

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
CENTRAL REGION
1234 EAST SHAW AVENUE
FRESNO, CALIFORNIA 93710

RECEIVED

APR 08 2019

HABITAT CONSERVATION
PLANNING BRANCH



AMENDMENT NO. 10
(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 (Permittee) authorizing take of California tiger salamander (*Ambystoma californiense*), Swainson's hawk (*Buteo swainsoni*), Tipton kangaroo rat (*Dipodomys nitratoide nitratoide*), 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 ITP Project Description to include an increase in the Construction Footprint to 5,970.58 acres, 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 impacts acreage, 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.

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. 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. On October 22, 2018, CDFW originally issued 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. 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 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 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 decrease the Construction Footprint by a total of 1.96 acres to accommodate advanced design changes requiring roadway modifications, utility relocations, access road alterations, and canal realignments along and adjacent to the HST alignment for Construction Package (CP) 2-3 at South Avenue, Conejo Avenue, and Peach Avenue in Fresno County; Flint Avenue and Kent Avenue in Kings County; and Avenue 88 in Tulare County. In a subsequent email dated January 25, 2019, the Permittee requested an additional further revision of the ITP, as amended, 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. The IPB construction specific limits occur 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 requires 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 26, 2019, CDFW issued Major Amendment No. 9 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, and Major Amendment No. 9 (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 January 2, 2019, and a subsequent letter dated February 4, 2019, the Permittee requested further revision to the ITP, as amended, to cover a 31.796-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 are 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 86.145-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.

This Amendment No. 10 (Amendment), a Major Amendment, makes the following changes to the ITP, as amended:

First, this Amendment increases the size of the entire Project Construction Footprint by 117.94 acres to a total of 6,096.23 acres of cumulative disturbance. This increase in the Construction Footprint is necessary to shift the alignment to avoid the Semitropic Pump Station; to place the railway over Garces Highway, Pond Road, and Peterson Road in Kern County instead of placing the roads over the railway; accommodate additional temporary work areas and construction easements for access, utility relocation, and

equipment and materials staging; and to accommodate additional impacts that would result from refinements in roadway and waterway crossing designs.

Second, this Amendment increases the Covered Species habitat impacts for Tipton kangaroo rat and San Joaquin antelope squirrel by 46.51 acres, San Joaquin kit fox by 62.48 acres, and Swainson's hawk by 63.45 acres as a result of the Project Construction Footprint increase.

Third, this Amendment requires the permanent protection of additional compensatory HM lands and increases the accompanying estimates of management costs required to mitigate for Covered Species impacts resulting from the increased Project Construction Footprint.

Fourth, this Amendment increases the Performance Security amount required for Permittee to proceed with Covered Activities.

Fifth, this Amendment modifies Exhibit 6, the "Baseline Map Book," by replacing Map Book Pages 12, 15, 17, 18, 21, 22, 24, 26-29, 36-43 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 ~~strikethrough~~):

1. 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 ~~5,978.29~~ **6,096.23** acres (hereafter, Construction Footprint). Construction may occur at any point along the Construction Footprint, and construction may occur at multiple locations simultaneously.

2. The section entitled "Impacts of the Taking on Covered Species" on page 59, 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 ~~5,978.29~~ **6,096.23** 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; trench digging 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; 95 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.

3. Table 9 on page 61 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)	Permanent	18.70
	Aquatic breeding (vernal pool, open water, seasonal wetland)		
	Upland refugia (annual grassland at Mitigation Site)	Temporary	16.56
	Breeding habitat (vernal pools at Mitigation Site)	Temporary	0.76
		Total	17.32
Tipton kangaroo rat	Annual grassland, Alkali desert scrub, barren, pasture, fallow field, inactive agriculture, and ruderal	Permanent	362.40 408.91
San Joaquin antelope squirrel	Annual grassland, Alkali desert scrub, barren, pasture, fallow field, inactive agriculture, and ruderal	Permanent	362.40 408.91
Swainson's hawk	Foraging (California annual grassland, pasture, barren, fallow field, inactive agriculture, ruderal, field crops, row crops, and irrigated hay crops)	Permanent	2,124.17 2,187.60
	Foraging (annual grassland at Mitigation Site)	Temporary	17.32
	Nesting (riparian and eucalyptus woodland and individual trees)	Permanent	5 nesting tree(s)
San Joaquin kit fox	Alkali desert scrub, annual grassland, barren, pasture, fallow field, inactive agriculture, ruderal, field crops, row crops, and irrigated hay crops	Permanent	3,520.83 3,583.31
	Foraging and denning (annual grassland at Mitigation Site)	Temporary	17.32

4. The first paragraph of the section entitled “Tipton kangaroo rat” on page 62 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 ~~362.40~~ **408.91** acres of potential habitat (Table 9).

