



State of California –The Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



August 23, 2022

Serge Stanich
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, California 95814
serge.stanich@wildlife.ca.gov

Subject: Amendment 24 to Incidental Take Permit for California High-Speed Train Project Fresno to Bakersfield Section Permitting Phase 1 (2081-2015-024-04-A24)

Dear Mr. Stanich:

Enclosed you will find an electronic copy Amendment 24 of the incidental take permit for the above referenced Project, which has been digitally signed by the California Department of Fish and Wildlife (CDFW). Please read the permit carefully, sign the acknowledgement, and return the original **no later than 30 days from CDFW signature**, and prior to initiation of ground-disturbing activities. You may return a hard copy of the permit via mail to:

Department of Fish and Wildlife
Habitat Conservation Planning Branch, CESA Permitting
Post Office Box 944209
Sacramento, CA 94244-2090

Alternatively, you may return an electronic copy of the permit with digital signature to CESA@wildlife.ca.gov. Digital signatures shall comply with Government Code section 16.5.

You are advised to keep the permit in a secure location and distribute copies to appropriate project staff responsible for ensuring compliance with the conditions of approval of the permit. Note that you are required to comply with certain conditions of approval prior to initiation of ground-disturbing activities. Additionally, a copy of the permit must be maintained at the project work site and made available for inspection by CDW staff when requested.

The permit will not take effect until the signed acknowledgement is received by CDFW. If you wish to discuss these instructions or have questions regarding the permit, please contact Laura Peterson-Diaz, Senior Environmental Scientist, at laura.peterson-diaz@wildlife.ca.gov.

Sincerely,

DocuSigned by:

FA83F09FE08945A...
Julie Vance, Regional Manager
Central Region
California Department of Fish and Wildlife

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

CENTRAL REGION

1234 EAST SHAW AVENUE

FRESNO, CALIFORNIA 93710



AMENDMENT NO. 24

(A Major Amendment)

California Endangered Species Act

Incidental Take Permit No. 2081-2015-024-04

California High-Speed Train Project Fresno to Bakersfield Section Permitting Phase 1

INTRODUCTION

On June 15, 2015, the California Department of Fish and Wildlife (CDFW) issued Incidental Take Permit No. 2081-2015-024-04 (ITP) to the California High-Speed Rail Authority (Authority or Permittee) authorizing take of California tiger salamander (*Ambystoma californiense*), Swainson's hawk (*Buteo swainsoni*), Tipton kangaroo rat (*Dipodomys nitratooides nitratooides*), San Joaquin antelope squirrel (*Ammospermophilus nelsoni*), and San Joaquin kit fox (*Vulpes macrotis mutica*) (collectively, the Covered Species) associated with and incidental to the Permitting Phase 1 of the Fresno to Bakersfield Section of the High-Speed Train (HST) Project (Project). The Project as described in the ITP originally issued by CDFW includes HST alignment beginning on the south side of the G Street and San Benito Street intersection, north of Highway 41, in the City of Fresno, Fresno County, California. From this intersection, the Fresno to Bakersfield HST alignment extends south either along or adjacent to the Burlington Northern Santa Fe Railway (BNSF) for approximately 99 miles before reaching the section endpoint, at the intersection of 7th Standard Road, and Santa Fe Way, within the city limits of Shafter, in Kern County, California.

The total length of the Project is 99 miles. The Project is the second of the nine California HST sections to be constructed; each section will function independently, but once joined together will create a statewide HST system. The HST will be an electrically powered with steel-wheel-on-steel-rail technology and state-of-the-art safety, signaling, and automated train-control systems. The trains will be capable of operating at speeds of up to 220 miles per hour (mph) over a fully graded, separated, dedicated track alignment. The Project will be built using a design/build (D/B) approach, a method of construction by which one D/B contractor works under a single contract with the Permittee to provide design and construction services. The Project as originally permitted in the ITP included construction and installation of all Project components, including disturbance of up to 5,868.00 acres (hereafter, Construction Footprint). Construction may occur at any point along the Construction Footprint, and construction may occur at multiple locations simultaneously. The Project also includes operations,

maintenance, inspection activities within the Construction Footprint (O&M), and Mitigation Activities.

In an email dated June 24, 2016, the Permittee requested a revision of the Project Description to include an increase in the Construction Footprint by 102.58 acres to 5,970.58 acres to accommodate eight additional Roadway Modifications, and in a subsequent email dated July 25, 2016, the Permittee requested the addition of a third designation of approvable project biologists to carry out small mammal habitat assessment and trapping activities. On March 7, 2017, CDFW issued **Major Amendment No. 1** to the ITP incorporating these requested revisions along with corrections to the acreage for the impacts, changes to the required Habitat Management lands acreage, and clarifications to the reporting requirement language.

On July 5, 2018 and September 19, 2018, CDFW initiated, issued, and re-issued respectively, **Major Amendment No. 2** to the ITP incorporating a Baseline Map Book as Exhibit 6 and added references to the map book throughout the ITP; further revising the Tracking Suitable Habitat Feature Disturbances, Map Updating, and Reporting requirements; added a specific Covered Activity (pile driving) and a species-specific Take Avoidance Measure for that Covered Activity; adding the third category of Biological Monitor, Designated Small Mammal Trapper, to Condition of Approval 6.2; clarified the Construction Monitoring Notebook requirement; added Condition of Approval 7.13 requiring survey and reporting requirements in advance of initiating Covered Activities; revising Conditions of Approval 8.13.2, 8.14.1, 8.15.1, 8.16.1, 8.16.2, 8.16.3, 8.17.2; and adding Condition of Approval 8.15.6. There was no change to the Construction Footprint acreage.

In a letter dated June 25, 2018, the Permittee requested a revision of the ITP to change the Mitigation Site Construction Elements from the Fagundes Compensatory Mitigation Site to a new location, now recognized as Cottonwood Creek. Because the Permittee would no longer be conducting riparian and wetland restoration at the Fagundes Compensatory Mitigation Site, all references to riparian and wetland restoration at the Fagundes site was removed and replaced with the Cottonwood Creek mitigation site. Due to the varying conditions at the Cottonwood Creek site, some Construction Elements also changed with the changes in mitigation site location. Further, on September 25, 2018, the Permittee requested a 7-day extension provision be added for San Joaquin antelope squirrel relocation. There was no change to the Construction Footprint acreage. On October 2, 2018, CDFW issued **Major Amendment No. 3** to the ITP incorporating these changes.

In an email dated October 4, 2018, the Permittee requested a revision of the ITP to extend the dry season work window beyond October 31st for ground-disturbing activities

at the Mitigation Site. There was no change to the Construction Footprint acreage. On November 15, 2018, CDFW reissued **Minor Amendment No. 4** to the ITP incorporating these changes.

In an email dated November 27, 2018, the Permittee requested a revision to the ITP to allow for San Joaquin antelope squirrel (SJAS) relocation to occur prior to April 1 and to allow SJAS relocation to occur after November 15 on a case-by-case basis. There was no change to the Construction Footprint acreage. On November 29, 2018, CDFW issued **Major Amendment No. 5** to the ITP incorporating these changes.

In a letter dated September 10, 2018, the Permittee requested to revise the Project Description to allow for an increase in the Construction Footprint of 6.92 acres for a total of 5,977.50 acres to accommodate new Work Areas for the water pipeline irrigation casing installation and level 3 fiber optic line relocation. Additionally, CDFW initiated amending the Project Description to include installation of water pipeline irrigation casings, dry jack and bore, and horizontal directional drilling as Covered Activities as well as adding Condition of Approval 7.12. On January 17, 2019, CDFW issued **Major Amendment No. 6** to the ITP incorporating these changes.

In a letter dated October 19, 2018, the Permittee requested to revise the Project Description to increase the Construction Footprint by 2.01 acres to a total of 5,979.51 acres for road improvements to Wasco Avenue to function as an access road for agricultural operations north of Kimberlina Road in Kern County. Additionally, the Permittee requested a design change to the HST/Kimberlina Road location that will be contained within the current ITP Construction Footprint at that location. On February 1, 2019, CDFW issued **Major Amendment No. 7** to the ITP incorporating these changes.

In a letter dated August 22, 2018, the Permittee requested to revise the Project Description to accommodate advanced design changes requiring roadway modifications, utility relocations, access road alterations, and canal realignments along and adjacent to the HST alignment at South Avenue; two new locations in Fresno County at Conejo Avenue, and Peach Avenue; as well as changes for existing locations at Flint Avenue and Kent Avenue in Kings County; and Avenue 88 in Tulare County resulting in a net decrease of 1.96 acres changing the Construction Footprint to 5,977.55 acres. In a subsequent email dated January 25, 2019, the Permittee requested to include the use of jack and bore and horizontal directional drilling as Covered Activities throughout the entire Construction Footprint. The Permittee also requested Condition of Approval 7.12, the notification and submission of a Horizontal Directional Drilling and Dry Jack and Bore Level 3 Fiber Optic Line Relocation Plan, be revised to serve as a notification and plan for all horizontal directional drilling and jack and bore

activities occurring within the entire Construction Footprint. On February 13, 2019, CDFW issued **Major Amendment No. 8** to the ITP incorporating these changes.

In a letter dated December 6, 2018, the Permittee requested to revise the Project Description to add construction of an intrusion protection barrier (IPB) within specific limits of the HST alignment to mitigate the risk of potential derailed trains from the adjacent BNSF rail line entering the path of the HST and increase the Construction Footprint by 0.75 acre which brought the total acres to 5,978.30. The IPB construction specific limits occurred in various locations along the California HST route from the vicinity of State Route 43 and Whisler Road to the vicinity of Madera and Poplar Avenues near the City of Shafter in Kern County. IPB construction in this vicinity required re-siting of two wildlife crossing structures. In an email dated January 23, 2019, Permittee further requested modifying the approval process for siting and constructing wildlife crossings. On February 20, 2019, CDFW issued **Major Amendment No. 9** to the ITP incorporating these changes

In a letter dated January 2, 2019, and a subsequent letter dated February 4, 2019, Permittee requested further revision to the ITP, as amended, to cover a 31.79-acre increase to the approved Project Construction Footprint and associated impacts to Covered Species to accommodate the “alternative technical concepts” (ATC) 11 and 13b (design variations). The changes were to employ “reverse stacking” over Garces Highway, Pond Road, and Peterson Road in Kern County; which means to place the railway over the surface roads instead of vice-versa; and a slight alignment revision to avoid a major agricultural water pumping facility known as the Semitropic Pump Station. In a letter dated February 12, 2019, Permittee requested amending the ITP to cover an 86.14-acre increase to the Project Construction Footprint to accommodate design variations including utility relocations, roadway modifications, temporary construction easements, and access roads at 23 locations. Altogether, this brought the Construction Footprint acreage total to 6,096.24. On March 28, 2019, CDFW issued **Major Amendment No. 10** to the ITP incorporating these changes.

In a letter dated March 11, 2019, the Permittee requested a 141.60-acre increase to the approved Project Construction Footprint and associated impacts to Covered Species to accommodate four segments of IPB between State Route 41 and approximately 1000 feet south of East American Avenue in Fresno County, and additional areas for construction access, fence and gate construction, utility relocations, and street and sidewalk modifications. In a letter dated March 12, 2019, the Permittee requested a 105.12-acre increase to the approved Project Construction Footprint and associated impacts to Covered Species to accommodate design variations at 20 locations, in Fresno County. The design variations include utility relocation and protection, roadway modifications, temporary construction easement for staging equipment and materials,

building demolition, additional earthwork, access roads, and/or waterway crossing structures. Altogether, this brought the Construction Footprint acreage total to 6,342.96. On April 25, 2019, CDFW issued **Major Amendment No. 11** to the ITP incorporating these changes.

In a letter dated January 8, 2019, Permittee requested that CDFW further amend the ITP, as amended, to cover increases in the Project Construction Footprint by 98.06 acres, for a total of 6,441.03 acres, to accommodate additional temporary access routes, staging areas, and utility relocation at several locations in Kern County referred to as "Wasco Utilities" and "North-South Utilities." Permittee provided supplemental information related to the requested activities dated January 29 and April 30, 2019. In a letter dated March 6, 2019, Permittee requested that CDFW further amend the ITP, as amended, to remove the required CDFW written approval of pre-construction survey reports. On May 20, 2019, CDFW issued **Major Amendment No. 12** to the ITP incorporating these changes.

