# APPENDIX I: ERRATA FOR FINAL EIS

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California High-Speed Rail Authority

# Palmdale to Burbank Project Section

## Final Environmental Impact Report/ Environmental Impact Statement

## Errata

## June 2024


CALIFORNIA High-Speed Rail Authority

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

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Table 1, Errata in the Final EIR/EIS

Attachment A, Table S-6

# ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| CEQA | California Environmental Quality Act |
| EIR | environmental impact report |
| EIS | environmental impact statement |
| HSR | high-speed rail |
| IAMF | impact and avoidance and minimization feature |
| NEPA | National Environmental Policy Act |

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# ERRATA SHEET FOR THE PALMDALE TO BURBANK PROJECT SECTION FINAL EIR/EIS

The following items are clarified and/or corrected (note revised text in underline and strikethrough). Clarifications and corrections requiring underline and strikethrough text are indicated with a vertical line in the margin of this errata document. The Authority considered these clarifications/corrections, and has determined that no clarifications and/or corrections in Table 1 would require supplementation/recirculation of the Final EIR/EIS because nothing individually, and not all of these changes together, qualify as a substantial change to the proposed action that are relevant to environmental concerns or significant new circumstances or information.

* *Italics*: Italics are used in the table below to describe text in the Final EIR/EIS that is not able to be included as verbatim language, such as content within tables.

## Table 1 Errata in the Final EIR/EIS

| No. | Reference | Published Final EIR/EIS Text | Clarification of or Correction to Final EIR/EIS | Reason for Clarification or Correction |
|---|---|---|---|---|
| 1 | Global (Executive Summary Table S-3, Page S-32; Chapter 5, Environmental Justice Page 5-127) | EJ-IAMF#5: EJ Community Post-Construction Transition to Operation | **Correction**: EJ-IAMF#5: EJ Community Post-Construction ~~Transition to Operation~~ Communication | Correction to the title of EJ-IAMF#5. |

| No. | Reference | Published Final EIR/EIS Text | Clarification of or Correction to Final EIR/EIS | Reason for Clarification or Correction |
|---|---|---|---|---|
| 2 | Executive Summary Table S-5, Page S-66 | Page S-66: Impacts BIO#1 through BIO#7<br><br>Mitigation Measures:<br>BIO-MM#1, BIO-MM#2, BIO-MM#3, BIO-MM#4, BIO-MM#5, BIO-MM#6, BIO-MM#7, BIO-MM#8, BIO-MM#14, BIO-MM#15, BIO-MM#16, BIO-MM#17, BIO-MM#18, BIO-MM#20, BIO-MM#21, BIO-MM#25, BIO-MM#26, BIO-MM#27, BIO-MM#28, BIO-MM#29, BIO-MM#32, BIO-MM#33, BIO-MM#34, BIO-MM#36, BIO-MM#38, BIO-MM#39, BIO-MM#43, BIO-MM#44, BIO-MM#46, BIO-MM#47, BIO-MM#50, BIO-MM#52, BIO-MM#53, BIO-MM#54, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#61, BIO-MM#62, BIO-MM#63, BIO-MM#65, BIO-MM#66, BIO-MM#67, BIO MM#68, BIO-MM#69, BIO-MM#70, BIO-MM#71, BIO-MM#72, BIO-MM#73, BIO-MM#74 BIO-MM#76, BIO-MM#78, BIO-MM#79, BIO-MM#80, BIO-MM#81, BIO-MM#82, BIO-MM#84, BIO-MM#85, BIO-MM#86, BIO-MM#87, BIO-MM#88, BIO-MM#89, BIO-MM#90, BIO-MM#91, BIO-MM#92, BIO-MM#93, BIO-MM#94, BIO-MM#95, BIO-MM#96, BIO-MM#97, BIO-MM#98, BIO-MM#99, BIO-MM#100, BIO-MM#101, BIO-MM#102, BIO-MM#103, and BIO-MM#104 | **Correction**: The following text edit was made:<br><br>Mitigation Measures:<br>BIO-MM#1, BIO-MM#2, BIO-MM#3, BIO-MM#4, BIO-MM#5, BIO-MM#6, BIO-MM#7, BIO-MM#8, BIO-MM#14, BIO-MM#15, BIO-MM#16, BIO-MM#17, BIO-MM#18, BIO-MM#20, BIO-MM#21, BIO-MM#25, BIO-MM#26, BIO-MM#27, BIO-MM#28, BIO-MM#29, BIO-MM#32, BIO-MM#33, BIO-MM#34, BIO-MM#36, BIO-MM#38, BIO-MM#39, BIO-MM#43, BIO-MM#44, BIO-MM#46, BIO-MM#47, BIO-MM#50, BIO-MM#52, BIO-MM#53, BIO-MM#54, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#61, BIO-MM#62, BIO-MM#63, BIO-MM#65, BIO-MM#66, BIO-MM#67, BIO MM#68, BIO-MM#69, BIO-MM#70, BIO-MM#71, BIO-MM#72, BIO-MM#73, BIO-MM#74 BIO-MM#76, BIO-MM#78, BIO-MM#79, BIO-MM#80, BIO-MM#81, BIO-MM#82, BIO-MM#84, BIO-MM#85, BIO-MM#86, BIO-MM#87, BIO-MM#88, BIO-MM#89, BIO-MM#90, ~~BIO-MM#91,~~ BIO-MM#92, BIO-MM#93, BIO-MM#94, BIO-MM#95, BIO-MM#96, BIO-MM#97, BIO-MM#98, BIO-MM#99, BIO-MM#100, BIO-MM#101, BIO-MM#102, BIO-MM#103, and BIO-MM#104 | Correction to remove BIO-MM#91 from the list of relevant mitigation measures for Impacts BIO#1 through BIO#7, as this mitigation measure does not apply to these impacts. This change is consistent with Section 3.7, Biological and Aquatic Resources. |

