and Burbank to Los Angeles)].
Item 12.	5	69	Table 5.0	Updates to values in San Jose to Gilroy, Gilroy to Carlucci Road and Total rows	<p>San Jose to Gilroy</p> <p>Low - 2,162</p> <p>Base - 3,194</p> <p>High - 4,633</p> <p>Gilroy to Carlucci Road</p> <p>Low - 7,871</p> <p>Base - 10,397</p> <p>High - 12,789</p> <p>Total</p> <p>Low - 72,297</p> <p>Base - 86,710 - 88,153</p> <p>High - 105,129</p>	<p>San Jose to Gilroy</p> <p>Low - <del>2,162</del> <b>4,075</b></p> <p>Base - <del>3,194</del> <b>6,020</b></p> <p>High - <del>4,633</del> <b>8,733</b></p> <p>Gilroy to Carlucci Road</p> <p>Low - <del>7,871</del> <b>10,316</b></p> <p>Base - <del>10,397</del> <b>13,627</b></p> <p>High - <del>12,789</del> <b>16,762</b></p> <p>Total</p> <p>Low - <del>72,297</del> <b>76,655</b></p> <p>Base - <del>86,710 - 88,153</del> <b>92,767 - 94,210</b></p> <p>High - <del>105,129</del> <b>113,201</b></p>	<p>San Jose to Gilroy</p> <p>Low – [2,162] {4,075}</p> <p>Base – [3,194] {6,020}</p> <p>High – [4,633] {8,733}</p> <p>Gilroy to Carlucci Road</p> <p>Low – [7,871] {10,316}</p> <p>Base – [10,397] {13,627}</p> <p>High – [12,789] {16,762}</p> <p>Total</p> <p>Low – [72,297] {76,655}</p> <p>Base – [86,710 - 88,153] {92,767 – 94,210}</p> <p>High – [105,129] {113,201}</p>
Item 13.	5	71	Exhibit 5.0	Updated color of title bar for San Jose to Carlucci Road (from blue to yellow to reflect environmental clearance complete); updated EIR/EIS and Capital Cost for San Jose to Carlucci Road; updated map with changes to color of San Jose to Carlucci Road (from blue to yellow to reflect environmental clearance complete)	<p>San Jose to Carlucci Road</p> <p>Capital Cost: \$13.6 billion</p> <p>EIR/EIS: Q1 2022</p>	<p>San Jose to Carlucci Road</p> <p>Capital Cost: <del>\$13.6</del> <b>19.6</b> billion</p> <p>EIR/EIS: <del>Q1 2022</del> <b>Complete</b></p>	<p>San Jose to Carlucci Road</p> <p>Capital Cost: \$[13.6]{19.6} billion</p> <p>EIR/EIS: [Q1 2022]{Complete}</p>

Item	Chapter	Page	Location	Purpose	Current Text	Edits	Edits (Section 508 compliant)
Item 14.							
Item 15.	1	1	Capital Cost Basis of Estimate Report; Introduction	Add text on San Jose to Merced Project Section	The capital cost estimates for the Bakersfield to Palmdale and Burbank to Los Angeles project sections now reflect the final scope identified in their respective final environmental documents, including the approved Records of Decision.	The capital cost estimates for the Bakersfield to Palmdale, <del>and</del> Burbank to Los Angeles, <b>San José to Gilroy and Gilroy to Carlucci Road</b> project sections now reflect the final scope identified in their respective final environmental documents, including the approved Records of Decision.	The capital cost estimates for the Bakersfield to Palmdale{,} [and ]Burbank to Los Angeles{, San José to Gilroy and Gilroy to Carlucci Road} project sections now reflect the final scope identified in their respective final environmental documents, including the approved Records of Decision.