In a letter dated April 5, 2019, Permittee requested to increase the Construction Footprint by 19.36 acres to accommodate design changes and refinements in the vicinity of State Route (SR) 46, including utility relocations, removal and construction of a Caltrans retention pond, construction of a retention pond for the Authority, building demolition, and other Covered Activities related to relocation of utilities within Kern County. In a letter dated June 21, 2019, Permittee requested to increase in the Construction Footprint by 150.46 acres to accommodate design variations including utility relocations, roadway modifications, temporary construction easements, access roads, and other Covered Activities at 19 locations within Fresno, Kings and Tulare counties. Together these design variations required an increase in the Construction Footprint of 169.82 acres, for a total of 6,610.85 acres. On August 8, 2019, CDFW issued **Major Amendment No. 13** to the ITP incorporating these changes.

In a letter dated May 3, 2019, Permittee requested a 50.89-acre expansion of the approved ITP Construction Footprint to address 68 utility conflicts involving PG&E overhead powerlines, AT&T telecommunication lines, SoCal Edison optical fiber, Semitropic irrigation lines, and North Kern Water Storage District relocation of Canal 9-22 and Canal P1030. Work to resolve the utility conflicts included bypass, civil work, protect in place, removal, relocation, and other Covered Activities within Kern County. This request also included three roadway modifications in Kern County one of which was a new location which brought the Construction Footprint to 6,661.74 acres. On September 3, 2019, CDFW issued **Major Amendment No. 14** to the ITP incorporating these changes.

In a letter dated May 9, 2019, Permittee requested amending the ITP to increase the Construction Footprint by 146.77 acres to accommodate design variations to the Tule elevated structure as well as utility relocations, roadway modifications, access roads, and other covered activities at 11 locations. The request also proposed eliminating two Temporary Construction Easements (TCEs) and two overcrossings, resulting in a 368.58-acre reduction to the Construction Footprint, for a net decrease of 221.81 acres, which brought the total Construction Footprint to 6,439.93 acres. On September 19, 2019, CDFW issued **Major Amendment No. 15** to the ITP incorporating these changes.

In a letter dated August 27, 2019, Permittee requested increasing the Project Construction Footprint by 7.94 acres at Gromer Avenue in Wasco to cover utility relocation, TCEs, and permanent access road construction. In a letter dated September 5, 2019, Permittee requested increasing the Project Construction Footprint by 15.08 acres to accommodate design variations including utilities and an access road within Semitropic Water Storage District (Semitropic WSD) that would need to be relocated at two locations. In a letter dated September 20, 2019, Permittee requested the correction of Table 1 to include the reduction of 8.93 urban acres already accounted for in Amendment 15 as well as removal of the remaining 12.13 acres of orchard in Table 1 which eliminates both TCE impacts from Amendment 15. Together these brought the new construction footprint to 6,462.95 acres. In an e-mail sent on October 10, 2019, CDFW informed Permittee that there would be two additional changes: 1) Table 9 updated to show the current number of nests taken of the maximum five covered by the ITP and 2) Measures 7.1, 8.16.2 and 8.17.2 were further updated to include Designated Small Mammal Trapper(s), 8.16.2 and 8.17.2 were updated to clarify reporting, and 8.17.2 added conditional concurrence of daily trapping forms for the early resumption and/or extension relocation period for non-business days. On October 11, 2019, CDFW issued **Major Amendment No. 16** to the ITP incorporating these changes.

In a letter dated May 2, 2019, Permittee requested increasing the Project Construction Footprint by 57.32 acres to accommodate a variation in the profile design of the HST alignment construction from elevated viaduct to embankment at the sections of the HST mainline that are outside of streams and other waterways; changes to the bridge structures at Cole Slough, Dutch John Cut, and the Kings River channel; and a change from a bridge to two box culverts at Riverside Ditch. Design changes are also included for utility relocations, roadway modifications, TCEs, staging areas, site preparation, demolition, earthwork, and access roads, and other Covered Activities at seven locations as well as shifting the location of a switching station and addition of 20 new wildlife crossings. The request also proposed the reduction of two TCEs resulting in a 33.87-acre reduction to the Construction Footprint, for a net increase of 23.45 acres,

bringing the new total Construction Footprint to 6,486.40 acres. On October 31, 2019, CDFW issued **Major Amendment No. 17** to the ITP incorporating these changes.

In a letter dated January 8, 2019, and supplemental information dated January 29, 2019, Permittee requested the “ATC 2 Variation” which included a design change in the City of Wasco from viaduct to an at-grade design. Permittee had originally submitted the ATC 2 Variation together with “Wasco Utilities” and “North-South Utilities” (Amendment 12) however, per discussion and request from CDFW, separate amendment requests were submitted. The Permittee provided additional supplemental information dated April 30, 2019, and September 20, 2019, for the ATC 2 Variation (Wasco at-grade). Permittee requested increasing the Project Construction Footprint by 12.58 acres, for a total of 6,498.98 acres to accommodate design change construction of Wasco at-grade and the addition of TCEs needed for access, staging, equipment storage, and other Covered Activities related to road modifications and building demolition. The request also proposed the addition of 13 dedicated wildlife crossings south of Wasco at-grade, San Joaquin kit fox escape refugia, and a minimum of 300 acres of additional habitat conservation lands to mitigate the reduction in wildlife permeability resulting from the Wasco viaduct design change. On November 22, 2019, CDFW issued **Major Amendment No. 18** to the ITP incorporating these changes.

In a letter dated May 14, 2019, Permittee requested design changes and refinements to accommodate several IPBs from just south of East American Ave (approximately 6.40 miles south of the City of Fresno), to just north of Ave 76, (approximately 4.95 miles north of Allensworth). The IPB Variations will not expand the ITP Construction Footprint or alter the general alignment described in the ITP. In a letter dated October 11, 2019, Permittee requested increasing the Project Construction Footprint by 12.15 acres, for a total of 6,511.13 acres, to accommodate design variations including utility relocations, roadway modifications, temporary construction easements, access roads, and other Covered Activities at McCombs Avenue and Merced Avenue. On December 12, 2019, CDFW issued **Major Amendment No. 19** to the ITP incorporating these changes.

In a letter received March 2, 2020, Permittee requested additional clarification regarding both trapping and burrow excavation for Tipton kangaroo rat (*Dipodomys nitratoide* *nitratoide*) and San Joaquin antelope squirrel (*Ammospermophilus nelsoni*) when occupied or potentially occupied burrows of either species are present in suitable habitat. There is no change to the Construction Footprint acreage. On March 27, 2020, CDFW issued **Major Amendment No. 20** to the ITP incorporating these changes.

In a letter dated July 23, 2019, and supplemental information dated July 26, 2019, Permittee requested a net 94.46-acre expansion of the approved ITP Construction

Footprint, for a total of 6,605.59 acres, to accommodate design variations of wildlife crossing structures at Cross Creek and Deer Creek as well as utility relocations, roadway modifications, temporary construction easements, access roads, and other Covered Activities at these two locations. In a letter dated November 8, 2019, Permittee requested to update Table 5 for new dedicated wildlife crossing locations and adjusted locations for existing crossings as well as updating the corresponding Mapbook pages. In a letter dated March 5, 2020, Permittee provided additional culverts for wildlife crossings near Allensworth Ecological Reserve. In a second letter dated March 5, 2020, Permittee provided supplemental information regarding San Joaquin kit fox refugia and this information was updated in a follow-up letter dated March 17, 2020. On May 22, 2020, CDFW issued **Major Amendment No. 21** to the ITP incorporating these changes.

In a letter dated January 6, 2020, Permittee requested a 26.539-acre expansion of the approved ITP Construction Footprint, for a total of 6,632.13 acres, to accommodate design variations including (1) installation of a private access easement in the vicinity of Magnolia Avenue, (2) construction of a new BNSF access road along BNSF right-of-way (ROW) to ensure maintenance and access to BNSF signal equipment and facilities, (3) proposed improvements for Canal 9-22 north of the City of Wasco, (4) installation of drainage ponds and drainage connections within the City of Wasco under the ROW, and (5) installation of a new Pacific Gas and Electric (PG&E) access road to be constructed parallel to the BNSF ROW, and other Covered Activities within and in the vicinity of the City of Wasco. On July 8, 2020, CDFW issued **Major Amendment No. 22** to the ITP incorporating these changes.

In a letter dated May 4, 2021, and in supplemental information submitted to CDFW on June 4, June 22, July 28, and August 11, 2021, Permittee requested a 26.40-acre expansion of the approved ITP Construction Footprint, for a new total of 6,658.53 acres, to accommodate design variations including: (1) installation of improvements to facilitate access and egress for construction, operation, and maintenance of the HST; (2) design improvements for McCombs Avenue; (3) anticipated roadway improvements at SR 46 and associated roundabout and related drainage facilities; (4) design improvements for the Merced Overpass; (5) utility relocations, and (6) other Covered Activities within and in the vicinity of the City of Wasco. On October 12, 2021, CDFW issued **Major Amendment No. 23** to the ITP incorporating these changes.

In issuing the ITP, Major Amendment No. 1, Major Amendment No. 2, Major Amendment No. 3, Minor Amendment No. 4, Major Amendment No. 5, Major Amendment No. 6, Major Amendment No. 7, Major Amendment No. 8, Major Amendment No. 9, Major Amendment No. 10, Major Amendment No. 11, Major Amendment No. 12, Major Amendment No. 13, Major Amendment No. 14, Major

Amendment No. 15, Major Amendment No. 16, Major Amendment No. 17, Major Amendment No. 18, Major Amendment No. 19, Major Amendment No. 20, Major Amendment No. 21, Major Amendment No. 22, and Major Amendment No. 23 (collectively the ITP, as amended), CDFW found, among other things, that Permittee's compliance with the Conditions of Approval would fully mitigate impacts to the Covered Species and would not jeopardize the continued existence of the Covered Species.

In a letter dated April 13, 2022, Permittee requested (1) expansion of the ITP Construction Footprint by 34.05 acres to accommodate design variations, utility relocation and protection, roadway modifications, access roads, and temporary construction easements at 24 sites; and (2) update of impacts to foraging habitat and nest trees for Swainson's hawk and the associated compensatory mitigation based on the location and extent of nest observations in annual protocol surveys of the Construction Footprint during years 2017-2021 and pre-construction survey results of suitable habitat features.

This Amendment No. 24 (Amendment), a Major Amendment, makes the following changes to the ITP, as amended:

First, this Amendment updates the Principal Officer and Contact Person.

Second, this Amendment updates the location of the northern end of this Fresno to Bakersfield alignment to match the southern end of the Merced to Fresno HST alignment.

Third, this Amendment increases the size of the Project Construction Footprint by 34.05 acres to a total of 6,692.58 acres of cumulative disturbance to accommodate access and egress, design improvements for McCombs Avenue, SR 46 and the Merced Overpass, utility relocations, and other Covered Activities.

Fourth, this Amendment removes application of dust suppressants from the list of Covered Activities on page 70 because it is not a vegetation- or ground-disturbance activity that would preclude subsequent re-surveys prior to vegetation- or ground-disturbance Covered Activities in these work areas.

Fifth, this Amendment updates Table 8 for Roadway and Utility Modifications by adding 7 new locations and adding acreage to 14 existing locations.

Sixth, this Amendment updates Table 9 by adding impacts to the Covered Species Habitat Impacts types for Tipton kangaroo rat, San Joaquin antelope squirrel, Swainson's hawk and San Joaquin kit fox resulting from the increase to the Project

Construction Footprint, but also decreases the total impact to Swainson's hawk habitat due to a re-evaluation of suitable habitat features at the time of the pre-construction surveys despite the increase in the number of nests within half a mile of the Construction Footprint.

Seventh, this Amendment modifies the way the Swainson's hawk impacts and mitigation are calculated, from a correlated approach of suitable habitat features which depended on distance from each nest to a uniform approach throughout the alignment extending to ten miles south of the southernmost known Swainson's hawk nest occurring within 0.5 miles of the Construction Footprint.

Eighth, this Amendment updates Table 10 to include all the known Swainson's hawk nest trees up through the 2021 nesting season.

Ninth, this Amendment adds Table 10A listing all active Swainson's hawk nest trees that have been or will be removed from *within* the Construction Footprint.

Tenth, this Amendment adds Condition of Approval 7.1.5 for Small Mammal Burrow Flagging requiring flagging of burrows characteristic of kangaroo rat and San Joaquin antelope squirrel in addition to the mapping in Condition of Approval 7.1.2, 8.16.2 and 8.17.2.

Eleventh, this Amendment changes Condition of Approval 7.9 to allow for Swainson's hawk detailed information to be submitted to CNDDDB and CDFW at the end of the nesting season rather than within 60 days.

Twelfth, this Amendment adds Condition of Approval 8.14.4 regarding the annual survey for Swainson's hawk and Condition of Approval 8.14.5 regarding Swainson's hawk restrictions for nightwork.

