

California High-Speed Rail Authority

Bakersfield to Palmdale

Project Section

Final Environmental Impact Report/Environmental Impact Statement

Errata

August 2021



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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ERRATA SHEET

The following items are herewith clarified and corrected (note corrected text in underline and strikethrough). Clarifications and corrections requiring underline and strikethrough text are indicated with a vertical line in the margin.

Table 1 Errata in the Final EIR/EIS

Number	Reference	Published Final EIR/EIS Text	Clarification of or Correction to Final EIR/EIS	Reason for Clarification or Correction
1	Title Page	Date of May 2021	Correction: Date of June 2021	Text correction. The Final EIR/EIS was published on June 25, 2021.
2	Preface, Page i	This document was not contained in Volume 1 of the Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS), but it appeared on the California High-Speed Rail Authority (Authority) website as the “Guide to Reviewing.”	Correction: This document was not contained in Volume 1 of the Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS), but it appeared on the California High-Speed Rail Authority (Authority) website as the “ <u>Guide to Reviewing the Draft EIR/EIS.</u> ”	Corrected incomplete title of referenced document.
3	Summary, Page S-4	Figure S-2 lists the F Street Station as “proposed”.	Correction: Figure S-2, in addition to Figures 1-3, 2-1, 2-50, 2-54, 2-65, and 8-1 should reflect that the F Street Station has been “approved.”	The F Street Station was approved by the Authority Board on October 16, 2018.
4	Summary, Page S-62	In Table S-5, AG-IAMF#2 through #5 are incorrectly numbered.	Correction: In Table S-5, the AG-IAMFs have been corrected as follows: AG-IAMF# <u>23</u> : Farmland Consolidation Program AG-IAMF# <u>34</u> : Notification to Agricultural Property Owners AG-IAMF# <u>45</u> : Temporary Livestock and Equipment Crossings AG-IAMF# <u>56</u> : Equipment Crossings	Text correction.
5	Summary, page S-108	Text designating mitigation measures as “F-B LGA” measures is missing from the table.	Clarification: Table S-8 identifies that SO-MM#3 applies to Impact SO#7: Displacement of the Bakersfield Homeless Shelter; Impact SO#7: Displacement of religious facilities; and Impact SO#7: Displacement of the Mercado Latino Tianguis. The table has been modified to clarify that this mitigation measure is <u>F-B LGA</u> SO-MM#3.	Text clarification.

Number	Reference	Published Final EIR/EIS Text	Clarification of or Correction to Final EIR/EIS	Reason for Clarification or Correction
6	Chapter 1, Page 1-2	Figure 1-1 says “Subject to Change”.	Clarification: Figure 1-1 is not subject to change.	Text clarification.
7	Chapter 2, page 2-73	AG-IAMF #2, Permit Assistance is erroneously listed in Section 2.4.2.1.	Correction: AG-IAMF#1: Restoration of Important Farmland Used for Temporary Staging Areas AG-IAMF#2: Permit Assistance AG-IAMF#3: Farmland Consolidation Program AG-IAMF#4: Notification to Agricultural Property Owners AG-IAMF#5: Temporary Livestock and Equipment Crossings AG-IAMF#6: Equipment Crossings	Text correction. AG-IAMF #2 was erroneously included in Chapter 2’s list of IAMFs. This IAMF does not apply.
8	Chapter 2, Page 2-74	On page 2-74, Biological Resources, for BIO-IAMF #3, the word “Water” was inadvertently used instead of “Worker”	Correction: BIO-IAMF#3: Prepare <u>Worker</u> Evaluation and Planning (WEAP) Training Materials and Conduct Construction Period WEAP Training	Text correction. “Water” replaced with “Worker” to correctly identify WEAP acronym.
9	Chapter 2, Page 2-75	HMW-IAMF #2: Landfill inadvertently included in list of IAMFs	Correction: HMW-IAMF#1: Property Acquisition Phase I and Phase II Environmental Site Assessments HMW-IAMF#2: Landfill HMW-IAMF#23: Work Barriers HMW-IAMF#34: Undocumented Contamination HMW-IAMF#45: Demolition Plans HMW-IAMF#56: Spill Prevention HMW-IAMF#67: Transport of Materials HMW-IAMF#78: Permit Conditions HMW-IAMF#89: Environmental Management System HMW-IAMF#94Q: Hazardous Materials Plans	Text correction. HMW-IAMF#2: Landfill inadvertently included in Chapter 2 list of IAMFs. This IAMF does not apply.
10	Section 3.2, page 3.2-26	Figure 3.2-2 Major Roadways and Rail Lines incorrectly listed the number of figure sheets.	Correction: The index map in Figure 3.2-2 identifies 13 figure sheets, whereas the figure only has 9 sheets.	Text correction that there are only 9 sheets.