Item 16.	3	4	Capital Cost Basis of Estimate Report; Capital Cost Summary, Table 1	Updates to Phase 1 row	Low 72.3 2022 Base 86.7-88.2 High 105.13	Low <del>72.3</del> <b>76.7</b> 2022 Base <del>86.7-88.2</del> <b>92.8-94.2</b> High <del>105.13</del> <b>113.2</b>	Low [72.3] {76.7} 2022 Base [86.7-88.2] {92.8-94.2} High [105.13] {113.2}
Item 17.	3	7	Capital Cost Basis of Estimate Report; Capital Cost Summary, numbered list	New text as Number 3. on San José to Merced Project Section		<b>3. It reflects an updated cost estimate for the San Jose to Merced project segment (shown in two project sections San Jose to Gilroy and Gilroy to Carlucci Road). The estimates for these two sections reflect the scope of the Preferred Alternative as identified in the San Jose to Merced Final EIR/EIS which has changed since preliminary preferred alternatives were adopted in 2018. The scope changes are based on extensive interactions with local governments, community organizations, private entities, federal and state regulatory agencies and other stakeholders. Although the changes and mitigations increased the cost estimates, the projects are now better integrated into the communities through which the system will travel and address environmental impacts and future community plans. The Authority's Board of Directors is scheduled to review the staff recommendation to approve the Record of Decision at its April 2022 meeting.</b>	{3. It reflects an updated cost estimate for the San Jose to Merced project segment (shown in two project sections San Jose to Gilroy and Gilroy to Carlucci Road). The estimates for these two sections reflect the scope of the Preferred Alternative as identified in the San Jose to Merced Final EIR/EIS which has changed since preliminary preferred alternatives were adopted in 2018. The scope changes are based on extensive interactions with local governments, community organizations, private entities, federal and state regulatory agencies and other stakeholders. Although the changes and mitigations increased the cost estimates, the projects are now better integrated into the communities through which the system will travel and address environmental impacts and future community plans. The Authority's Board of Directors is scheduled to review the staff recommendation to approve the Record of Decision at its April 2022 meeting.}

Item	Chapter	Page	Location	Purpose	Current Text	Edits	Edits (Section 508 compliant)
Item 18.	3	8	Capital Cost Basis of Estimate Report; Capital Cost Summary, Table 4	Updates to values in San Jose to Gilroy, Gilroy to Carlucci Road and Total rows	<p>San Jose to Gilroy</p> <p>Low - 2,162</p> <p>Base - 3,194</p> <p>High - 4,633</p> <p>Gilroy to Carlucci Road</p> <p>Low - 7,871</p> <p>Base - 10,397</p> <p>High - 12,789</p> <p>Total</p> <p>Low - 72,297</p> <p>Base - 86,710 - 88,153</p> <p>High - 105,129</p>	<p>San Jose to Gilroy<sup>***</sup></p> <p>Low - <del>2,162</del> 4,075</p> <p>Base - <del>3,194</del> 6,020</p> <p>High - <del>4,633</del> 8,733</p> <p>Gilroy to Carlucci Road<sup>***</sup></p> <p>Low - <del>7,871</del> 10,316</p> <p>Base - <del>10,397</del> 13,627</p> <p>High - <del>12,789</del> 16,762</p> <p>Total</p> <p>Low - <del>72,297</del> 76,655</p> <p>Base - <del>86,710 - 88,153</del> 92,767 - 94,210</p> <p>High - <del>105,129</del> 113,201</p>	<p>San Jose to Gilroy{***}</p> <p>Low – [2,162] {4,075}</p> <p>Base – [3,194] {6,020}</p> <p>High – [4,633] {8,733}</p> <p>Gilroy to Carlucci Road{***}</p> <p>Low – [7,871] {10,316}</p> <p>Base – [10,397] {13,627}</p> <p>High – [12,789] {16,762}</p> <p>Total</p> <p>Low – [72,297] {76,655}</p> <p>Base – [86,710 - 88,153] {92,767 – 94,210}</p> <p>High – [105,129] {113,201}</p>
Item 19.	3	15	Capital Cost Basis of Estimate Report; Design Development Stages	Add text on San José to Merced Project Section	This report now includes updated estimates for the Bakersfield to Palmdale and Burbank to Los Angeles project sections based upon the final approved environmental documents.	This report now includes updated estimates for the Bakersfield to Palmdale, <del>and</del> Burbank to Los Angeles, <b>San José to Gilroy and Gilroy to Carlucci Road</b> project sections based upon the final approved environmental documents.	This report now includes updated estimates for the Bakersfield to Palmdale{,} [and ]Burbank to Los Angeles{, San José to Gilroy and Gilroy to Carlucci Road} project sections based upon the final approved environmental documents.