Thirteenth, this Amendment clarifies that den and burrow excavations can occur by the General Biological Monitor(s) under the direct supervision of the Designated Biologist(s) for San Joaquin kit fox, San Joaquin antelope squirrel, and Tipton kangaroo rat.

Fourteenth, this Amendment updates Table 11 and increases the required compensatory HM lands and the Performance Security amount based on the accompanying estimates of management costs required to mitigate for Covered Species impacts.

Fifteenth, this Amendment modifies Exhibit 6, the "Baseline Map Book," by replacing Map Book Pages 1-4, 6, 9, 27, 30, 32, and 37 to reflect the increased Project Construction Footprint.

AMENDMENT

The ITP, as amended, is further amended as follows (amended language in ***bold italics***; deleted language in ~~strike through~~):

1. The first page of the ITP, as amended, shall be further amended to read as follows:

Permittee:	California High-Speed Rail Authority
Principal Officer:	<i>Serge Stanich</i> Mark A. McLoughlin Director Environmental Services
Contact Person:	<i>Serge Stanich</i> Mark A. McLoughlin (916) 718-6981 403-6934
Mailing Address:	770 L Street, Suite 800 Sacramento, California 95814

2. The section entitled "Project Location" on page 2 of the ITP, as amended, shall be further amended to read as follows:

This ITP is for Permitting Phase 1 of the Fresno to Bakersfield Section of the High-Speed Train (HST) Project (Project) which will begin ~~on the~~ ***south of Monterey Street at*** ~~side of the G Street and San Benito Street intersection, north of Highway~~ ***State Route (SR) 41***, in the City of Fresno, Fresno County, California (***36.7244778*** ~~36.724564°~~, ***-119.7857083*** ~~119.787020°~~; ~~Assessor's Parcel Number (APN) 46709234~~). From this intersection, the Fresno to Bakersfield HST alignment extends south either along or adjacent to the Burlington Northern Santa Fe Railway (BNSF) for approximately 99 miles before reaching the section endpoint, at the intersection of 7th Standard Road, and Santa Fe Way, within the city limits of Shafter, in Kern County, California (35.441607°, -119.199277°).

The Permittee has subdivided the Fresno to Bakersfield section of The Project into the following three Construction Packages (CPs):

- CP 1C is the portion of CP 1 that occurs from ~~near San Benito Street~~ just ***south of Monterey Street at*** ~~north of Highway~~ ***State Route (SR) 41*** (~~3,000 feet south of the Fresno Station~~) (***36.7244778*** ~~36.724564°~~, ***-119.7857083*** ~~- 119.787020°~~ to 1,000 feet south of East American Avenue (36.660780°, -

119.750643°). The limits of CP 1C are completely within the metropolitan Fresno area; it is approximately five miles long.

3. The section entitled "Project Description" on page 3 of the ITP, as amended, paragraph one shall be further amended to read as follows:

The Project is approximately 99 miles in length and includes construction and installation of all Project components (Exhibits 1 and 2). Construction and installation of all Project components will disturb up to **6,692.58** ~~6,658.53~~ acres (hereafter, Construction Footprint). Construction may occur at any point along the Construction Footprint, and construction may occur at multiple locations simultaneously.

4. The section entitled "Impacts of the Taking on Covered Species" on page 69, of the ITP, as amended, shall be further amended to read as follows:

This ITP covers all Project related activities that cumulatively disturb no more than **6,692.58** ~~6,658.53~~ acres within the Construction Footprint (as depicted in the Baseline Map Book, Exhibit 6, Baseline Maps 1 through 53 and generated from the metadata provided by the Permittee) and no more than 17.32 acres at the Mitigation Site (collectively, the Project Area). Project activities are more fully described in the Project Description of this ITP and include subsurface geotechnical drilling and boring; habitat grubbing, vegetation removal, clearing, demolition, construction of a geotechnical test embankment and associated borrow site excavation and mass grading followed by the mobilization of equipment and materials; earthwork including construction of temporary and permanent excavation support structures; pile driving, excavation of open cut slope and fill, at grade profile excavation and leveling, and retained fill cut, rail bed foundation soil compaction, and elevated profiles and elevated profile structure components including construction and installation of straddle bents, foundations, pile caps, substructures, and superstructures; **potholing**, trench digging, **bore pit excavation, jack and bore**, and other subsurface utility installation, relocation, and protection; pad preparation and construction of a batch plant, materials storage, fabrication, casting areas, access roads, and staging areas; rotary drilled reinforced concrete cast in place pile and drive pile installation; excavation of drainage swales and fabrication and installation of underground drainage culverts and pipes; 440-roadway modifications including realignment and resurfacing, construction of new access roads, overcrossing, and undercrossing; construction of waterway crossing structures over the Kings River Complex, Cross Creek, Tule River, Deer Creek, Poso Creek, and other watercourse crossings, partial dewatering and diversion of water; construction and assembly of tie and ballast and slab track railway systems, and shoofly track; erecting mast poles;

construction of electrical systems facilities including the OCS, nine TPSS, up to nine switching stations, and up to 27 paralleling stations; construction of signal huts and bungalows including installation of cabling to the field hardware and track stations; traction electrification; excavation and construction of wildlife crossings, construction of the Kings/Tulare Regional Station; construction of a maintenance-of-infrastructure facility; installation of AD and AR fence; construction of temporary job site trailers and field offices including the development of building pads and preparation of parking areas; ~~application of dust suppressants~~; operation and maintenance activities such as track, power, structure, signaling, train control, communications, intruder, and right-of way inspection and repair; equipment staging, mowing, inoculum collection, land grading, and excavation of wetlands at the Mitigation Site; and hand tool or auger planting of trees and shrubs, and other activities within the Construction Footprint and Mitigation Site described in the Project Description section of this ITP. All these Project activities are collectively referred to as the Covered Activities.

5. The section entitled "Roadway and Utility Modifications" starting on page 43 of the ITP, as amended, shall be further amended to read as follows:

Roadway and Utility Modifications: Changes to existing roads along or crossing the HST ROW will be needed because the HST requires a fully dedicated grade-separated track alignment for public safety and to achieve the desired speeds. In addition to the roadway modifications, many locations also require utility work for installations, relocations and/or additional protection. The Project will require **147** ~~440~~ roadway modifications: **51** ~~45~~ in Fresno County, 39 in Kings County, **32** ~~34~~ in Tulare County, and 25 in Kern County. Roadway and utility modifications will **impact** ~~occupy~~ **2,169.81** ~~2,135.73~~ total acres of the Construction Footprint (Table 8). At some locations, there will be an option to perform the modification as either an undercrossing or an overcrossing of the HST ROW. In these instances, the more conservative impact in terms of acreage (e.g., higher acreage) has been included and evaluated in this ITP. Handrails, fences, and walkways will be provided for the safety of pedestrians and bicyclists during roadway modification.

6. Table 8 starting on page 43 of the ITP, as amended, shall be further amended (showing only Kern County where changes occurred) to read as follows:

Table 8. Location and Size of Project Roadway and Utility Modifications

Location	County	Activity	Latitude	Longitude	Acres
State Route 41	Fresno	HST will travel under the SR 41 structures.	36.724000	-119.785037	10.06
E California St	Fresno	Closed road, <i>utility relocation and protection.</i>	36.721458 36.721377	- 119.782629 -119.783179	0.28 0.37
S Cherry Ave	Fresno	Closed road	36.720905	-119.781823	0.25
S Van Ness Ave	Fresno	At-grade crossing over UPRR closed	36.719612	-119.779041	0.16
E Lorena Ave	Fresno	Closed road, <i>utility relocation and protection.</i>	36.719414 36.719263 36.719263	-119.780232 -119.780839 -119.779261	0.05 0.68
E Florence Ave	Fresno	Closed road	36.717755	-119.777098	0.18
S Sarah Ave	Fresno	Closed road, <i>utility relocation and protection.</i>	36.717668 36.717519 36.717628 36.717911	-119.778356 -119.778668 -119.777587 -119.777600	0.07 0.17
E Belgravia Ave	Fresno	Closed road, <i>utility relocation and protection.</i>	36.715944 36.716657 36.715952 36.715551	-119.774934 -119.777634 -119.777041 -119.776458	0.50 0.70
S Railroad Ave, <i>north of E Jenson</i>	Fresno	Closed at E California Ave and S Orange Ave. <i>access roads, temporary construction easements, (staging), utility relocation and protection.</i>	36.715176 36.712670 36.710071 36.707456	-119.775182 -119.771833 -119.768967 -119.766050	7.8 12.84
E Church Ave	Fresno	E Church Ave pass over HST, UPRR, and BNSF. S Sunland Ave would be realigned and re-connected to E Church Ave farther to the east. Existing crossing over BNSF closed. SE would be raised to tie-in. <i>Access roads, Utility relocation and protection.</i>	36.714722 36.714021 36.713973 36.714137	-119.771561 -119.777065 -119.770598 -119.763446	40.7 11.26
<i>E Church Ave, east of S Armstrong Ave</i>	<i>Fresno</i>	<i>Utility relocation and protection.</i>	36.714884	-119.668609	2.60
S Golden State Blvd, <i>north of E Jenson</i>	Fresno	Over pass	36.714000	-119.775768	7.60
S East Ave	Fresno	Closed road	36.711994	-119.772582	0.54

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

Location	County	Activity	Latitude	Longitude	Acres
E Jenson Bypass	Fresno	Bypass under existing Jensen Ave bridge in shallow trench to meet vertical clearance requirements. Temporary construction easements (staging), utility relocation and protection.	36.706886 36.707619 36.707308 36.706282 36.706445 36.706519	-119.765525 -119.768450 -119.768102 -119.765064 -119.764322 -119.763511	2.2 3.66
S Railroad Ave, south of E Jenson	Fresno	Temporary construction easements, (staging), access roads, utility relocation and protection.	36.701131	-119.759155	7.86
S Golden State Blvd, south of E Jenson	Fresno	Utility relocation and protection. Temporary construction easements (staging), and Access roads.	36.699172 36.695574	-119.758995 -119.758063	0.63
S Orange Ave	Fresno	Closed Road	36.703973	-119.763694	0.77
E Hardy Ave	Fresno	pass over E Hardy Ave on aerial structure.	36.693629	-119.756784	0.52
West of BNSF, north of E Central Ave	Fresno	Access roads.	36.681663	-119.750336	2.65
E Central Ave	Fresno	E Central raised over the HST. Retaining wall for the industrial facility to the north and south of the road. S Cedar Ave will be raised to meet at E Central Ave. Temporary construction easements (staging), access roads, utility relocation and protection.	36.678082 36.677887 36.677711	-119.752494 -119.752877 -119.747954	7.4 9.34
West of BNSF, south of E Central Ave	Fresno	Access roads, utility relocation and protection.	36.675551 36.672686	-119.750445 -119.750305	5.05
E Malaga Ave	Fresno	E Malaga Ave closed with alternative crossings at E Central Ave and E American Ave. Temporary construction easements (staging), access roads, utility relocation and protection.	36.670716 36.670690 36.670670 36.670868 36.670465	-119.750511 -119.751510 -119.749350 -119.751279 -119.751610	0.45 1.04
West of BNSF, south of E Malaga Ave	Fresno	Access roads, temporary construction easements, and (staging).	36.668523 36.666497 36.665191	-119.750325 -119.751175 -119.750327	1.50
E American Ave	Fresno	E American Ave will pass over HSTs and existing BNSF tracks. Connections to S Cedar Ave and S Maple Ave would be maintained.	36.663445	-119.750557	17.32