| No. | Reference | Published Final EIR/EIS Text | Clarification of or Correction to Final EIR/EIS | Reason for Clarification or Correction |
|---|---|---|---|---|
| 3 | Executive Summary Table S-5, Page S-66 | Page S-66: Impact BIO#14<br><br>Mitigation Measures:<br>BIO-MM#1, BIO-MM#2, BIO-MM#3, BIO-MM#4, BIO-MM#5, BIO-MM#6, BIO-MM#7, BIO-MM#8, BIO-MM#14, BIO-MM#15, BIO-MM#16, BIO-MM#17, BIO-MM#18, BIO-MM#20, BIO-MM#21, BIO-MM#25, BIO-MM#26, BIO-MM#27, BIO-MM#28, BIO-MM#29, BIO-MM#32, BIO-MM#33, BIO-MM#34, BIO-MM#36, BIO-MM#38, BIO-MM#39, BIO-MM#43, BIO-MM#44, BIO-MM#46, BIO-MM#47, BIO-MM#50, BIO-MM#52, BIO-MM#53, BIO-MM#54, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#61, BIO-MM#62, BIO-MM#63, BIO-MM#65, BIO-MM#66, BIO-MM#67, BIO MM#68, BIO-MM#69, BIO-MM#70, BIO-MM#71, BIO-MM#72, BIO-MM#73, BIO-MM#74 BIO-MM#76, BIO-MM#78, BIO-MM#79, BIO-MM#80, BIO-MM#81, BIO-MM#82, BIO-MM#84, BIO-MM#85, BIO-MM#86, BIO-MM#87, BIO-MM#88, BIO-MM#89, BIO-MM#90, BIO-MM#91, BIO-MM#92, BIO-MM#93, BIO-MM#94, BIO-MM#95, BIO-MM#96, BIO-MM#97, BIO-MM#98, BIO-MM#99, BIO-MM#100, BIO-MM#101, BIO-MM#102, BIO-MM#103, and BIO-MM#104 | **Correction**: The following text edit was made:<br><br>Mitigation Measures:<br>BIO-MM#1, BIO-MM#2, BIO-MM#3, BIO-MM#4, BIO-MM#5, BIO-MM#6, BIO-MM#7, BIO-MM#8, BIO-MM#14, BIO-MM#15, BIO-MM#16, BIO-MM#17, BIO-MM#18, BIO-MM#20, BIO-MM#21, BIO-MM#25, BIO-MM#26, BIO-MM#27, BIO-MM#28, BIO-MM#29, BIO-MM#32, BIO-MM#33, BIO-MM#34, BIO-MM#36, BIO-MM#38, BIO-MM#39, BIO-MM#43, BIO-MM#44, BIO-MM#46, BIO-MM#47, BIO-MM#50, BIO-MM#52, BIO-MM#53, BIO-MM#54, BIO-MM#55, ~~BIO-MM#56, BIO-MM#58,~~ BIO-MM#60, BIO-MM#61, BIO-MM#62, BIO-MM#63, BIO-MM#65, BIO-MM#66, BIO-MM#67, BIO MM#68, BIO-MM#69, BIO-MM#70, BIO-MM#71, BIO-MM#72, BIO-MM#73, BIO-MM#74 BIO-MM#76, BIO-MM#78, BIO-MM#79, BIO-MM#80, BIO-MM#81, BIO-MM#82, BIO-MM#84, BIO-MM#85, BIO-MM#86, BIO-MM#87, BIO-MM#88, BIO-MM#89, BIO-MM#90, ~~BIO-MM#91,~~ BIO-MM#92, BIO-MM#93, BIO-MM#94, BIO-MM#95, BIO-MM#96, BIO-MM#97, BIO-MM#98, BIO-MM#99, BIO-MM#100, BIO-MM#101, BIO-MM#102, BIO-MM#103, and BIO-MM#104 | Correction to remove BIO-MM#56, BIO-MM#58, and BIO-MM#91 from the list of relevant mitigation measures for Impact BIO#14, as these mitigation measures do not apply to this impact. This change is consistent with Section 3.7, Biological and Aquatic Resources. |
| 4 | Executive Summary Table S-5, Page S-68 | Page S-68: Impact BIO#13<br><br>Mitigation Measures: BIO-MM#6, BIO-MM#36, BIO-MM#37, BIO-MM#58, BIO-MM#60, BIO-MM#64, BIO-MM#77, BIO-MM#78, and BIO-MM#83 | **Correction**: The following text edit was made:<br><br>Mitigation Measures: BIO-MM#6, BIO-MM#36, BIO-MM#37, BIO-MM#58, BIO-MM#60, BIO-MM#64, BIO-MM#77, BIO-MM#78, ~~and~~ BIO-MM#83, and BIO-MM#101 | Correction to add BIO-MM#101 to the list of relevant mitigation measures for Impact BIO#13 in Executive Summary, as detailed in Section 3.7, Biological and Aquatic Resources. |