Item 20.	4	26	Capital Cost Basis of Estimate Report; section 5.2.4.1.2, Table 17	Update to Total, 2022 Business Plan	3,194	<del>3,194</del> 6,020	[3,194] {6,020}

Item	Chapter	Page	Location	Purpose	Current Text	Edits	Edits (Section 508 compliant)
Item 21.	4	26	Capital Cost Basis of Estimate Report; section 5.2.4.1.2, Assumptions	Clarify text	<p>The costs included in this section cover the high-speed rail route form Scott Blvd. in Santa Clara to 8 miles south of Gilroy Station (Miller Canal) and include the following scope elements:</p> <ul style="list-style-type: none"> <li>• 2 high-speed rail tracks and 1 freight track corridor from San José through Gilroy (US 101 crossing)</li> <li>• 3.3 miles of viaduct and bridge structures (including 12 bridge replacements in Caltrain and UPRR right of way to accommodate high-speed rail and UPRR tracks)</li> <li>• 32 grade crossings alterations (e.g., quad-gates or other improvements)</li> <li>• Upgrades to two existing grade separations</li> <li>• San Jose Diridon Station at-grade</li> <li>• Gilroy Station at-grade</li> <li>• Upgrades to Caltrain stations (to be developed by others)</li> </ul> <p>Current cost trends in this section include potential increases in real estate acquisitions, earthwork, utility relocations and the MOWF.</p>	<p>The costs included in this section cover the high-speed rail route form Scott Blvd. in Santa Clara to <del>8</del> 5 miles south of Gilroy Station (Miller Canal) and include the following scope elements:</p> <ul style="list-style-type: none"> <li>• 2 high-speed rail tracks and 1 freight track corridor from San José through Gilroy (US 101 crossing)</li> <li>• <del>3.3 miles</del> ~1 mile of viaduct <del>and bridge structures (including 12 bridge replacements</del> and 12 bridge modifications in Caltrain and UPRR right of way to accommodate high-speed rail and UPRR tracks)</li> <li>• <del>32</del> 29 grade crossings alterations (e.g., quad-gates or other improvements)</li> <li>• Upgrades to <del>two</del> 10 existing grade separations</li> <li>• San Jose Diridon Station at-grade</li> <li>• Gilroy Station at-grade</li> <li>• Upgrades to Caltrain stations (to be developed by others)</li> </ul> <p><del>Current cost trends in this section include potential increases in real estate acquisitions, earthwork, utility relocations and the MOWF.</del></p> <p><b>This estimate now includes the scope of the Preferred Alternative as identified in the San Jose to Merced Final EIR/EIS.</b></p>	<p>The costs included in this section cover the high-speed rail route form Scott Blvd. in Santa Clara to [8] {5} miles south of Gilroy Station (Miller Canal) and include the following scope elements:</p> <ul style="list-style-type: none"> <li>• 2 high-speed rail tracks and 1 freight track corridor from San José through Gilroy (US 101 crossing)</li> <li>• [3.3 miles] {~1 mile} of viaduct [and bridge structures (including 12 bridge replacements] {and 12 bridge modifications} in Caltrain and UPRR right of way to accommodate high-speed rail and UPRR tracks[]]</li> <li>• [32] {29} grade crossings alterations (e.g., quad-gates or other improvements)</li> <li>• Upgrades to [two] {10} existing grade separations</li> <li>• San Jose Diridon Station at-grade</li> <li>• Gilroy Station at-grade</li> <li>• Upgrades to Caltrain stations (to be developed by others)</li> </ul> <p>[Current cost trends in this section include potential increases in real estate acquisitions, earthwork, utility relocations and the MOWF.]</p> <p>{This estimate now includes the scope of the Preferred Alternative as identified in the San Jose to Merced Final EIR/EIS.}</p>