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

Location	County	Activity	Latitude	Longitude	Acres
<i>West of BNSF, south of E American Ave</i>	<i>Fresno</i>	<i>Access roads.</i>	<i>36.661756</i>	<i>-119.750330</i>	<i>0.55</i>
E Jefferson Ave	Fresno	Closed road. Access road, utility relocation, and modified watercourse.	36.648887	-119.750098	31.44
E Lincoln Ave	Fresno	Access road improvements and to accommodate construction activities associated with roadway modifications and utility relocations.	36.649563	-119.750328	2.61
E Clayton Ave	Fresno	E Clayton Ave closed with alternative crossings at E Lincoln Ave and E Adams Ave. Road modifications, modified watercourse, and utility relocations.	36.641677	-119.750534	4.70
E Adams Ave	Fresno	E Adams Ave will pass over the HST BNSF tracks along the current street alignment. Access road and utility relocations.	36.634363	-119.750283	29.92
E Sumner Ave	Fresno	Closed road. Access road improvements, roadway modifications, and utility relocations.	36.627145	-119.750539	5.56
E South Ave	Fresno	E South Ave will pass over HST and BNSF tracks. An existing canal would be relocated with a temporary bypass location while the permanent location is constructed. Access roads.	36.619893 36.619579	-119.750250 -119.754404	24.6 25.09
E Manning Ave	Fresno	E Manning Ave will pass over HST and BNSF. Alterations to local access roads will be required to maintain existing level of access west of HST. S Chance Ave will pass under E Manning Ave. Access Road improvements, roadway modifications, and utility relocations.	36.605331	-119.749145	22.68
E Springfield Ave	Fresno	E Springfield Ave closed at HST with alternative crossing at E Manning Ave, access road improvements, roadway modifications, and utility relocations.	36.598071	-119.749710	5.54
E Dinuba Ave	Fresno	Closed road. Access road improvements, roadway modifications, and utility relocations.	36.590916	-119.748105	3.66
E Floral Ave	Fresno	E Floral Ave will pass over HST and BNSF RR. Access road, roadway modifications, and utility relocations.	36.576382	-119.744950	35.12
E Rose Ave	Fresno	Closed road. Access road improvements, roadway modifications, and utility relocations.	36.569199	-119.742944	3.94
S Topeka Ave	Fresno	Closed road. Road improvements, modified watercourse, and utility relocations.	36.562351	-119.740814	3.72

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

Location	County	Activity	Latitude	Longitude	Acres
E Nebraska Ave	Fresno	E Nebraska Ave will pass over HST and BNSF. Access to the commercial buildings (east) and residential properties (west) would be altered to accommodate the crossing structure. BNSF improvements, changes to the access road, roadway modifications, utility relocations, and modified watercourse.	36.561288	-119.741585	44.94
E Mountain View Ave	Fresno	A combined overpass with S Chestnut Ave will pass over HST and existing BNSF. E Mountain View Ave will have the main overpass along existing road alignment with S Chestnut Ave north-south raised and connected to both sides of HST. Roadway modifications, utility relocations, and modified watercourse.	36.548330	-119.735581	62.76
E Kamm Ave	Fresno	Closed road. Access road improvements, roadway modifications, and utility relocations.	36.532891	-119.729875	12.78
S Willow Ave	Fresno	Closed road. Utility relocation and protection.	36.526682 36.524854	- 119.727819 -119.726816	0.46 1.88
Conejo Ave	Fresno	HST will pass over BNSF on viaduct. Pergola will be <i>approximately</i> 2,200 linear ft with <i>approximately</i> 42 columns.	36.518916	-119.724052	29.77
Peach Ave	Fresno	Peach Ave will pass under HST via a three-span undercrossing with minor road improvements.	36.510600	-119.718883	30.66
E Clarkson Ave	Fresno	E Clarkson closed at the HST and connect E Clarkson Ave to S Minnewawa Ave. Roadway modifications and utility relocations.	36.503218	-119.714395	5.42
S Minnewawa Ave	Fresno	North S Minnewawa Ave closed at HST. S Minnewawa Ave west of HST will connect to E Clarkson Ave in the north. Access road improvements, roadway modifications, and utility relocations.	36.499598	-119.710569	4.96
S Clovis Ave	Fresno	Will connect the north and south legs of the road by crossing roughly perpendicular over HST. Roadway modifications and utility relocations.	36.493978	-119.704105	37.04
E Elkhorn Ave	Fresno	E Elkhorn Ave will pass over HST. Roadway modifications and utility relocations.	36.489280	-119.697998	33.04
S Fowler Ave	Fresno	S Fowler Ave will pass perpendicular over HST. Will directly link the north and south portions of S Fowler and will eliminate the tee intersections at E Elkhorn Ave. Access Road improvements, construction of the overcrossing, roadway modifications, and utility relocations.	36.483459	-119.687326	72.44

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

Location	County	Activity	Latitude	Longitude	Acres
West of Highway 43	Fresno	Access road, roadway modifications, utility relocations, and modified watercourse.	36.459645	-119.640002	7.32
Highland Ave	Fresno	Utility relocations.	36.457355	-119.636266	0.60
E Davis Ave	Fresno	E Davis will pass over HST. Road improvements, utility relocations, and an access road.	36.474265	-119.669315	37.78
9 th Ave	Kings	Site preparation and demolition, utility relocation, earthwork, and roadway modifications.	36.443212	-119.618501	7.02
Cairo Ave	Kings	Site preparation and demolition, utility relocation, earthwork, and roadway modifications.	36.437974	-119.613668	10.65
8 th Ave	Kings	Demolition, utility relocation, earthwork, and roadway modifications.	36.416328	-119.600141	27.24
Dover Ave	Kings	Dover Ave will pass over HST, a shift in the 8 th Avenue roadway, utility relocation and access roads.	36.415812	-119.599568	32.13
Excelsior Ave	Kings	Excelsior Ave will pass over HST. Canal will be box culverted. Utility relocations, road improvements, and waterway crossing structures.	36.401682	-119.594378	37.64
Elder Ave	Kings	Elder Ave will pass over HST. Access roads provided to residential properties on both sides of the road. Utility relocations.	36.386981	-119.591807	34.69
Flint Ave	Kings	Flint Ave will pass over HST. An access road will be provided for the dairy. The ditch canal will be relocated from the north to the south side of Flint Ave and converted to a box culverted. Utility relocation.	36.372121	-119.591580	30.09
Fargo Ave	Kings	Fargo Ave will pass over HST. The bridge will also pass over 7 th Ave and HST. A new frontage road at the existing Fargo Ave will provide access to residential. Utility relocations and access roads.	36.357418	-119.591486	35.35
Grangeville Blvd	Kings	Utility relocations and roadway modification.	36.342398	-119.591324	21.39
Segment 2 Field Office/ Staging Area	Kings	Utility relocations and establishment of a field office and staging area.	36.332178	-119.590558	6.74
South of Highway 198	Kings	Utility relocations, watercourse modification earthwork, and access roads.	36.327629	-119.591544	12.07
Hanford-Armona Ave	Kings	Hanford-Armona will be on a bridge over HST. The canal will be box culverted. Utility relocations and access roads.	36.313456	-119.591620	40.68

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

Location	County	Activity	Latitude	Longitude	Acres
Houston Ave	Kings	Houston Ave will pass over HST. Access to industrial properties to the east will require minor adjustments. A small watercourse crossing will be box culverted. Utility relocations and roadway modification.	36.298468	-119.590975	39.87
Iona Ave	Kings	Iona Ave will pass over HST. The canal will be box culverted.	36.283952	-119.591578	23.96
Idaho Ave	Kings	Idaho Ave will pass over HST. The canal running adjacent to Idaho Ave will be diverted at the south end. There will be an access road for the traction power facility. Utility relocations.	36.269408	-119.591347	41.06
Jackson Ave	Kings	Jackson Ave will pass over HST. The canal running parallel to the road will be diverted at the south end. Utility relocations.	36.254895	-119.592913	41.32
South of Jackson Ave	Kings	Utility relocations and a waterway crossing structure.	36.247825 36.250423	-119.595010 -119.594520	1.47
Jersey Ave	Kings	Jersey Ave closed at HST ROW east of SR 43. Utility relocations and roadway modification.	36.240446	-119.598618	10.40
SR 43 near Jersey Ave	Kings	HST would be elevated, and SR 43 would pass under HST.	36.237483	-119.600867	53.61
Kent Ave	Kings	Kent Ave will pass over HST south of existing road with minor road improvements to the Kent Ave and SR 43 intersection. The watercourse would be converted to a box culvert and run underneath the crossing.	36.225342	-119.607328	27.63
South of Kent Ave	Kings	Utility relocations.	36.222732	-119.607658	0.77
Kansas Ave	Kings	Kansas Ave will pass over HST south of existing road. The watercourse will run underneath the crossing.; Utility relocations and watercourse modification.	36.210604	-119.610565	61.75
North of Lansing Ave	Kings	Watercourse modification earthwork, and Temporary Construction Easement (TCE).	36.196450	-119.612016	0.90
Lansing Ave	Kings	Closed road.	36.196607	-119.612229	2.53
South of Lansing Ave	Kings	Activities associated with utility relocation, roadway modification a new undercrossing and a waterway crossing structure.	36.195186	-119.611023	2.53
Nevada Ave	Kings	Nevada Ave overpass crossing over HST, BNSF, and SR 43 & connect with Nevada Ave east of SR 43. Road improvements, utility relocations, and waterway crossing structures.	36.137342	-119.583354	42.01

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

Location	County	Activity	Latitude	Longitude	Acres
South of Nevada Ave	Kings	Utility relocations.	36.130668	-119.578892	1.16
Newark Ave	Kings	Niles Ave will extend east of 5 th Ave to the north and connect to Newark Ave.	36.118993	-119.567495	6.03
Newark Ave to Niles Ave	Kings	Utility relocations, roadway modifications, and waterway crossing structures.	36.117625	-119.563267	9.55
5 th Ave & Niles Ave	Kings	5 th Ave will realign and connect to Niles Ave east of HST.	36.117255	-119.562223	7.02
Niles Ave	Kings	Closed road. Roadway modification.	36.116195 36.116155	- 119.561904 -119.567604	1.5 1.51
Niles Ave/ Waukena Ave/ Orange Ave	Kings	Utility relocations, TCEs, site preparation and demolition, earthwork, and access roads.	36.111744	-119.556361	20.11
5 th Ave & Orange Ave	Kings	Closed road. 5 th Ave will realign and connected to Orange Ave east of HST.	36.111193	-119.554167	2.44
Waukena Ave	Kings	Waukena Ave will shift north slightly and pass over HST, and a new connector road will be constructed to connect with Orange Ave east of HST.	36.110697	-119.551415	20.42
Orange Ave	Kings	Closed road. Orange Ave will connect with 5 th Ave and Waukena Ave via new connector.	36.108993	-119.554049	14.37
Whitley Ave/ State Rte. 137	Kings	Whitley Ave will pass under HST.	36.097969	-119.541763	13.70
Whitley Ave	Kings	Utility relocations and access roads.	36.097772	-119.543966	1.53
South of Rd 19/ North of Ave 156	Kings	Utility relocation and waterway crossing structures.	36.079981	-119.577325	0.28
Avenue 156, west of 6 th Ave	Kings	Activities associated with utility relocation, roadway modification and new undercrossing.	36.072451	-119.577325	2.78
Oregon Ave	Tulare	Utility relocations and an additional access road.	36.086194	-119.535603	0.11
North of Ave 144	Tulare	Tule Elevated Structure and utility relocation.	36.060687	-119.525523	12.97
Ave 144	Tulare	Utility relocations. Tule Elevated Structure, additional utility relocations, and roadway modifications.	36.050889	-119.521987	25.31
Ave 136	Tulare	Closed connection to the west of SR 43 and retain the connection to the east. Access roads, roadway modifications and improvements, and utility relocations and protection.	36.036352 36.036326	-119.511898 -119.509220	6.05 6.13

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

Location	County	Activity	Latitude	Longitude	Acres
South of Ave 136	Tulare	Road improvements and utility relocations.	36.031173	-119.507935	15.79
Ave 128	Tulare	Shift in roadway modifications and improvements.	36.020466	-119.500398	13.38
Ave 120	Tulare	Realignment of the Avenue 120 overcrossing.	36.009212	-119.492361	22.78
Ave 120 to Ave 112	Tulare	Shift HSR alignment to the west, add access roads and utility relocations.	Various	Various	4.56
Ave 112	Tulare	Shift in roadway modifications and improvements.	35.994418	-119.481144	9.87
South of Ave 112	Tulare	Shift HSR alignment, add access roads, roadway modifications, modified watercourse, and utility relocations.	Various	Various	45.71
Ave 96	Tulare	Add roadway modifications and utility relocations.	35.963832	-119.458183	5.92
Ave 88	Tulare	East-west Ave 88 will flare away south from the existing road on the west to cross over the HST, RR, and SR 43, then curve north to intersect Ave 88 to the east of SR 43 with road improvements to the Ave 88 and SR 43 intersection and access roads.	35.947926	-119.447170	24.51
Rd 40 / Ave 88	Tulare	Shift in roadway modifications and improvements resulting from updated surveys.	35.983010 35.949161	-119.482835 -119.459275	10.35
South of Ave 88	Tulare	Add roadway modifications and utility relocations.	35.939888	-119.441272	5.31
County Rd J22 /Ave 56	Tulare	East-west County Rd J22/Ave 56 will cross over HST along the same alignment of County Rd J22. Road modifications, utility relocation, and waterway crossing structures.	35.891283	-119.416264	26.15
Ave 136	Tulare	Reconstruction	36.036333	-119.514281	3.21
Road 24	Tulare	Overlay	36.021788	-119.518441	12.00
Ave 120	Tulare	Reconstruction	36.007278	-119.497648	17.56
New Frontage Rd	Tulare	Construction	36.001465	-119.487012	8.68
Ave 108	Tulare	Utility relocation and protection.	35.985569	-119.473965	0.04
Road 40	Tulare	Overlay	35.981979	-119.482837	25.07
South of Ave 96	Tulare	Utility relocations.	35.958487	-119.454124	5.80
Ave 88	Tulare	Construction	35.949089	-119.467986	6.92
Ave 56	Tulare	Reconstruction	35.891286	-119.414089	2.56
Ave 52	Tulare	Construction activities associated with a waterway crossing structure, access road, and utility relocation.	35.884424	-119.414394	1.31
Ave 48	Tulare	Construction activities associated with a modified watercourse.	35.876661	-119.413180	0.03