| No. | Reference | Published Final EIR/EIS Text | Clarification of or Correction to Final EIR/EIS | Reason for Clarification or Correction |
|---|---|---|---|---|
| 5 | Executive Summary Table S-5, Page S-69 | Page S-69: Impact HWR#3<br><br>Mitigation Measure:<br>HWR-MM#2: The Authority will implement the following measures to reduce flood hazards:<br>• Restore floodplains disturbed by construction activities by grading to pre-construction topography and revegetation.<br>• Avoid placement of facilities in the floodplain or raise the ground with fill above the base flood elevation.<br>• Use construction methods and facilities to minimize potential encroachments onto surface water resources. | **Correction**: The following text edit was made:<br><br>Mitigation Measure:<br>HWR-MM#2: The Authority will implement the following measures to reduce flood hazards:<br>• Restore floodplains disturbed by construction activities by grading to pre-construction topography and revegetation.<br>• Avoid placement of facilities in the floodplain or raise the ground with fill above the base flood elevation.<br>• Use construction methods and facilities to minimize potential encroachments onto surface water resources.<br>HWR-MM#3: New groundwater recharge areas would be constructed, or the Authority would implement other equally effective measures to ensure there is no net loss in recharge area capacity. | Correction to add HWR-MM#3 to the mitigation measures relevant to Impact HWR#3 in Executive Summary, as detailed in Section 3.8, Hydrology and Water Resources. |
| 6 | Executive Summary Table S-6, Pages S-91 and S-92 | **Table S-6 in some electronic copies of the Final EIR/EIS Executive Summary presented incorrect capital cost information for the Palmdale to Burbank Project Section Build Alternatives.* | **Clarification:** **Please see Attachment A for the correct capital cost information for the Palmdale to Burbank Project Section Build Alternatives.* | Table correction. |
| 7 | Section 3.7, Biological and Aquatic Resources Page 3.7-16 | Compliance with the SWRCB Procedures for the project would be achieved through adherence to the provisions set forth in a Memorandum of Understanding between the SWRCB and the Authority (dated January 19, 2017, and amended March 11, 2019) or through other means agreed on by both parties. | **Correction**: The following text edit was made:<br><br>Compliance with the SWRCB Procedures for the project would be achieved through adherence to the provisions set forth in a Memorandum of Understanding between the SWRCB and the Authority (dated January 19, 2017, and ~~amended March 11, 2019~~renewed on March 26, 2024) or through other means agreed on by both parties. | Clarification to reflect the recent renewal of the Memorandum of Understanding. |