Number	Reference	Published Final EIR/EIS Text	Clarification of or Correction to Final EIR/EIS	Reason for Clarification or Correction
11	Section 3.15, pages 3.15-21, 3.15-41, 3.15-42	Section 3.15 discusses the Kern County Museum and the Metropolitan Recreation in the impact discussion for the Bakersfield F Street Station.	Clarification: The Kern County Museum and the Metropolitan Recreation Area are outside the geographic limits of, and would not be affected by, the Preferred Alternative. These properties were properly and fully evaluated in the Fresno to Bakersfield Section Final Supplemental EIR.	Clarification to address potential confusion.
12	Chapter 5, page 5-39	Inclusion of AG-IAMF#2	Correction: Chapter 5 incorrectly references AG-IAMF#2. The first paragraph under the “Economic and Other Effects” heading was revised to correctly reference AG-IAMF#5: However, these effects would not be adverse because the project’s potential impacts related to agricultural access and road closures would be minimized with the implementation of temporary livestock and equipment crossings (AG-IAMF#25), which would address potential effects of the closures of these unpaved dirt roads on local agricultural operations.	Text correction.
13	Chapter 6, page 6-7	Missing footnote to Table 6-3	Correction: “The ridership forecasts used in this environmental analysis correspond to forecasts in the 2016 Business Plan. For the year 2040, the “medium” ridership forecast assumed 42.8 million riders and the “high” ridership forecast assumes 56.8 million riders for Phase 1. For additional information, see Chapter 3.1, Introduction, of this EIR/EIS.”	Text correction. The footnote was inadvertently omitted from Chapter 6.
14	Volume 4, Chapter 25, page 25-181	Response 706-781 incorrectly states that the stakeholder declined to meet with the Authority.	Correction/Clarification: HSR’s Outreach team has contacted stakeholder to request meetings (most recently May 2019 and June 2020). Stakeholder has declined to meet.	Text correction. Multiple meetings between Tejon Ranch and Authority staff were held during the environmental process, including in March 2013, March 2015, February 2016, September 2016, May 2019, and June 2020.

Source: California High Speed Rail Authority, 2021

CEQA = California Environmental Quality Act

EIR/EIS = Environmental Impact Report/Environmental Impact Statement

F-B LGA = Fresno to Bakersfield Locally Generated Alternative

HSR = high-speed rail

IAMF = impact avoidance and minimization feature

LMF/MOIS/MOWF = light maintenance facility/maintenance of infrastructure facility/maintenance-of-way facility

Table 2 Errata in the Technical Report Supplements

Number	Reference	Published Technical Report Supplement Text	Clarification of or Correction to Technical Report Supplement	Reason for Clarification or Correction
1	Relocation Impact Report Technical Report Supplement, page 2-20 and 2-21	Placeholder text for Table 18 of the Relocation Impact Report Technical Report Supplement.	Correction: The Relocation Impact Report Technical Report Supplement included placeholder text at Table 18 that was to be updated prior to publication. The correct table is in the Final EIR/EIS (Table 3.12-18, page 3.12-86).	Text correction.
2	Community Impact Assessment Technical Report Supplement, page 2-32	Placeholder text for Table 26 of the Relocation Impact Report Technical Report Supplement.	Correction: The Community Impact Assessment Technical Report Supplement included placeholder text at Table 26 that was to be updated prior to publication. The correct table is in the Final EIR/EIS (Table 3.12-18, page 3.12-86).	Text correction.

Source: California High Speed Rail Authority, 2021