5. The first paragraph of the section entitled “San Joaquin Antelope Squirrel” on page 62 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 ~~362.40~~ **408.91** acres of potential habitat (Table 9).

6. The first paragraph of the section titled “Swainson’s Hawk,” on page 63 of the ITP, as amended, shall be further amended to read as follows:

Up to ~~2,124.17~~ **2,187.60** acres of foraging habitat, including areas within active agricultural production, and five nest trees for Swainson’s hawk (SWHA) could be permanently impacted as a result of Covered Activities. 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 (~~2,045.53~~ **2,187.60** 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 are five known SWHA nest trees within 0.5-miles of the Construction Footprint (Table 10). The foraging habitat impact acres were determined based on these five 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).

7. The first paragraph of the section titled “San Joaquin Kit Fox”, on page 64 of the ITP, as amended, 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 ~~3,520.83~~ **3,583.31** 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.

8. Table 11 on page 105 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	9.06	27.18
	Aquatic	9.64	0.96
Swainson's hawk (<i>Buteo swainsoni</i>) (active trees within 0.5 mile of the project footprint)	Foraging habitat 0-1 miles	442.29 472.02	442.29 472.02
	Foraging habitat 1-5 miles	1065.13 1087.74	798.85 815.81
	Foraging habitat 5-10 miles	616.73 627.84	308.37 313.92
San Joaquin antelope squirrel (<i>Ammospermophilus nelsoni</i>)	Natural	362.40 408.91	1,087.21 1,226.74
Tipton kangaroo rat (<i>Dipodomys nitratoideus nitratoideus</i>)	Natural	362.40 408.91	1,087.21 1,226.74
San Joaquin kit fox (<i>Vulpes macrotis mutica</i>)	Natural and agriculture	3,520.83 3,583.31	1,637.06 1,742.01
Total Compensatory Mitigation			5,389.13 5,825.38

9. Condition of Approval 9.1 (Cost Estimates) on pages 106 and 107 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 ~~5,389.13~~ **5,825.38** acres: ~~\$61,510,990.91~~ **\$66,490,276.25**. 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 ~~\$2,865,084.80~~ **\$3,097,012.05**;
 - 9.1.3. Interim management period funding as described in Condition of Approval 9.2.6 below, estimated at ~~\$1,266,006.28~~ **\$1,368,488.89**;
 - 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 ~~5,389.13~~ **5,825.38** acres: ~~\$19,240,595.27~~ **\$20,798,112.27**. 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.
10. Condition of Approval 10.1 (Performance Security) on page 112 of the ITP, is amended to read as follows:
 - 10.1. Security Amount. The Security shall be in the amount of ~~\$84,894,677.27~~ **\$91,765,889.46**. This amount is based on the cost estimates identified in Condition of Approval 9.1 above.
 11. 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 12, 15, 17, 18, 21, 22, 24, 26-29, and 36-43 with the corresponding page included in Attachment 2 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 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 five specific changes to the ITP, as amended. First, this Amendment increases the size of the entire Project Construction Footprint by 117.94 acres to a total of 6,096.23 acres of cumulative disturbance. This increase in the Construction Footprint is necessary to shift the alignment to avoid the Semitropic Pump Station; to place the railway over Garces Highway, Pond Road, and Peterson Road in Kern County instead of placing the roads over the railway; to accommodate additional temporary work areas and construction easements for access, utility relocation, and equipment and materials staging; and to accommodate additional impacts that would result from refinements in roadway and waterway crossing designs.

Second, this Amendment increases the Covered Species habitat impacts for Tipton kangaroo rat and San Joaquin antelope squirrel by 46.51 acres, San Joaquin kit fox by 62.48 acres, and Swainson's hawk by 63.45 acres as a result of the Project Construction Footprint increase.