| No. | Reference | Published Final EIR/EIS Text | Clarification of or Correction to Final EIR/EIS | Reason for Clarification or Correction |
|---|---|---|---|---|
| 8 | Section 3.7, Biological and Aquatic Resources Table 3.7-38, Page 3.7-316 | Page 3.7-316: Impact BIO#5<br><br>Mitigation Measures: BIO-MM#3, BIO-MM#4, BIO-MM#5, BIO-MM#6, BIO-MM#39, BIO-MM#47, BIO-MM#50, BIO-MM#53, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#61, BIO-MM#63, BIO-MM#94, BIO-MM#95 | **Correction**: The following text edit was made:<br><br>Mitigation Measures: BIO-MM#3, BIO-MM#4, BIO-MM#5, BIO-MM#6, BIO-MM#39, BIO-MM#47, BIO-MM#50, BIO-MM#53, BIO-MM#55, BIO-MM#56, BIO-MM#58, BIO-MM#60, BIO-MM#61, BIO-MM#63, BIO-MM#94, BIO-MM#95, BIO-MM#103 | Correction to add BIO-MM#103 to the list of relevant mitigation measures for Impact BIO#5 in Table 3.7-38. This change is consistent with the analysis presented for Impact BIO#5 in Section 3.7.6, Environmental Consequences. |

| No. | Reference | Published Final EIR/EIS Text | Clarification of or Correction to Final EIR/EIS | Reason for Clarification or Correction |
|---|---|---|---|---|
| 9 | Section 3.7, Biological and Aquatic Resources<br>Page 3.7-239 | BIO-MM#15: Conduct Preconstruction Surveys and Monitoring for Non-Special-Status Raptors<br><br>If construction or other vegetation removal activities are scheduled to occur during the breeding season for non-special-status raptors (January 1 to September 1), no more than 14 days before the start of the activities, the Project Biologist shall conduct preconstruction surveys for non-special-status nesting raptors in areas where suitable habitat is present. Specifically, such surveys will be conducted in habitat areas within the construction footprint and, where access is available, within 500 feet of the boundary of the construction footprint. If non-special-status breeding raptors with active nests are found, the Project Biologist will delineate a 500-foot buffer around the nest, to be maintained until the young have fledged from the nest and are no longer reliant on the nest or parental care for survival or until such time as the Project Biologist determines that the nest has been abandoned. A vertical buffer of no less than 500 feet shall also be maintained for any aerial (helicopter or drone) activities to be undertaken. Nest buffers may be adjusted if the Project Biologist determines that smaller buffers would be sufficient to avoid impacts on non-special-status nesting raptors. | BIO-MM#15: Conduct Preconstruction Surveys and Monitoring for ~~Non-Special-Status~~ Raptors<br><br>If construction or other vegetation removal activities are scheduled to occur during the breeding season for ~~non-special-status~~ raptors <u>(special-status or non special-status)</u> (January 1 to September 1), no more than 14 days before the start of the activities, the Project Biologist shall conduct preconstruction surveys for ~~non-special-status~~ nesting raptors in areas where suitable habitat is present. Specifically, such surveys will be conducted in habitat areas within the construction footprint and, where access is available, within 500 feet of the boundary of the construction footprint. If ~~non-special-status~~ breeding raptors with active nests are found, the Project Biologist will delineate a 500-foot buffer around the nest, to be maintained until the young have fledged from the nest and are no longer reliant on the nest or parental care for survival or until such time as the Project Biologist determines that the nest has been abandoned. A vertical buffer of no less than 500 feet shall also be maintained for any aerial (helicopter or drone) activities to be undertaken. Nest buffers may be adjusted if the Project Biologist determines that smaller buffers would be sufficient to avoid impacts on ~~non-special-status~~ nesting raptors. | Correction to BIO-MM#15 and its applicability to both special-status and non-special status raptors. |
| | Page 3.7-249 | BIO-MM#15: Conduct Preconstruction Surveys and Monitoring for Non-Special-Status Raptors | BIO-MM#15: Conduct Preconstruction Surveys and Monitoring for ~~Non-Special-Status~~ Raptors | |
| | Page 3.7-285 | BIO-MM#15: Conduct Preconstruction Surveys and Monitoring for Non-Special-Status Raptors | BIO-MM#15: Conduct Preconstruction Surveys and Monitoring for ~~Non-Special-Status~~ Raptors | |