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

Location	County	Activity	Latitude	Longitude	Acres
South of Ave 48 48 Ave 44	Tulare	Construction activities associated with the waterway crossing structure, access road, and utility relocation.	35.86958 35.86914	-119.412787 -119.412722	0.60 0.88
West of Ave 36	Tulare	Construction activities associated with the waterway crossing structure and access road.	35.855280	-119.412188	5.39
North of Ave 24	Tulare	Construction activities associated with the access road.	35.840467 35.834915	- 119.410318 -119.409470	2.99
Ave 24	Tulare	Reconstruction. Accommodate construction activities associated with utility relocation, roadway modification and access roads new undercrossing.	35.833451	-119.393352	22.13
South of Ave 24 to North of Ave 16	Tulare	Construction activities associated with the access road and utility relocation	35.831605 35.819052	-119.409127 -119.407938	8.70
Ave 16, Ave 12, and Ave 8	Tulare	Utility relocations across the HSR alignment	35.818805 35.814595 35.804763	-119.408356 -119.405901 -119.406032	2.16
Scofield Ave	Kern	Construction activities associated with the access road and utility relocation	35.782904	-119.401091	0.24
Garces Hwy	Kern	East-west Garces Hwy will cross over the HST along the same alignment as Garces Hwy. A local access road to the east of the HST will be improved for access to parcels. Construction activities related to utility installation and crossings.	35.763149 35.754647	-119.395444 -119.390150	36.39
Woollomes Ave	Kern	Construction activities associated with road construction, minor structures associated with the waterway crossing, access road, utility construction, installation, and crossings.	35.746009 35.743777 35.732217	-119.383916 -119.385144 -119.371868	1.29
Schuster Rd	Kern	Construction activities associated with the access road and utility relocation	35.732089	-119.370911	1.07
Pond Rd	Kern	East-west Pond Rd will cross over HST north of t Pond Rd to reduce the skew of bridge.	35.718237	-119.360358	47.83
Peterson Rd	Kern	East-west Peterson Rd will cross over HST along the same alignment as Peterson Rd. A local access road to the east of the HST alignment will be added for access to parcels.	35.703155	-119.349554	24.25
Sherwood Ave to Blankenship Ave	Kern	Construction activities associated with the access road and utility relocation	35.670450	-119.335193	1.36
Blankenship Ave	Kern	Closed road. Added work on a cul-de-sac.	35.666844	-119.334373	0.43

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

Location	County	Activity	Latitude	Longitude	Acres
Taussig Ave	Kern	Closed road.	35.652321	-119.331945	0.59
Whisler Rd to Phillips Rd	Kern	Construction activities associated with the waterway crossing structure, access road, and utility construction, installation, and crossings.	35.637602 35.638002	-119.335995 -119.331166	0.37
McCombs Ave	Kern	McCombs Ave will shift north and pass over HST, BNSF, and SR 43 and the overcrossing will connect with existing street east of SR 43. The existing intersection between SR 43 and McCombs Ave will be maintained. The BNSF RR crossing will be removed. Addition of a dedicated left turn lane and associated utility relocations. Additional access.	35.617310	-119.332000	40.63
State Route 46	Kern	Construction activities associated with road improvements and installation of a roundabout at State Route 43; and utility construction, installation, crossings, and access road.	35.601502, 35.601540 9	-119.328118 -119.325649	5.34
9th St and H St	Kern	Construction activities associated and utility construction, installation, crossings, and access.	35.591859	-119.330983	4.55
12th St	Kern	Access	35.588498	-119.333216	0.02
Poso Ave	Kern	Access	35.587381	-119.331016	1.27
Wasco Ave	Kern	closed between Jackson Ave and Prospect Ave. Maintained as access road between Prospect Ave and Kimberlina Rd., graveled when complete. Road, sidewalk, and median construction.	35.563416	-119.331126	9.01
Kimberlina Rd	Kern	Kimberlina Rd will pass under HST and BNSF RR east of the intersection with SR 43. Existing BNSF RR at-grade crossing will be removed. Vertical profile over Kimberlina Rd increased up to 21 ft, grade separation at Kimberlina Rd and BNSF Railroad modified, and relocation of 15,900 linear ft for BNSF RR between Jackson and Merced Ave eliminated.	35.558124	-119.328936	11.89
Merced Ave	Kern	Merced Ave will shift north and pass over HST, BNSF, and SR 43. The overcrossing will connect with existing street east of SR 43. The existing intersection between SR 43 and Merced Ave will be maintained. Additional road modifications. Extension of a dedicated left-turn lane, an acceleration lane, access to the BNSF, and associated utility relocations.	35.530438	-119.306339	49.77
Madera Ave	Kern	Closed road.	35.521607	-119.295017	0.28

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

Location	County	Activity	Latitude	Longitude	Acres
Poplar Ave	Kern	Poplar Ave will pass over HST, BNSF, and SR 43. A new connector will connect Poplar Ave and SR 43 west of HST. The existing BNSF RR will be removed.	35.521178	-119.295606	24.42
Mettler Ave	Kern	Closed road.	35.515775	-119.284764	2.29
Fresno Ave	Kern	Fresno Ave will shift south and pass over HST, BNSF, and SR 43 and the overcrossing will connect with existing street east of SR 43. The existing intersection between SR 43 and Fresno Ave will be maintained.	35.513763	-119.287363	29.03
Burbank St	Kern	Burbank St will pass over HST on a new alignment.	35.470114	-119.234730	26.95
Santa Fe Way	Kern	Santa Fe Way will be realigned west of HST.	35.469418	-119.234377	81.47
7th Standard Rd	Kern	7th Standard overcrossing will be raised to provide HST vertical clearance.	35.441277	-119.200792	14.71
Total Acres					2,135.73 2,169.81

7. Table 9 on page 69 of the ITP, as amended, shall be further amended to read as follows:

Table 9. Covered Species Habitat Impacts

Covered Species	Habitat Type	Impact Type	Impact Acres
California tiger salamander	Upland refugia (annual grassland, pasture, barren, fallow field, inactive agriculture, and ruderal)	Direct	35.42
	Aquatic breeding (vernal pool, open water, seasonal wetland)	Direct	11.14
		<u>Total</u>	<u>46.56</u>
	Upland refugia (annual grassland at Mitigation Site)	Temporary	16.56
Tipton kangaroo rat	Aquatic breeding habitat (vernal pools at Mitigation Site)	Temporary	0.76
		<u>Total</u>	<u>17.32</u>
	Annual grassland, Alkali desert scrub, barren, pasture, fallow field, inactive agriculture, and ruderal	Direct	722.66 723.03

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

Covered Species	Habitat Type	Impact Type	Impact Acres
San Joaquin antelope squirrel	Annual grassland, Alkali desert scrub, barren, pasture, fallow field, inactive agriculture, and ruderal	Direct	722.66 723.03
Swainson's hawk	Foraging (California annual grassland, pasture, barren, fallow field, inactive agriculture, ruderal, field crops, row crops, and irrigated hay crops)	Direct	2,447.46 2,347.90
	Foraging (annual grassland at Mitigation Site)	Temporary	17.32
	Nesting (riparian and eucalyptus woodland and individual trees)	Direct	3 of the maximum 5 nest trees
San Joaquin kit fox	Alkali desert scrub, annual grassland, barren, pasture, fallow field, inactive agriculture, ruderal, field crops, row crops, and irrigated hay crops	Direct	3,917.48 3,929.13
	Foraging and denning (annual grassland at Mitigation Site)	Temporary	17.32

8. The first paragraph of the section titled "Tipton Kangaroo Rat," on page 70 of the ITP, as amended, shall be further amended to read as follows:

The extent of the impacts of the taking of Tipton kangaroo rat (TKR) is based on the amount of vegetation cover types that could function as TKR foraging, burrowing, and breeding habitat within the Construction Footprint, the assumption that all potentially suitable habitat in the Construction Footprint would be permanently destroyed, and an evaluation of Project indirect impacts. The Covered Activities are expected to result in the permanent loss of up to **723.03** ~~744.58~~ acres of potential habitat (Table 9).

9. The first paragraph of the section titled "San Joaquin Antelope Squirrel," on page 71 of the ITP, as amended, shall be further amended to read as follows:

The extent of the impacts of the taking of San Joaquin antelope squirrel (SJAS) is based on the amount of vegetation cover types that could function as SJAS foraging, burrowing, and breeding habitat within the Construction Footprint, the assumption that all potentially suitable habitat in the Construction Footprint would be permanently destroyed, and an evaluation of Project indirect impacts. The Covered Activities are expected to result in the permanent loss of up to **723.03** ~~744.58~~ acres of potential habitat (Table 9).

10. The section titled "San Joaquin Kit Fox," starting on page 75 of the ITP, as amended, is moved to before the Swainson's hawk Section starting on page 72, and the first paragraph shall be further amended to read as follows:

The extent of the impacts of the taking of San Joaquin kit fox (SJKF) is based on the amount of vegetation cover types that could function as SJKF foraging, denning, and breeding habitat within the Construction Footprint, the assumption that all potentially suitable habitat in the Construction Footprint would be permanently destroyed, and an evaluation of Project indirect impacts. The Covered Activities are expected to result in the permanent loss of up to **3,929.13** ~~3,917.48~~ acres of potential habitat (Table 9). Grading and excavation at the Mitigation Site would also result in up to 17.32 acres of temporary impacts to SJKF habitat.

11. The section titled "Swainson's hawk," starting on page 72 of the ITP, as amended, is moved to before the Swainson's hawk Section starting on page 72, and the first paragraph shall be further amended to read as follows:

Up to **2,347.90** ~~2,447.46~~ acres of foraging habitat, including areas within active agricultural production, and **up to 13** ~~five~~ **active** nest trees for Swainson's hawk (SWHA) could be permanently impacted **by removal** as a result of Covered Activities (**Table 10A**). In addition, grading and excavation at the Mitigation Site would also result in up to 17.32 acres of temporary impacts to SWHA foraging habitat (Table 9). It is expected that all potentially suitable habitat (**2,347.90** ~~2,447.46~~ acres) within the Construction Footprint would be permanently destroyed. Based on the results of baseline surveys conducted within the Construction Footprint in spring 2013, there ~~were~~ **are** five known SWHA nest trees within 0.5-miles of the Construction Footprint. **Surveys over subsequent years have added to the quantity of known active SWHA nest trees totaling 124 by the end of the 2021 nesting season** (Table 10). The foraging habitat impact acres were **initially** determined based on these five **2013** nest trees along with the guidelines set forth in the *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California* (CDFW,

1994). ***Due to the increase in the number of known nests within 0.5 miles of the Construction Footprint, the mitigation for foraging habitat impacts will be based on suitable habitat types within the Construction Footprint, within 10 miles, of all the known SWHA nest trees up to the end of the 2021 nesting season. The southern extent of the SWHA 10-mile buffer along the centerline of the alignment is a point approximately 3,300 feet due south of the center line of Pond Avenue and approximately 3,790 feet due east of the center line of Magnolia Avenue (35.708591°, -119.353266°). The mitigation will be uniform for all SWHA habitat types; so any new nests discovered within 0.5 miles of the alignment north of the current southern extent will be afforded coverage by this ITP.***

Covered Activities may result in incidental take of individuals in the form of mortality (“kill”) as a result of vehicle strikes due to increased Project-related traffic and as a result of the loss of young, fledglings, or eggs due to destruction of nests or abandonment of nests if construction or grading activities occur in close proximity to nests during the SWHA nesting season. Direct impacts to foraging habitat could also affect migrating individuals and the fitness of SWHA young raised in close proximity to the Project, due to reduced foraging opportunities and because forage acquired further away from the nest is more energetically expensive for parents acquiring food for their dependent young. In addition, the removal of habitat during the nonbreeding season could result in a loss of reproductive productivity in subsequent years.