Third, this Amendment requires the permanent protection of additional compensatory HM lands and increases the accompanying estimates of management costs required to mitigate for Covered Species impacts resulting from the increased Project Construction Footprint.

Fourth, this Amendment increases the Performance Security amount required for Permittee to proceed with Covered Activities.

Fifth, this Amendment modifies Exhibit 6, the "Baseline Map Book," by replacing Map Book Pages 12, 15, 17, 18, 21, 22, 24, 26-29, and 36-43 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, again in October 2018, in November 2018, in January 2019, and three times in February 2019 that Amendments No. 1, No. 2, No. 3, No. 4, No. 5, No. 6, No. 7, No. 8, and No. 9, 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 in October 2018, Major Amendment No. 5 in November 2018, Major Amendment No. 6 in January 2019, and Major Amendments 7, 8, and 9 in February 2019 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 increases the size of the entire Project Construction Footprint by 117.94 acres to a total of 6,096.23 acres of cumulative disturbance. Covered Species habitat impacts are increased for Tipton kangaroo rat and San Joaquin antelope squirrel by 46.51 acres, San Joaquin kit fox by 62.48 acres, and Swainson's hawk by 63.45 acres as a result of the Project Construction Footprint increase, and commensurately increases the Habitat Management (HM) Lands protection requirements, estimated management costs, and Performance Security requirements.

As described above, these changes to the ITP, as amended, will increase the Project Construction Footprint, change the 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

Attachment:

ATTACHMENT 1 EXHIBIT 6 Baseline Map Book pages 12, 15, 17, 18, 21, 22,
24, 26-29, and 36-43

APPROVED BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

on

3/28/19





Julie A. 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:



Date:

April 2, 2019

Printed Name:

Mark A. McLoughlin

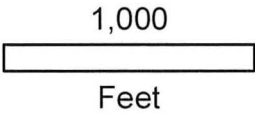
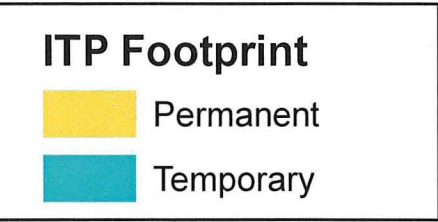
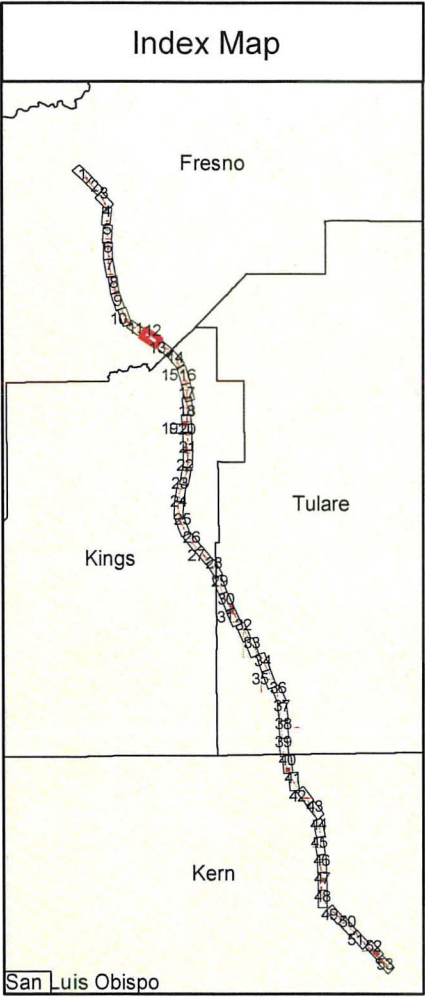
Title:

Director of Environmental Services

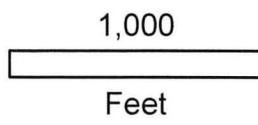
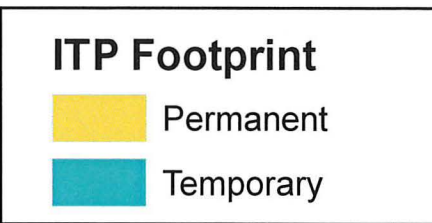
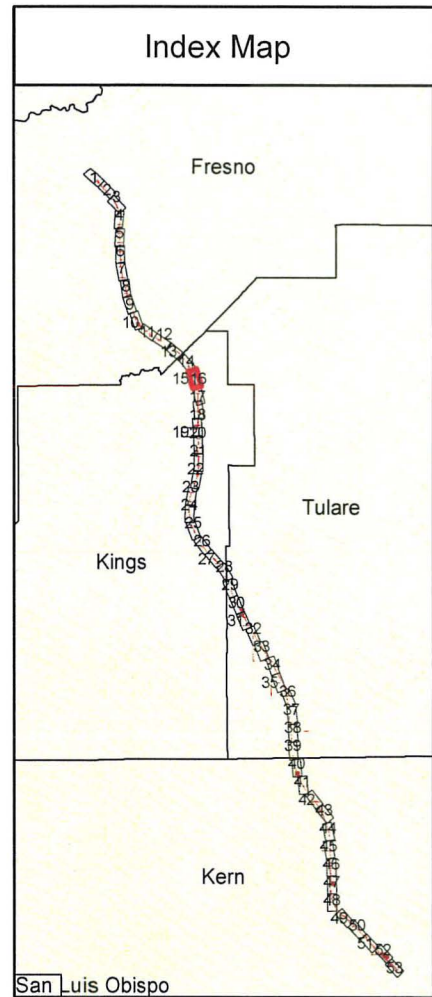
ATTACHMENT 1

Exhibit 6. Baseline Map Book pages 12, 15, 17, 18,
21, 22, 24, 26-29, and 36-43

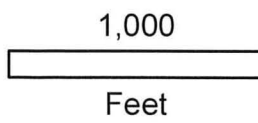
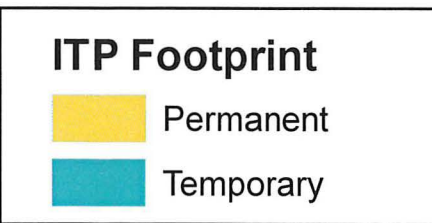
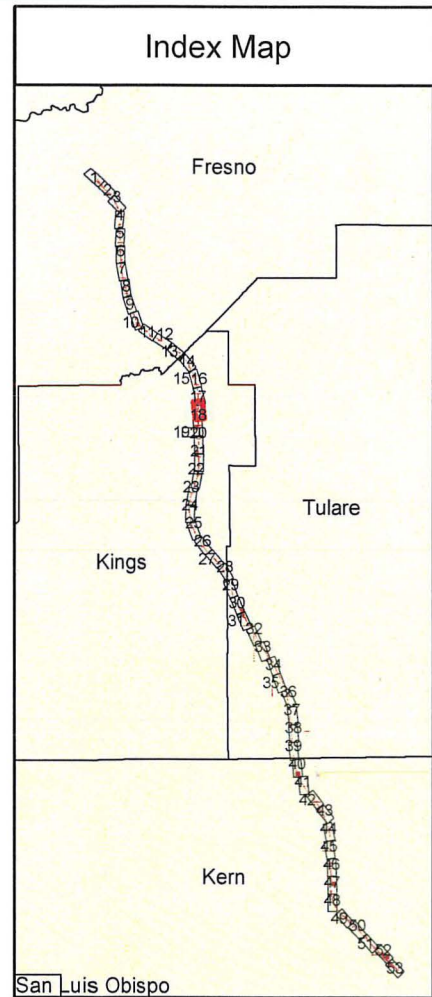
High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP 2-3