| No. | Reference | Published Final EIR/EIS Text | Clarification of or Correction to Final EIR/EIS | Reason for Clarification or Correction |
|---|---|---|---|---|
| 10 | Section 3.12, Socioeconomics and Communities<br>Pages 3.12-102 and 3.12-103 | Each Build Alternative would permanently divide the community of Harold within the city of Palmdale to the south of Lake Palmdale. | **Clarification:** ~~Each Build Alternative~~ The Refined SR 14, E1, and E2 Build Alternatives would permanently divide the community of Harold within the city of Palmdale to the south of Lake Palmdale. | Clarification regarding the impacts of the Build Alternatives near Lake Palmdale. |
| 11 | Global<br>Chapter 3.17, Cultural Resources<br>Page 3.17-93 | The Authority has made a finding of no adverse effect on the Prehistoric Vasquez Rocks Archaeological District (P-19-003890) because the SR14A Build Alternative design is expected to avoid disturbance of known archaeological deposits that would diminish the integrity of the district. | **Clarification:** The Authority has made a preliminary finding of no adverse effect on the Prehistoric Vasquez Rocks Archaeological District (P-19-003890) because the SR14A Build Alternative design is expected to avoid disturbance of known archaeological deposits that would diminish the integrity of the district. However, because access to site P-19-003890 was not granted, the State Historic Preservation Officer concurred that determination of effects will be phased as access is granted and the project design advances. | Clarification that the preliminary no adverse effect finding is contingent upon access and evaluation of effects after design advances. |
| | Chapter 4, Section 4(f) and Section 6(f) Evaluations<br>Page 4-111 | Therefore, a Section 4(f) use of Site 19-003890 would occur with implementation of the Refined SR14 and SR14A Build Alternatives and would be de minimis. | | |
| | Chapter 4, Section 4(f) and Section 6(f) Evaluations<br>Page 4-112 | This resource would not experience an adverse effect under Section 106, and the protected features or attributes of the resource would not be diminished. Construction activities of the Refined SR14 and SR14A Build Alternatives would result in a physical effect to the property; however, effects would be mitigated and would not substantially impair the protected features or attributes of the resource. Therefore, the Authority has concluded that with implementation of the Refined SR14 and SR14A Build Alternatives, impacts on this resource would be de minimis. | | |