Potential long-term direct impacts to SWHA include train strike during operation of the HST and potential electrocution by the overhead contact system that powers the train. The system will be designed to minimize the possibility of two body parts triggering a high voltage shock, by keeping the elements that could produce such a shock farther apart than the typical female SWHA “wrist-to-wrist” distance of 23 inches. However, there is still a remote possibility that wet feathers could conduct a fatal shock due to the wingspan of up to 56 inches.

12. Table 10 on page 73 of the ITP, as amended, shall be further amended to read as follows:

Table 10. Known Locations of Swainson's Hawk Nests Trees Near Construction Footprint

County	Latitude	Longitude	Location *	Years Occupied
<i>Fresno</i>	<i>36.672495</i>	<i>-119.751015</i>	<i>in</i>	<i>2017</i>
<i>Fresno</i>	<i>36.672483</i>	<i>-119.750876</i>	<i>in</i>	<i>2018</i>
<i>Fresno</i>	<i>36.671954</i>	<i>-119.750348</i>	<i>in</i>	<i>2016</i>
<i>Fresno</i>	<i>36.671161</i>	<i>-119.750951</i>	<i>in</i>	<i>2019</i>
<i>Fresno</i>	<i>36.664213</i>	<i>-119.761881</i>	<i>outside</i>	<i>2019, '21</i>
<i>Fresno</i>	<i>36.606315</i>	<i>-119.754776</i>	<i>edge</i>	<i>2018</i>
<i>Fresno</i>	<i>36.606062</i>	<i>-119.754768</i>	<i>edge</i>	<i>2018, '21</i>
<i>Fresno</i>	<i>36.597184</i>	<i>-119.755176</i>	<i>outside</i>	<i>2019</i>
<i>Fresno</i>	<i>36.593570</i>	<i>-119.755375</i>	<i>outside</i>	<i>2016, '17</i>
<i>Fresno</i>	<i>36.551046</i>	<i>-119.737826</i>	<i>in</i>	<i>2016, '19</i>
<i>Fresno</i>	<i>36.550980</i>	<i>-119.737946</i>	<i>edge</i>	<i>2021</i>
<i>Fresno</i>	<i>36.551023</i>	<i>-119.739035</i>	<i>in</i>	<i>2020</i>
<i>Fresno</i>	<i>36.546880</i>	<i>-119.739582</i>	<i>edge</i>	<i>2018</i>
<i>Kings</i>	<i>36.446134</i>	<i>-119.630095</i>	<i>outside</i>	<i>2017</i>
<i>Kings</i>	<i>36.442674</i>	<i>-119.616789</i>	<i>outside</i>	<i>2021</i>
<i>Kings</i>	<i>36.431535</i>	<i>-119.606985</i>	<i>outside</i>	<i>2017, '21</i>
<i>Kings</i>	<i>36.430148</i>	<i>-119.609625</i>	<i>outside</i>	<i>2018, '19, '21</i>
<i>Kings</i>	<i>36.386483</i>	<i>-119.589229</i>	<i>edge</i>	<i>2020</i>
<i>Kings</i>	<i>36.371842</i>	<i>-119.577461</i>	<i>outside</i>	<i>2017, '21</i>
<i>Kings</i>	<i>36.332302</i>	<i>-119.582506</i>	<i>outside</i>	<i>2017</i>
<i>Kings</i>	<i>36.328690</i>	<i>-119.606016</i>	<i>outside</i>	<i>2017, '18, '19</i>
<i>Kings</i>	<i>36.327904</i>	<i>-119.598055</i>	<i>edge</i>	<i>2016</i>
<i>Kings</i>	<i>36.314216</i>	<i>-119.581970</i>	<i>outside</i>	<i>2018</i>
<i>Kings</i>	<i>36.312935</i>	<i>-119.588111</i>	<i>edge</i>	<i>2017</i>
<i>Kings</i>	<i>36.310806</i>	<i>-119.582539</i>	<i>outside</i>	<i>2019</i>
<i>Kings</i>	<i>36.305805</i>	<i>-119.599961</i>	<i>outside</i>	<i>2017</i>
<i>Kings</i>	<i>36.302150</i>	<i>-119.599240</i>	<i>outside</i>	<i>2017, '18, '19, '20</i>
<i>Kings</i>	<i>36.299404</i>	<i>-119.582865</i>	<i>outside</i>	<i>2016, '17, '19, '21</i>
<i>Kings</i>	<i>36.299418</i>	<i>-119.582494</i>	<i>outside</i>	<i>2020</i>
<i>Kings</i>	<i>36.298752</i>	<i>-119.582804</i>	<i>outside</i>	<i>2020</i>

County	Latitude	Longitude	Location *	Years Occupied
Kings	36.290340	-119.583698	outside	2016, '17
Kings	36.283631	-119.583380	outside	2019
Kings	36.276006	-119.582649	outside	2016
Kings	36.274902	-119.581971	outside	2017
Kings	36.253032	-119.601295	outside	2019, '20
Kings	36.240498	-119.594102	outside	2016, '17, '18, '19, '20
Kings	36.236514	-119.600168	in	2018, '19, '20
Kings	36.234340	-119.601133	in	2018, '21
Kings	36.234251	-119.601412	in	2016, '17
Kings	36.226362	-119.617732	outside	2021
Kings	36.222486	-119.600988	outside	2018
Kings	36.222097	-119.597407	outside	2019
Kings	36.222051	-119.598517	outside	2017, '21
Kings	36.211621	-119.608569	outside	2021
Kings	36.211072	-119.627624	outside	2017, '18, '19, '20, '21
Kings	36.210721	-119.620287	edge	2021
Kings	36.171466	-119.608868	edge	2017, '21
Kings	36.167502	-119.602219	outside	2019
Kings	36.136590	-119.580969	outside	2017
Kings	36.136551	-119.581056	outside	2016, '18
Kings	36.136445	-119.582559	edge	2020
Kings	36.131705	-119.563636	outside	2021
Kings	36.116878	-119.558832	outside	2017, '18
Kings	36.116411	-119.559442	edge	2016, '17
Kings	36.116262	-119.580795	outside	2018
Kings	36.116162	-119.580138	outside	2017
Kings	36.115455	-119.559126	in	2020, '21
Kings	36.115032	-119.566013	outside	2019, '21
Kings	36.112117	-119.556244	in	2016
Kings	36.111581	-119.552407	outside	2017, '18
Kings	36.111066	-119.553787	edge	2020

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

County	Latitude	Longitude	Location *	Years Occupied
Kings	36.110647	-119.553252	edge	2019
Kings	36.108666	-119.553200	in	2020, '21
Kings	36.109144	-119.567152	outside	2018
Kings	36.097873	-119.544097	in	2016
Kings	36.097893	-119.543086	in	2017, '18, '19
Kings	36.069924	-119.537257	outside	2018
Kings	36.069885	-119.537274	outside	2016, '21
Kings	36.069811	-119.537254	outside	2017
Kings	36.069703	-119.537159	outside	ITP original, 17
Kings	36.069652	-119.537173	outside	2019, '20
Tulare	36.061330	-119.527750	outside	2016
Tulare	36.061308	-119.527826	outside	2016
Tulare	36.061304	-119.527438	outside	2019
Tulare	36.061170	-119.527942	outside	2017
Tulare	36.059929	-119.528289	outside	2017
Tulare	36.056400	-119.522993	outside	2016, '17
Tulare	36.049902	-119.526136	outside	ITP original
Tulare	36.049602	-119.526038	outside	2018, '19, '20, '21
Tulare	36.042430	-119.517453	outside	2021
Tulare	36.042371	-119.517022	edge	2015
Tulare	36.042081	-119.520158	outside	2017
Tulare	36.041831	-119.520551	outside	2021
Tulare	36.042494	-119.514473	outside	2016
Tulare	36.042475	-119.514208	outside	2018
Tulare	36.042488	-119.513802	outside	2017
Tulare	36.041573	-119.505086	outside	2018
Tulare	36.041066	-119.510310	outside	2017
Tulare	36.040784	-119.507412	outside	2017
Tulare	36.040806	-119.507206	outside	2020
Tulare	36.040447	-119.508818	outside	ITP original
Tulare	36.040725	-119.512860	outside	2019

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

County	Latitude	Longitude	Location *	Years Occupied
Tulare	36.040480	-119.513160	outside	2016, '17
Tulare	36.040328	-119.513100	outside	ITP original
Tulare	36.038505	-119.511977	outside	2018
Tulare	36.036478	-119.515658	edge	2020, '21
Tulare	36.036244	-119.501642	outside	2017
Tulare	36.022161	-119.498698	outside	2017
Tulare	36.021308	-119.492585	outside	2017, '19
Tulare	36.008030	-119.484639	outside	2017, '19
Tulare	36.007999	-119.484906	outside	2018, '20
Tulare	36.007841	-119.484882	outside	2021
Tulare	35.999706	-119.492012	outside	2022
Tulare	35.990057	-119.478732	in	ITP original, 2016, '17, '18, '19, '20, '21
Tulare	35.963654	-119.478243	outside	2018
Tulare	35.942033	-119.441176	outside	2020
Tulare	35.935195	-119.437377	outside	2017
Tulare	35.934529	-119.447251	outside	2016, '18, '19
Tulare	35.920689	-119.429438	outside	2021
Tulare	35.920667	-119.429500	outside	2020
Tulare	35.920546	-119.427321	edge	2017
Tulare	35.920345	-119.427672	edge	2018
Tulare	35.920204	-119.428370	in	2017
Tulare	35.920216	-119.418990	outside	2020
Tulare	35.915834	-119.427791	outside	2016
Tulare	35.914878°	-119.428703	outside	2017
Tulare	35.902130	-119.420472	in	2016
Tulare	35.896043	-119.409656	outside	2017
Tulare	35.896043	-119.409656	outside	2020, '21
Tulare	35.894996	-119.411771	outside	2021
Tulare	35.891424	-119.447576	edge	2020, '21
Tulare	35.856845	-119.390131	outside	2018

County	Latitude	Longitude	Location *	Years Occupied
<i>Tulare</i>	<i>35.854682</i>	<i>-119.393163</i>	<i>outside</i>	<i>2017</i>
<i>Tulare</i>	<i>35.850508</i>	<i>-119.389764</i>	<i>outside</i>	<i>2019, '20, '21</i>

* Location - Relative to the Construction Footprint boundary

13. Table 10A shall be added to the ITP, as amended, immediately following Table 10:

Table 10 A - SWHA Active Nest Trees Removed or to be Removed

County	Latitude	Longitude	SWHA Nest ID #(s)
<i>Fresno</i>	<i>36.672495</i>	<i>-119.751015</i>	<i>SWHA-2017-4</i>
<i>Fresno</i>	<i>36.672483</i>	<i>-119.750876</i>	<i>SWHA-2018-1</i>
<i>Fresno</i>	<i>36.671954</i>	<i>-119.750348</i>	<i>SWHA-2016-3</i>
<i>Fresno</i>	<i>36.671161</i>	<i>-119.750951</i>	<i>SWHA-2019-2</i>
<i>Kings</i>	<i>36.327904</i>	<i>-119.598055</i>	<i>2016-02612</i>
<i>Kings</i>	<i>36.234250</i>	<i>-119.601408</i>	<i>2016-06398, 2017-13357</i>
<i>Kings</i>	<i>36.112117</i>	<i>-119.556244</i>	<i>2016-06353</i>
<i>Kings</i>	<i>36.110646</i>	<i>-119.55325</i>	<i>2019-32834</i>
<i>Kings</i>	<i>36.097873</i>	<i>-119.544097</i>	<i>2016-06449</i>
<i>Kings</i>	<i>36.097850</i>	<i>-119.543209</i>	<i>2017-16367, 2018-25115, 2019-31289</i>
<i>Tulare</i>	<i>36.056400</i>	<i>-119.522993</i>	<i>2016-02603, 2017-13996</i>
<i>Tulare</i>	<i>35.920190</i>	<i>-119.428300</i>	<i>2017-15953</i>
<i>Tulare</i>	<i>35.990057</i>	<i>-119.478732</i>	<i>2016-02609, 2017-15905, 2018-23879, 2019-32816, 2020-41485, 2021-50307</i>

14. Condition of Approval 7.1.5 (Small Mammal Burrow Avoidance) would be added to Condition of Approval 7.1 on page 81 of the ITP, as amended, shall be amended to read as follows:

7.1.5 Small Mammal Burrow Flagging. The Designated Biologist with assistance from the General Biological Monitor(s) or Designated Small Mammal Trapper shall flag all potential TKR and SJAS burrows within any portion of the Project Area, or its 50-foot buffer zone to alert biological and work crews to their presence.