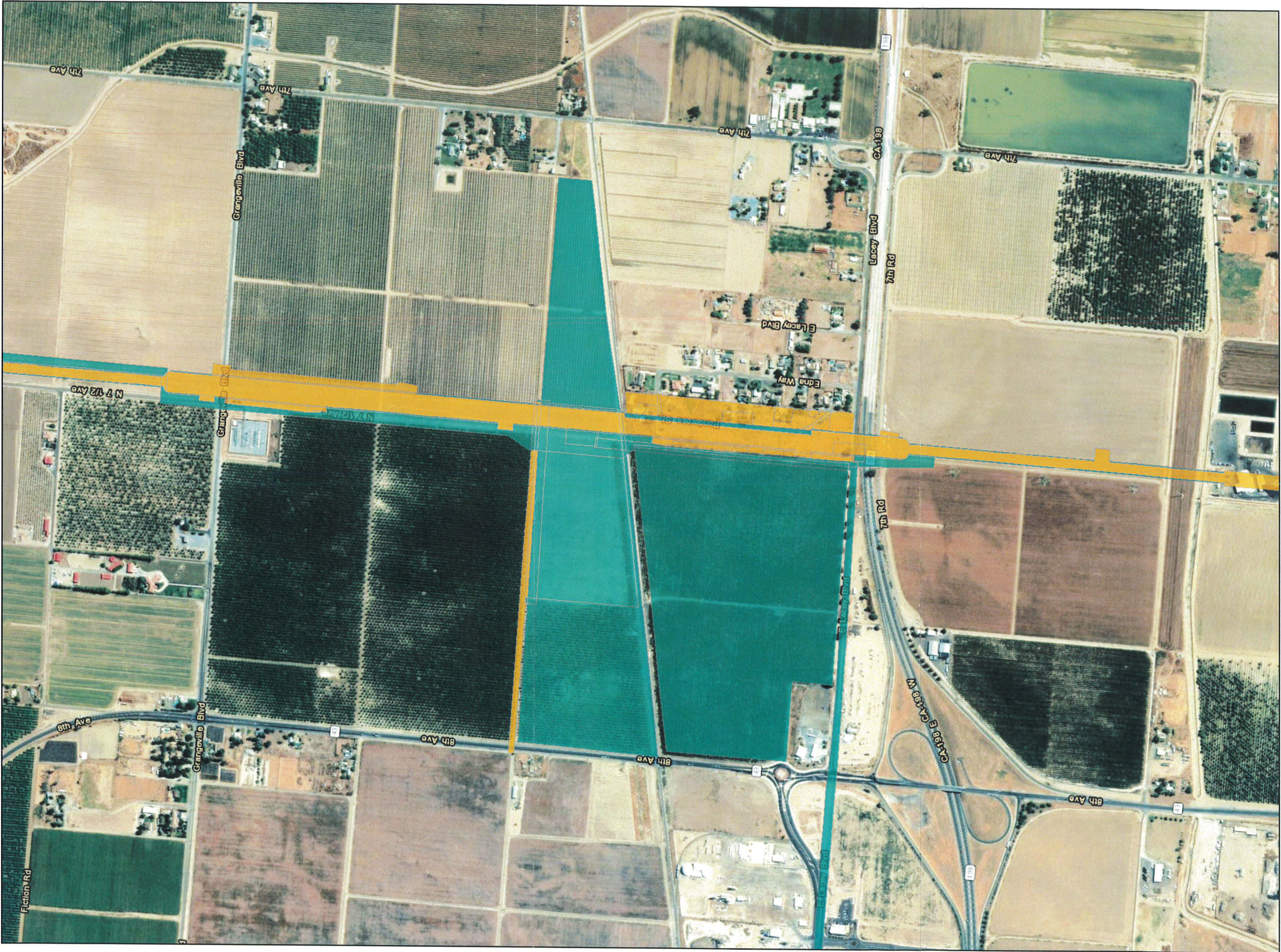
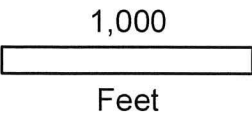
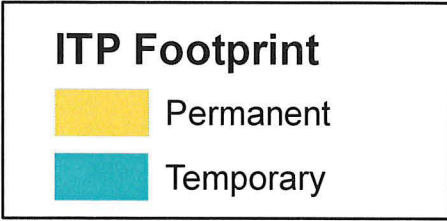
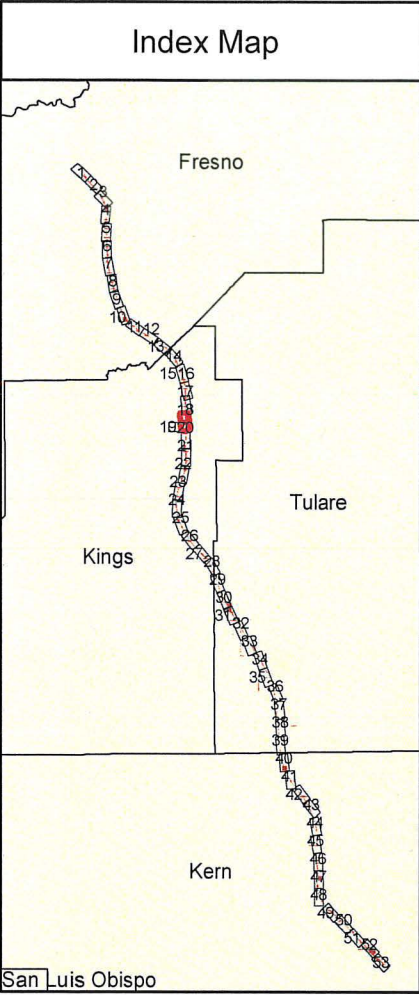
High-Speed Train Fresno to Bakersfield Construction Footprint CP 2-3