Item 22.	4	27	Capital Cost Basis of Estimate Report; section 5.2.4.1.3, Table 18	Update to Total, 2022 Business Plan	10,397	<del>10,397</del> 13,627	[10,397] {13,627}

Item	Chapter	Page	Location	Purpose	Current Text	Edits	Edits (Section 508 compliant)
Item 23.	4	27	Capital Cost Basis of Estimate Report; section 5.2.4.1.3, Assumptions	Clarify text	<p>Alternative 4 in the San Jose to Merced Project Section of the high-speed rail route extends through Pacheco Pass toward the Central Valley, starting from 8 miles south of Gilroy Station (Miller Canal) terminating at Carlucci Road with the following major scope elements:</p> <ul style="list-style-type: none"> <li>• 16.1 miles of viaduct</li> <li>• 15.2 miles of tunnels</li> <li>• 7 grade separations</li> </ul> <p>Current cost trends in this section include potential increases in environmental mitigation and real estate acquisitions, as well as decreases in professional services.</p>	<p>Alternative 4 in the San Jose to Merced Project Section of the high-speed rail route extends through Pacheco Pass toward the Central Valley, starting from <del>8</del> 5 miles south of Gilroy Station (Miller Canal) terminating at Carlucci Road with the following major scope elements:</p> <ul style="list-style-type: none"> <li>• 16.1 miles of viaduct</li> <li>• 15.2 miles of tunnels</li> <li>• <del>7</del> 6 grade separations</li> </ul> <p><del>Current cost trends in this section include potential increases in environmental mitigation and real estate acquisitions, as well as decreases in professional services.</del></p> <p><b>This estimate now includes the scope of the Preferred Alternative as identified in the San Jose to Merced Final EIR/EIS.</b></p>	<p>Alternative 4 in the San Jose to Merced Project Section of the high-speed rail route extends through Pacheco Pass toward the Central Valley, starting from [8] {5} miles south of Gilroy Station (Miller Canal) terminating at Carlucci Road with the following major scope elements:</p> <ul style="list-style-type: none"> <li>• 16.1 miles of viaduct</li> <li>• 15.2 miles of tunnels</li> <li>• [7] {6} grade separations</li> </ul> <p>[Current cost trends in this section include potential increases in environmental mitigation and real estate acquisitions, as well as decreases in professional services.]</p> <p>{This estimate now includes the scope of the Preferred Alternative as identified in the San Jose to Merced Final EIR/EIS.}</p>
Item 24.	6	36	Capital Cost Basis of Estimate Report; Appendix A, Table 27	Clarify text in San Jose to Gilroy and Gilroy to Carlucci Rd. rows, Alternative and Baseline Document columns	<p>San Jose to Gilroy Alternative 4 Record PEPD, March 2019</p> <p>Gilroy to Carlucci Rd. Alternative 4 Record PEPD, March 2019</p>	<p>San Jose to Gilroy Alternative 4 <b>DV1</b> Record PEPD, <del>March 2019</del> <b>November 2021</b>; <b>Record of Decision Approved</b></p> <p>Gilroy to Carlucci Rd. Alternative 4 <b>DV14</b> Record PEPD, <del>March 2019</del> <b>November 2021</b>; <b>Record of Decision Approved</b></p>	<p>San Jose to Gilroy Alternative 4 DV1 Record PEPD, [March 2019] {November 2021}; Record of Decision Approved}</p> <p>Gilroy to Carlucci Rd. Alternative 4 {DV14} Record PEPD, [March 2019] {November 2021}; Record of Decision Approved}</p>