| No. | Reference | Published Final EIR/EIS Text | Clarification of or Correction to Final EIR/EIS | Reason for Clarification or Correction |
|---|---|---|---|---|
| 12 | Chapter 4, Section 4(f) and Section 6(f) Table 4-10 | **Table 4-10 identifies Prehistoric Vasquez Rocks Archaeological Districts as being affected by the Build Alternatives and does not include the Palmdale Ditch as a historic resource affected by SR14A and Refined SR14.* | **Table 4-10 was updated to remove Prehistoric Vasquez Rocks Archaeological Districts as being affected by the six Build Alternatives, and to add Palmdale Ditch as a historic resource affected by SR14A and Refined SR14.* | Revisions to Table 4-10 for accuracy. |
| 13 | Chapter 7, Other CEQA/NEPA Considerations Table 7-1, Pages 7-1 and 7-3 | Transportation<br><br>Transportation<br><br>Transportation<br><br>*Indicates a significant and unavoidable impact at the project and cumulative conditions. | **Correction**: The following text edit was made:<br>Transportation**<br><br>Transportation**<br><br>Transportation**<br><br>*Indicates a significant and unavoidable impact at the project and cumulative conditions.<br>**While transportation impacts from spoils hauling would not result in a significant impact under CEQA, they would result in an adverse effect at the project and cumulative conditions under NEPA. | Clarification regarding the impact of spoils hauling under CEQA and NEPA. This clarification is not a change in impact conclusions. |
| 14 | Volume 2, Table of Contents Page ii | Appendix 9-A, Consultation with Authorities with Jurisdiction | **Correction**: Appendix 9-A, ~~Consultation with Authorities with Jurisdiction~~ Concurrence and Agreement Letters | Correction to the title of Appendix 9-A in the Volume 2 Table of Contents. |
| 15 | Volume 2, Appendix 2-E Page 2-E-4 | **AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment**<br>Prior to issuance of construction contracts, the Authority will incorporate the following construction equipment exhaust emissions requirements into the contract specifications:<br>• All heavy-duty off-road construction diesel equipment used during the construction phase will meet Tier 4 engine requirements. | **Correction:**<br>**AQ-IAMF#4: Reduce Criteria Exhaust Emissions from Construction Equipment**<br>Prior to issuance of construction contracts, the Authority will incorporate the following construction equipment exhaust emissions requirements into the contract specifications:<br>• All heavy-duty off-road construction diesel equipment used during the construction phase will meet Tier 4 Final engine requirements. | Update to AQ-IAMF#4 to commit to Tier 4 Final engine requirements consistent with the Final General Conformity Determination for the Palmdale to Burbank Project Section. |

| No. | Reference | Published Final EIR/EIS Text | Clarification of or Correction to Final EIR/EIS | Reason for Clarification or Correction |
|---|---|---|---|---|
| 16 | Volume 4, Chapter 17<br>Page 17-27 | The E2 Refined alternative introduced in the 2016 SAA Report was designed to reduce surface impacts by increasing tunnel length and avoiding the Big Tujunga Wash Mitigation Area.[2] The 2016 SAA Report withdrew E2a and E2b and proposed E2 Refined for further evaluation based on the following key criteria:<br>• The overall length of E2 Refined would be similar to the length of E2a and E2b. However, an additional 2 miles would be within tunnels near Arrastre Canyon in the E2 Refined alternative, reducing the amount of at-grade or elevated alignment overall. E2 Refined would also tunnel beneath the ANF, including the SGMNM, thereby reducing surface effects, including reduced impacts on critical biological habitat, wetlands, streams, creeks, and canals; it would also have fewer visual impacts due to less aboveground alignment.<br>• Less of the E1 Refined alignment would fall within a fire hazard area compared to the E2a and E2b alternatives. | **Correction:**<br>The E2 Refined alternative introduced in the 2016 SAA Report was designed to reduce surface impacts by increasing tunnel length and avoiding the Big Tujunga Wash Mitigation Area.[2] The 2016 SAA Report withdrew E2a and E2b and proposed E2 Refined for further evaluation based on the following key criteria:<br>• The overall length of E2 Refined would be similar to the length of E2a and E2b. However, an additional 2 miles would be within tunnels near Arrastre Canyon in the E2 Refined alternative, reducing the amount of at-grade or elevated alignment overall. E2 Refined would also tunnel beneath the ANF, including the SGMNM, thereby reducing surface effects, including reduced impacts on critical biological habitat, wetlands, streams, creeks, and canals; it would also have fewer visual impacts due to less aboveground alignment.<br>• Less of the ~~E1~~ E2 Refined alignment would fall within a fire hazard area compared to the E2a and E2b alternatives. | Correction to refer to the E2 Refined Alternative. |
| 17 | Volume 4, Chapter 22<br>Page 22-90 | The lengths of those tunnels and viaducts are listed in Table 6-6 in the WCA (Authority 2019c) and Table 2-13 of the supplemental WCA (Authority 2019c). The SR14A Build Alternative includes six permeable segments that include 13.25-mile, 8.28-mile, and 1.04-mile tunnel segments where wildlife can cross over the alignment. | **Correction:** The following text edit was made:<br>The lengths of those tunnels and viaducts are listed in Table 6-6 in the WCA (Authority 2019c) and Table 2-13 of the supplemental WCA (Authority 2019c). The SR14A Build Alternative includes six permeable segments that include 13.25-mile, 12.4 ~~8.28~~-mile, and 1.04-mile tunnel segments where wildlife can cross over the alignment. | Correction to the length of one of the tunnel segments referenced in response to comment #8697 in Volume 4. |