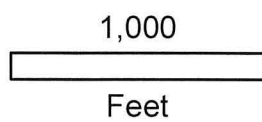
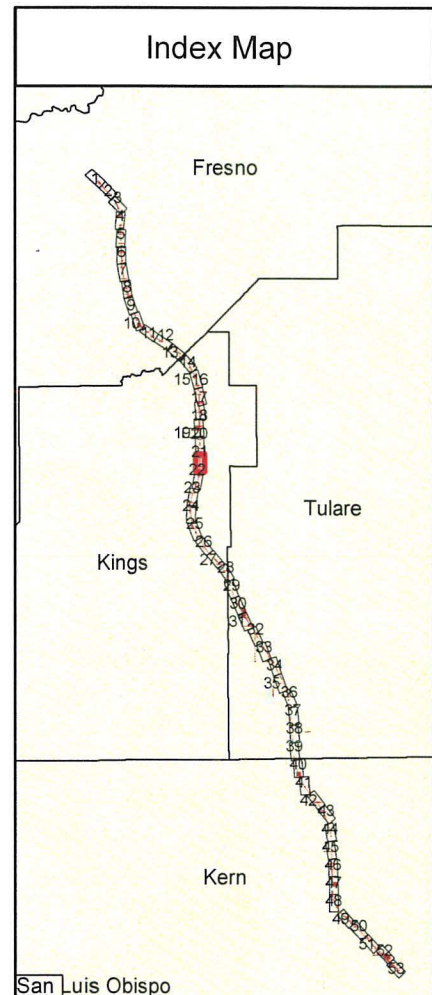
High-Speed Train Fresno to Bakersfield Construction Footprint CP 2-3



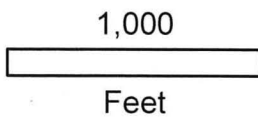
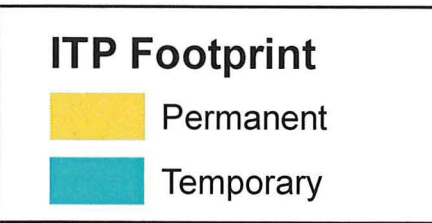
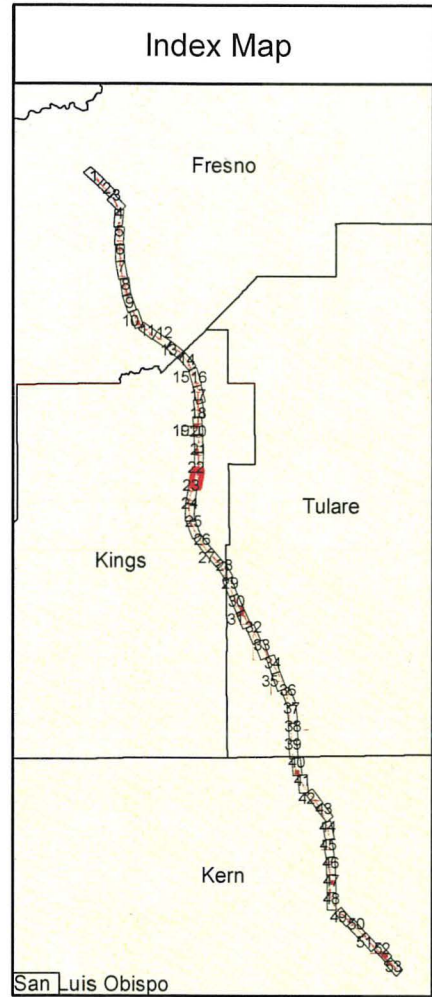
High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP 2-3



