

## EXHIBIT A1

### REVISION TO CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

#### CALIFORNIA HIGH SPEED TRAIN PROJECT EIR/EIS

#### MERCED TO FRESNO SEGMENT

(1) AQ-MM#4 on page 3-19 of Exhibit A is hereby revised to read:

**"AQ-MM#4: Offset Project Construction Emissions through a SJVAPCD Voluntary Emissions Reduction Agreement (VERA).** This mitigation measure would address AQ IMPACT #1 (Regional Impacts – Construction of the HST would exceed the CEQA emissions threshold for VOC and NO<sub>x</sub>). The Authority and SJVAPCD will enter into a contractual agreement to mitigate (by offsetting) to net zero the project's actual emissions that exceed thresholds by providing funds for the district's Emission Reduction Incentive Program (SJVAPCD, 2011) to fund grants for projects that achieve emission reductions, thus offsetting project-related impacts on air quality. The project will reduce actual construction emissions for VOC and NO<sub>x</sub> that exceed significance/General Conformity thresholds through the VERA program. To lower overall cost, funding for the VERA program, to cover estimated construction emissions for any funded construction phase, shall be provided at the beginning of the construction phase. At a minimum, mitigation/offsets shall occur in the year of impact, or as otherwise permitted by 40 CFR Part 93 Section 93.163."

(2) The last sentence of the first paragraph of Section 4.2 of Exhibit A (page 4-1) is hereby deleted and replaced with:

"The past, present, and reasonably foreseeable projects in the region would have significant air quality impacts under CEQA and the contribution of the project construction on air quality impacts without implementation of mitigation measures would be cumulatively considerable under CEQA. While the construction emissions impacts of the Merced-Fresno segment for VOC and NO<sub>x</sub> emissions in certain years, and PM<sub>10</sub> and PM<sub>2.5</sub> emissions in all years, are not significant (see Section 3.2 of these Findings and the Final EIR), the San Joaquin Valley Air Basin is nonattainment (extreme) for ozone (which is affected by VOC and NO<sub>x</sub>) and nonattainment for PM<sub>10</sub> and PM<sub>2.5</sub>. The SJVAPCD has plans to help bring these pollutants into attainment, but those plans have not included in their budgets the potential emissions from HST construction. Because of the magnitude of the project construction emissions, and that attainment plans do not account for the project, VOC, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions that may not be significant based on project-specific thresholds are significant as cumulatively considerable. Mitigation (below) would reduce this impact to less than significant.

MITIGATION (CONSTRUCTION): Through AQ-MM#4, the Authority shall also fund (from all available sources) emissions offsets to net zero in every year for VOC and NO<sub>x</sub> construction emissions (regardless of whether a threshold is exceeded in that year) and for all PM<sub>10</sub> and PM<sub>2.5</sub> construction emissions."