## ATTACHMENT A: TABLE S-6

**Table S-1 Estimated Capital Costs of the High-Speed Rail Alternatives Palmdale to Burbank (2018$ millions)**

| Authority Cost Category | Refined SR14 Build Alternative | SR14A Build Alternative | E1 Build Alternative | E1A Build Alternative | E2 Build Alternative | E2A Build Alternative |
|---|---|---|---|---|---|---|
| 10 Track structures and track | $13,387 | $13,465 | $13,960 | $14,592 | $14,238 | $14,828 |
| 20 Stations, terminal, intermodal[1,2] | $582 | $617 | $559 | $557 | $692 | $653 |
| 30 Support facilities: yards, shops, administration buildings[3] | Not Applicable | Not Applicable | Not Applicable | Not Applicable | Not Applicable | Not Applicable |
| 40 Sitework, right-of-way, land, existing improvements | $3,978 | $4,197 | $3,506 | $3,053 | $3,135 | $3,215 |
| 50 Communications and signaling | $186 | $194 | $183 | $193 | $174 | $168 |
| 60 Electric traction | $264 | $438 | $251 | $252 | $226 | $226 |
| 70 Vehicles | Considered a systemwide cost and not included as part of the Build Alternatives within individual project sections. | | | | | |
| 80 Professional services | $2,759 | $2,863 | $2,809 | $2,963 | $2,909 | $3,012 |
| 90 Unallocated contingency[4] | $750 | $776 | $756 | $795 | $765 | $791 |
| 100 Finance charges | Estimate to be developed prior to project construction. | | | | | |
| **Total[5]** | **$21,906** | **$22,550** | **$22,064** | **$22,064** | **$22,139** | **$22,139** |

*Source: Appendix 6-B, Preliminary Engineering for Project Definition Record Set Capital Cost Estimate Report*

[1] Station costs overlap. The Palmdale Station and the Maintenance Facility are also included in the Bakersfield to Palmdale Project Section costs. The Burbank Station costs are also included in the Burbank to Los Angeles Project Section costs.

[2] Roadway modifications and accesses to the alignment are accounted for under station cost estimates. The SR14A, E1A, and E2A Build Alternatives would require significantly fewer roadway modifications due to more tunneling and through avoidance of the Pearblossom Interchange, resulting in lower station construction cost estimates compared to the Refined SR14, E1, and E2 Build Alternatives.

[3] The Palmdale to Burbank Project Section cost information does not include support facilities due to the limited level of design information available for these project features.

[4] All cost categories include unallocated contingencies, including relocation of the Antelope Valley-East Kern Water Treatment Plant (Authority 2023). Category SCC 90 represents only unallocated monies.

[5] Totals may not sum due to rounding.

Authority = California High-Speed Rail Authority
SCC = standard capital cost
SR = State Route