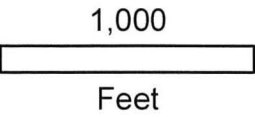
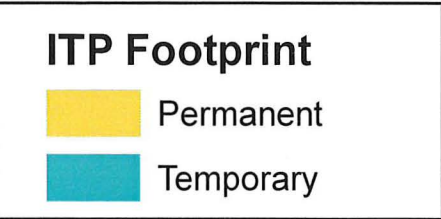
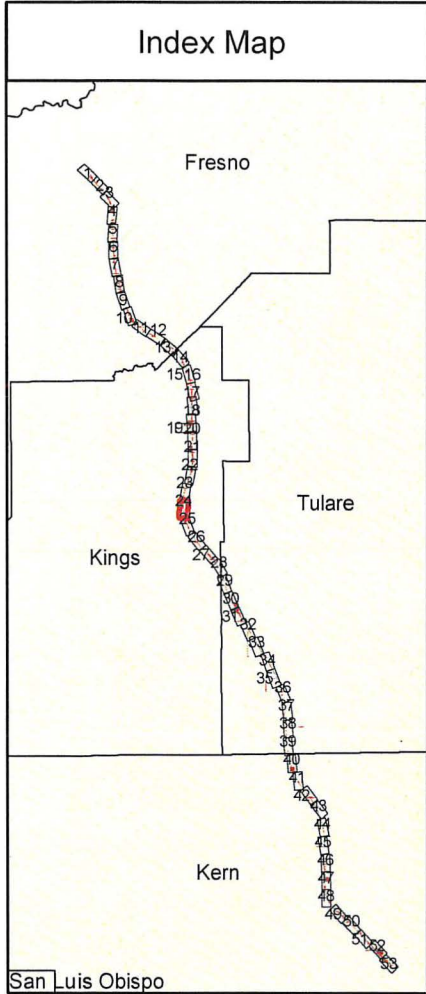
High-Speed Train Fresno to Bakersfield Construction Footprint CP 2-3



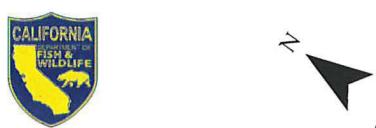
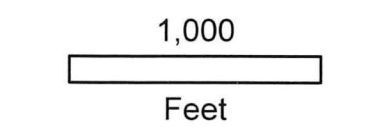
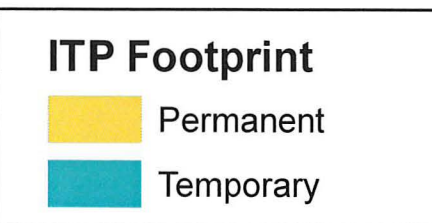
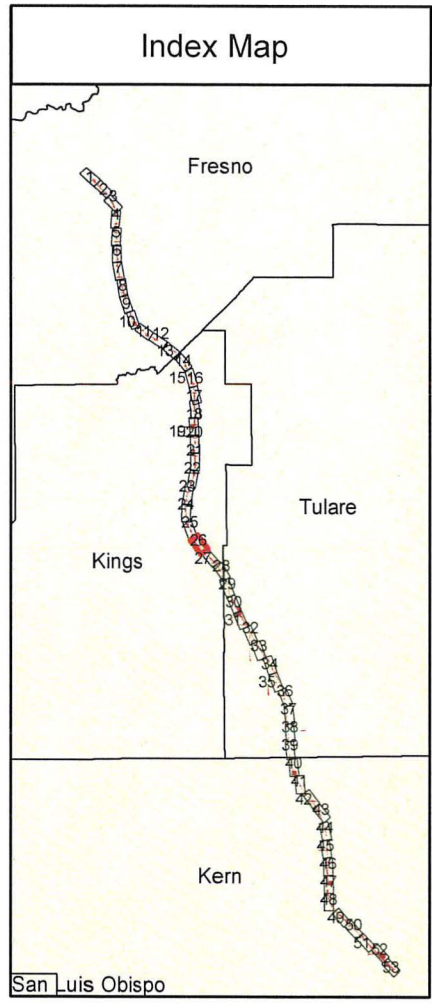
High-Speed Train Fresno to Bakersfield Construction Footprint CP 2-3