15. Condition of Approval 7.9 (CNDDDB Observations) on page 86 of the ITP, as amended, shall be amended to read as follows:

7.9 CNDDDB Observations. The Designated Biologist(s) shall submit all observations (within the Construction Footprint or adjacent areas) of Covered Species **except for SWHA** to CDFW's California Natural Diversity Database (CNDDDB) within 60 calendar days of the observation and the Designated Biologist(s) shall include copies of the submitted forms with the next Monthly Compliance Report or ASR, whichever is submitted first relative to the observation. ***Because of the high numbers of SWHA found during surveys each year, all the SWHA observations and information may be submitted in a combined Report to CNDDDB and to CDFW after the end of the nesting season, but no later than the ASR for that year.***

16. Condition of Approval 8.14.4 (SWHA Annual Survey) is added on page 96 of the ITP, as amended, shall read as follows:

8.14.4 SWHA Annual Survey. Each year during the nesting season, SWHA Designated Biologist(s) shall survey the entire alignment for any arriving SWHA pairs and new nests. Permittee shall prepare a SWHA Survey Plan and submit to CDFW for written approval prior to commencing with SWHA surveys. Surveys shall be conducted annually in accordance with the approved SWHA Survey Plan and the results submitted to CDFW no later than 30 days after surveys have been completed..

17. Condition of Approval 8.14.5 (SWHA Annual Survey) is added on page 96 of the ITP, as amended, shall read as follows:

8.14.5 SWHA Restrictions for Nightwork. Permittee shall ensure that any nightwork done in the vicinity of an occupied SWHA is over 1,000 feet from the nest tree and that any lighting utilized is directed away from the nest tree.

18. Condition of Approval 8.15.3 (SJKF Den Excavation and Blocking) is added on page 97 of the ITP, as amended, shall read as follows:

8.15.3. SJKF Den Excavation and Blocking. For active dens and potential dens that exhibit signs of SJKF use or characteristics suggestive of SJKF dens (including dens in natural substrate and in/under man-made structures) that cannot be avoided as per Condition of Approval

8.15.2, and if, after four consecutive nights of monitoring with tracking medium or infrared camera, the Designated Biologist(s) has determined that SJKF is not currently present, the den may be excavated or blocked temporarily immediately following monitoring completion, the latter situation (blocking, as opposed to destruction) being required when the den will not be directly impacted by construction. Potential SJKF dens without any signs of SJKF use and demonstrated through monitoring to be unoccupied by SJKF may be excavated (destroyed) **by the Designated Biologist(s) or by the General Biological Monitor(s)** under the **direct** supervision of the Designated Biologist(s) without advance tracking or camera monitoring. Natal dens shall not be excavated until the pups and adults have vacated and then only after consultation with the USFWS and CDFW. If the excavation process reveals evidence of current use by SJKF then den excavation shall cease immediately; and tracking or camera monitoring as described above shall be conducted/resumed. Excavation of the den may be completed when, in the judgment of the Designated Biologist(s), the SJKF has escaped from the partially excavated den. SJKF dens shall be carefully excavated until it is certain no individuals of SJKF are inside. Dens to be destroyed shall be fully excavated, filled with dirt and compacted to ensure that SJKF cannot reenter or use the den during Covered Activities. Dens to be blocked (e.g., not within the construction footprint but within the no disturbance buffer) shall be blocked with sandbags or other CDFW-approved material that ensures that SJKF cannot reenter or use the den during Covered Activities, but that can be easily removed at the cessation of construction activities in a given Work Area. If an individual SJKF does not vacate a den within the Work Area within a reasonable timeframe, Permittee shall contact USFWS and CDFW and get written guidance (e mail will suffice) from both agencies prior to proceeding with den excavation.

19. Condition of Approval 8.16.3 (SJAS Burrow Excavation) is added on page 101 of the ITP, as amended, shall read as follows:

8.16.3. SJAS Burrow Excavation. Following live trapping activities, if trapping is conducted, and before ground disturbing activities commence, any burrows characteristic of SJAS within the portion of the Work Area to be disturbed shall be fully excavated by hand by the Designated Biologist(s) **or by the General Biological Monitor(s) under the direct supervision of the Designated Biologist(s)** in an area not to

exceed 10 acres in size to allow any remaining SJAS an opportunity to escape or be captured by hand, as necessary. Any SJAS encountered in the excavated burrows shall be relocated to a CDFW-approved release site identified in the SJAS relocation plan (described in Condition of Approval 8.16.1). Dormant or torpid SJAS encountered shall also be collected and moved to an artificial burrow installed at a CDFW approved release site identified in the SJAS relocation plan (described in Condition of Approval 8.16.1). "Soft-release" methods or modified "soft release" methods in cages with artificially constructed burrows shall be used at the release (receiver) sites.

20. Condition of Approval 8.16.3 (SJAS Burrow Excavation) is added on page 101 of the ITP, as amended, shall read as follows:

8.17.3. TKR Burrow Excavation. Following live trapping activities, if trapping is conducted, any burrows characteristic of TKR burrows present within the portion of the Project site to be disturbed shall be fully excavated by hand by the Designated Biologist(s) ***or by the General Biological Monitor(s) under the direct supervision of the Designated Biologist(s)*** in an area not to exceed 10 acres in size to allow any remaining TKR an opportunity to escape or be captured by hand, as necessary. Any TKR encountered in the excavated burrows shall be relocated to a CDFW approved release site identified in the TKR relocation plan (described in Condition of Approval 8.17.1). Dormant or torpid TKR encountered shall also be collected and moved to an artificial burrow installed at a CDFW-approved release site identified in the TKR relocation plan (described in Condition of Approval 8.17.1). "Soft-release" methods in cages with artificially constructed burrows shall be used at the release (receiver) sites.

21. Table 11 on page 130 of the ITP, as amended, shall be further amended to read as follows:

Table 11. Required Mitigation for Project-Related Impacts to Covered Species

Covered Species Name Common Name (Scientific Name)	Habitat Type	Project Impacts	Required Mitigation Acreage
California tiger salamander (<i>Ambystoma californiense</i>)	Upland	35.42	106.26
	Aquatic	11.14	1.11
Tipton kangaroo rat (<i>Dipodomys nitratoide nitratoide</i>)	Natural	722.66 723.03	2,167.98 2,169.09
San Joaquin antelope squirrel (<i>Ammospermophilus nelsoni</i>)	Natural	722.66 723.03	2,167.98 2,169.09
Swainson's hawk (<i>Buteo swainsoni</i>) (active trees within 0.5 mile of the project footprint)	Foraging habitat 0-1 miles	562.68	562.68
	Foraging habitat 1-5 miles	1,227.29	920.47
	Foraging habitat 5-10 miles	657.48 2,347.90	328.74 2,347.90
San Joaquin kit fox (<i>Vulpes macrotis mutica</i>)	Natural and agriculture	3,917.48 3,929.13	2,518.80 2,542.36
Total Compensatory Mitigation			8,774.03 9,335.81

22. Condition of Approval 9.1 (Cost Estimates) on pages 131 and 132 of the ITP, as amended, shall be further amended to read as follows:

9.1. Cost Estimates. CDFW has estimated the cost of acquisition, protection, and perpetual management of the HM lands as follows:

9.1.1. Land acquisition costs for HM lands identified in Condition of Approval 9.2 below, estimated at an average of \$11,413.90/acre for up to ~~9,335.81~~ 8,774.03 acres: ~~\$106,558,001.76~~ \$100,145,901.02. Land acquisition costs are estimated using local fair market current value for lands with habitat values meeting mitigation requirements.

9.1.2. Start-up costs for HM lands, including initial site protection and enhancement costs as described in Condition of Approval 9.2.5 below, estimated at ~~\$4,963,303.42~~ \$4,664,637.89.

- 9.1.3. Interim management period funding as described in Condition of Approval 9.2.6 below, estimated at **\$2,193,154.39** ~~\$2,064,184.88~~.
 - 9.1.4. Long-term management funding as described in Condition of Approval 9.3 below, estimated at \$3,570.26/acre for up to **9,335.81** ~~8,774.03~~ acres: **\$33,331,269.01** ~~\$31,325,568.35~~. Long-term management funding is estimated initially for the purpose of providing Security to ensure implementation of HM lands management.
 - 9.1.5. Related transaction fees including but not limited to account set-up fees, administrative fees, title and documentation review and related title transactions, expenses incurred from other state agency reviews, and overhead related to transfer of HM lands to CDFW as described in Condition of Approval 9.4, estimated at \$12,000.
23. Condition of Approval 10.1 (Performance Security) on page 136 of the ITP, is amended to read as follows:
- 10.1. Security Amount. The Security shall be in the amount of **\$147,057,728.58** ~~\$138,209,289.14~~. This amount is based on the cost estimates identified in Condition of Approval 9.1 above.
24. Exhibit 6 ("Baseline Map Book") in the list of attachments on page 115 of the ITP, as amended, is amended to include the replacement of Map Book Pages 1-4, 6, 9, 27, 30, 32, and 37 with the corresponding page included in Attachment A23-1 of this Amendment, to reflect the increased Project Footprint.

The corresponding measures in the Mitigation Monitoring and Reporting Program (MMRP) (Attachment 1 of the ITP, as amended) shall be further amended to read the same as above. All terms and conditions of the ITP, as amended, and the MMRP that are not expressly amended herein remain in effect and must be implemented and adhered to by the Permittee.

FINDINGS

Issuance of this Amendment will increase the amount of take for some of the Covered Species compared to the Project as originally approved; however, because the

HM lands protection and management funding requirements will be commensurately increased, it is not expected that this Amendment will increase Project impacts on these species (i.e., “impacts of taking” as used in Fish and Game Code Section 2081, subd. (b)(2)).

Discussion: This Amendment makes 15 specific changes to the ITP, as amended.

First, this Amendment updates the Principal Officer and Contact Person.

Second, this Amendment updates the location of the northern end of this Fresno to Bakersfield alignment to match the southern end of the Merced to Fresno HST alignment.

Third, this Amendment increases the size of the Project Construction Footprint by 34.05 acres to a total of 6,692.58 acres of cumulative disturbance to accommodate access and egress, design improvements for McCombs Avenue, SR 46 and the Merced Overpass, utility relocations, and other Covered Activities.

Fourth, this Amendment removes application of dust suppressants from the list of Covered Activities on page 70 because vegetation- or ground-disturbance activity that would preclude subsequent re-surveys prior to vegetation- or ground-disturbance Covered Activities in these work areas.

Fifth, this Amendment updates Table 8 for Roadway and Utility Modifications by adding 7 new locations and adding acreage to 14 existing locations.

Sixth, this Amendment updates Table 9 by adding impacts to the Covered Species Habitat Impacts types for Tipton kangaroo rat, San Joaquin antelope squirrel, Swainson’s hawk and San Joaquin kit fox resulting from the increase to the Project Construction Footprint, but also decreases the total impact to Swainson’s hawk habitat due to a re-evaluation of the suitable habitat features at the time of the pre-construction surveys despite the increase in the number of nests within half a mile of the Construction Footprint.

Seventh, this Amendment modifies the way the Swainson’s hawk impacts and mitigation are calculated, from a correlated approach of suitable habitat features which depended on distance from each nest to a uniform approach throughout the alignment extending to ten miles south of the southernmost known Swainson’s hawk nest occurring within 0.5 miles of the Construction Footprint.

Eighth, this Amendment updates Table 10 to include all the known Swainson's hawk nest trees up through the 2021 nesting season.

Ninth, this Amendment adds Table 10A listing all active Swainson's hawk nest trees that have been or will be removed from *within* the Construction Footprint.

Tenth, this Amendment adds Condition of Approval 7.1.5 for Small Mammal Burrow Flagging requiring flagging of burrows characteristic of kangaroo rat and San Joaquin antelope squirrel in addition to the mapping in Condition of Approval 7.1.2, 8.16.2 and 8.17.2.

Eleventh, this Amendment changes Condition of Approval 7.9 to allow for Swainson's hawk detailed information to be submitted to CNDDDB and CDFW at the end of the nesting season rather than within 60 days.

Twelfth, this Amendment adds Condition of Approval 8.14.4 regarding annual surveys for Swainson's hawk and Condition of Approval 8.14.5 regarding Swainson's hawk restrictions for nightwork.

Thirteenth, this Amendment clarifies that den and burrow excavations can occur by the General Biological Monitor(s) under the direct supervision of the Designated Biologist(s) for San Joaquin kit fox, San Joaquin antelope squirrel, and Tipton kangaroo rat.

Fourteenth, this Amendment updates Table 11 and increases the required compensatory HM lands and the Performance Security amount based on the accompanying estimates of management costs required to mitigate for Covered Species impacts.

Fifteenth, this Amendment modifies Exhibit 6, the "Baseline Map Book," by replacing Map Book Pages 1-4, 6, 9, 27, 30, 32, and 37 to reflect the increased Project Construction Footprint.

CDFW has determined that although this Amendment may result in an increase in take of the Covered Species, and increased Covered Species Habitat impacts, the additional impacts of the taking will be minimized and fully mitigated through implementation of the Conditions of Approval. Because the impacts will be minimized and fully mitigated, there will be no increase in Project impacts to the Covered Species with this Amendment.

Issuance of this Amendment does not affect CDFW's previous determination that issuance of the ITP, as amended meets and is otherwise consistent with the permitting criteria set forth in Fish and Game Code section 2081, subdivisions (b) and (c).

Discussion: CDFW determined in June 2015 that the Project as approved, met the standards for issuance of an ITP under CESA. CDFW determined in March 2017, in September 2018, in October 2018, twice in November 2018, in January 2019, three times in February 2019, in March 2019, in April 2019, in May 2019, in August 2019, twice in September 2019, twice in October 2019, in November 2019, in December 2019, in March 2020, in May 2020, in July 2020, and in October 2021 that Amendments No. 1, No. 2, No. 3, No. 4, No. 5, No. 6, No. 7, No. 8, No. 9, No. 10, No. 11, No. 12, No. 13, No. 14, No. 15, No. 16, No. 17, No. 18, No. 19, No. 20, No. 21, No. 22, and No. 23 respectively, to the ITP met the standards for issuance of an ITP under CESA. This determination included findings that, among other things, the impacts of the taking would be minimized and fully mitigated and that the Project would not jeopardize the continued existence of the Covered Species. Those findings are unchanged with respect to this Amendment because the Project and ITP, as amended: (1) will increase the habitat compensation in proportion to the increase in impacts so that the fully mitigate standard is still met; (2) does not alter the Permittee's continued adherence to and implementation of the avoidance and minimization measures set forth in the Conditions of Approval in the ITP, as amended, and MMRP which will minimize and fully mitigate impacts of the taking on the Covered Species.

None of the factors that would trigger the need for subsequent or supplemental environmental analysis of the Project under Public Resources Code section 21166 or California Code of Regulations, title 14, sections 15162 and 15163, exist as a result of this Amendment.

Discussion: CDFW issued the original ITP in June 2015, Major Amendment No. 1 to the ITP in March 2017, Major Amendment No. 2 in September 2018, Major Amendment No. 3 in October 2018, Minor Amendment No. 4 and Major Amendment No. 5 in November 2018, Major Amendment No. 6 in January 2019, Major Amendments 7, 8, and 9 in February 2019, Major Amendment No. 10 in March 2019, Major Amendment No. 11 in April 2019, Major Amendment No. 12 in May 2019, Major Amendment No. 13 in August 2019, Major Amendments No. 14 and 15 in September 2019, Major Amendment No. 16 and 17 in October 2019, Major Amendment No. 18 in November 2019, Major Amendment No. 19 in December 2019, Major Amendment No. 20 in March 2020, Major Amendment No. 21 in May 2020, Major Amendment No. 22 in July 2020 and Major Amendment No. 23 in October 2021 as a responsible agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) after, among other things, considering the California High-Speed Train: Fresno to Bakersfield Section Final Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (SCH No. 2009091126) certified by the lead agency, California High-Speed Rail Authority, on May 7, 2014. As explained in the findings below, CDFW finds for purposes of CESA that this Amendment represents a major change to the ITP,

as amended. However, for the reasons explained above, CDFW concludes that approval of this Amendment will not result in and does not have the potential to create any new significant or substantially more severe environmental effects than previously analyzed and disclosed by California High Speed Rail Authority during its lead agency review of the Project, particularly with respect to the impacts authorized by CDFW pursuant to the ITP, as amended. As a result, CDFW finds that no subsequent or supplemental environmental review is required by CEQA as part of CDFW's approval of this Amendment.

CDFW finds that this Amendment is a Major Amendment, as defined in California Code of Regulations, title 14, section 783.6, subdivision (c)(5).

Discussion: This Amendment updates the Principal Officer and Contact Person, updates the location of the northern end of this Fresno to Bakersfield alignment to match the southern end of the Merced to Fresno HST alignment, increases the size of the Project Construction Footprint by 34.05 acres to a total of 6,692.58 acres of cumulative disturbance to accommodate access and egress, design improvements for McCombs Avenue, SR 46 and the Merced Overpass, utility relocations, and other Covered Activities, removes application of dust suppressants from the list of Covered Activities on page 70 because it should never be conducted as a stand-alone activity to avoid subsequent re-surveys due to lack of ongoing Covered Activities, updates Table 8 for Roadway and Utility Modifications by adding 7 new locations and adding acreage to 14 existing locations, updates Table 9 regarding increases in the Covered Species habitat impacts Types for Tipton kangaroo rat, San Joaquin antelope squirrel, Swainson's hawk and San Joaquin kit fox due to the increase to the Project Construction Footprint, but also a net decrease for Swainson's hawk due to a re-evaluation of the suitable habitat features at the time of the pre-construction surveys despite the increase in the number of nests within half a mile of the Construction Footprint, modifies the way the Swainson's hawk impacts and mitigation are calculated, from a correlated approach of suitable habitat features which depended on distance from each nest to a uniform approach throughout the alignment extending to ten miles south of the southernmost known Swainson's hawk nest occurring within 0.5 miles of the Construction Footprint, updates Table 10 to include all the known Swainson's hawk nest trees up through the 2021 nesting season, adds Table 10A listing all active Swainson's hawk nest trees that have been or will be removed from *within* the Construction Footprint, adds Condition of Approval 7.1.5 for Small Mammal Burrow Flagging which requires flagging of burrows characteristic of kangaroo rat and San Joaquin antelope squirrel in addition to the mapping in Condition of Approval 7.1.2, 8.16.2 and 8.17.2, changes Condition of Approval 7.9 to allow for Swainson's hawk detailed information to be submitted to CNDDB and CDFW at the end of the nesting season rather than within 60 days, adds Condition of Approval 8.14.4 regarding the

annual survey for Swainson's hawk and Condition of Approval 8.14.5 regarding Swainson's hawk restrictions for nightwork, clarifies that den and burrow excavations can occur by the General Biological Monitor(s) under the direct supervision of the Designated Biologist(s) for San Joaquin kit fox, San Joaquin antelope squirrel, and Tipton kangaroo rat, updates Table 11 and increases the required compensatory HM lands and the Performance Security amount based on the accompanying estimates of management costs required to mitigate for Covered Species impacts, and modifies Exhibit 6, the "Baseline Map Book," by replacing Map Book Pages 1-4, 6, 9, 27, 30, 32, and 37 to reflect the increased Project Construction Footprint.

As described above, these changes to the ITP, as amended, will increase the Project Construction Footprint, add locations of Covered Activities, and modify the Permittee's mitigation obligations. Therefore, this Amendment will substantially increase the scope or nature of the permitted Project or activity, or significantly modify the minimization, mitigation, or monitoring measures in the ITP, as amended. CDFW has determined that the changes to the ITP, as amended, constitutes a Major Amendment as defined in California Code of Regulations, title 14, section 783.6, subdivision (c)(5).

The authorization provided by this Amendment is not valid until Permittee signs and dates the acknowledgement below, and returns one of the duplicate originals of this Amendment by registered first class mail to CDFW at:

California Department of Fish and Wildlife
Habitat Conservation Planning Branch
Attention: CESA Permitting Program
Post Office Box 944209
Sacramento, California 94244-2090

Alternatively, the Permittee shall email the digitally signed amendment to CESA@wildlife.ca.gov. Digital signatures shall comply with Government Code section 16.5.

Attachment:

ATTACHMENT A24-1	EXHIBIT 6 Baseline Map Book Pages 1-4, 6, 9, 27, 30, 32, and 37
ATTACHMENT A24-2	ATTACHMENT 6 Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

APPROVED BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

on 8/24/2022

DocuSigned by:



FA03F09FE00945A...

Julie Vance
Regional Manager
Central Region

ACKNOWLEDGMENT

The undersigned: (1) warrants that he or she is acting as a duly authorized representative of the Permittee, (2) acknowledges receipt of the original ITP and this Amendment, and (3) agrees on behalf of the Permittee to comply with all terms and conditions of the ITP, as amended.

By:  8/24/2022
29E732B704AE4C9...

Printed Name: Serge Stanich Title: Director of Environmental Services

Major Amendment No. 24
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

Certificate Of Completion

Envelope Id: 552F726A92924E35984E2A83790E2CB4

Status: Completed

Subject: 2081-2015-024-04 (ITP) Amendment 24 (reissued) CA High-Speed Train - Fresno to Bakersfield Section

Use Case ID: 2015-024-04

Source Envelope:

Document Pages: 44

Signatures: 1

Envelope Originator:

Certificate Pages: 5

Initials: 0

Veronica Salazar

AutoNav: Enabled

1700 9th Street

Enveloped Stamping: Enabled

12th Floor

Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Sacramento, CA 95811

Veronica.Salazar@wildlife.ca.gov

IP Address: 134.186.51.126

Record Tracking

Status: Original

Holder: Veronica Salazar

Location: DocuSign

8/24/2022 2:30:47 PM

Veronica.Salazar@wildlife.ca.gov

Security Appliance Status: Connected

Pool: StateLocal

Storage Appliance Status: Connected

Pool: California Department of Fish and Wildlife

Location: DocuSign

Signer Events

Serge Stanich

Serge.Stanich@hsr.ca.gov

Director of Environmental Services

Security Level: Email, Account Authentication
(None)**Signature**

DocuSigned by:



2BE732BT04AF4C9...

Signature Adoption: Pre-selected Style

Using IP Address: 165.225.242.84

Timestamp

Sent: 8/24/2022 2:34:08 PM

Viewed: 8/24/2022 3:07:53 PM

Signed: 8/24/2022 3:08:57 PM

Electronic Record and Signature Disclosure:

Accepted: 8/24/2022 3:07:53 PM

ID: d6da7488-1b05-4d05-8a2d-7cd4f6690632

In Person Signer Events**Signature****Timestamp****Editor Delivery Events****Status****Timestamp****Agent Delivery Events****Status****Timestamp****Intermediary Delivery Events****Status****Timestamp****Certified Delivery Events****Status****Timestamp****Carbon Copy Events****Status****Timestamp**

Laura Peterson-Diaz

Laura.Peterson-Diaz@wildlife.ca.gov

California Department of Fish and Wildlife

Security Level: Email, Account Authentication
(None)**COPIED**

Sent: 8/24/2022 2:34:07 PM

Viewed: 8/24/2022 2:40:14 PM

Electronic Record and Signature Disclosure:

Not Offered via DocuSign

Scott Smith

Scott.Smith@hsr.ca.gov

Security Level: Email, Account Authentication
(None)**COPIED**

Sent: 8/24/2022 2:34:08 PM

Viewed: 8/24/2022 2:38:23 PM

Electronic Record and Signature Disclosure:

Not Offered via DocuSign

Carbon Copy Events	Status	Timestamp
Annee Ferranti Annee.Ferranti@wildlife.ca.gov EPM I California Department of Fish and Wildlife Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Not Offered via DocuSign	COPIED	Sent: 8/24/2022 3:08:58 PM
CESA Permitting Program CESA@wildlife.ca.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Not Offered via DocuSign	COPIED	Sent: 8/24/2022 3:08:58 PM Viewed: 8/25/2022 2:28:59 PM
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	8/24/2022 2:34:08 PM
Certified Delivered	Security Checked	8/24/2022 3:07:53 PM
Signing Complete	Security Checked	8/24/2022 3:08:57 PM
Completed	Security Checked	8/24/2022 3:08:59 PM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

From time to time, California Department of Fish and Wildlife (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to this Electronic Record and Signature Disclosure (ERSD), please confirm your agreement by selecting the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

Getting paper copies

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. You will have the ability to download and print documents we send to you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a \$0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact California Department of Fish and Wildlife:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: privacy@wildlife.ca.gov

To advise California Department of Fish and Wildlife of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at privacy@wildlife.ca.gov and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

To request paper copies from California Department of Fish and Wildlife

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to privacy@wildlife.ca.gov and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with California Department of Fish and Wildlife

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an email to privacy@wildlife.ca.gov and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: <https://support.docusign.com/guides/signer-guide-signing-system-requirements>.

Acknowledging your access and consent to receive and sign documents electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

By selecting the check-box next to 'I agree to use electronic records and signatures', you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify California Department of Fish and Wildlife as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by California Department of Fish and Wildlife during the course of your relationship with California Department of Fish and Wildlife.