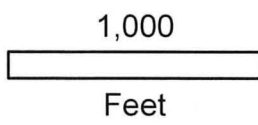
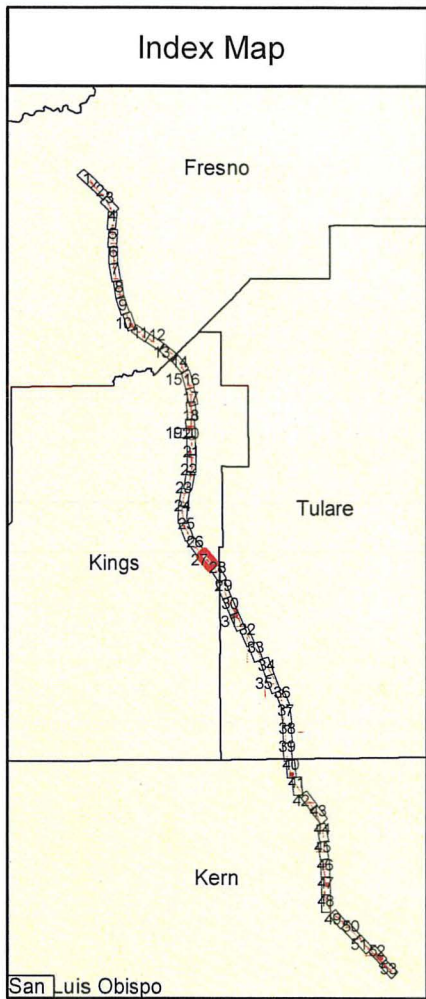
High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP 2-3



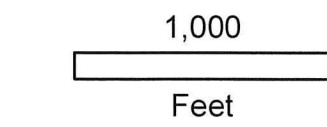
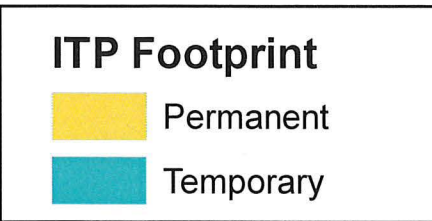
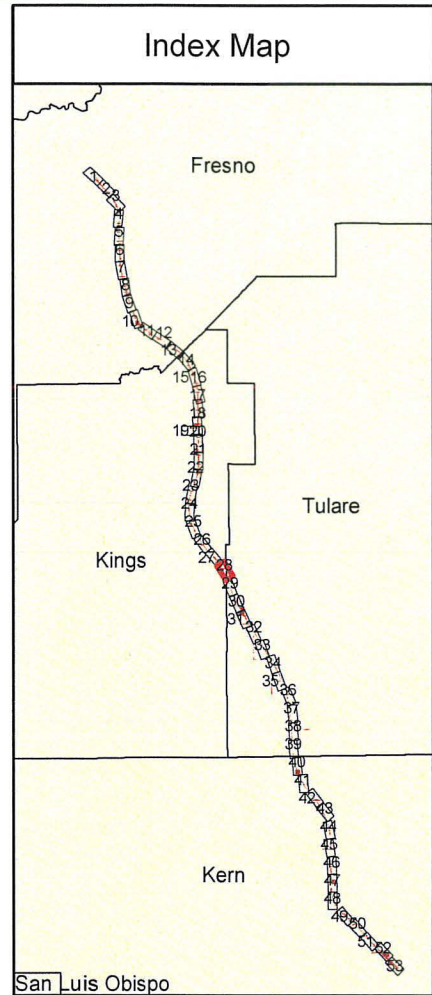
High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP 2-3



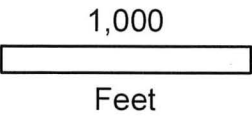
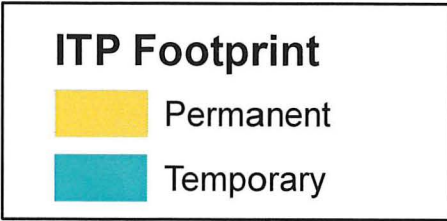
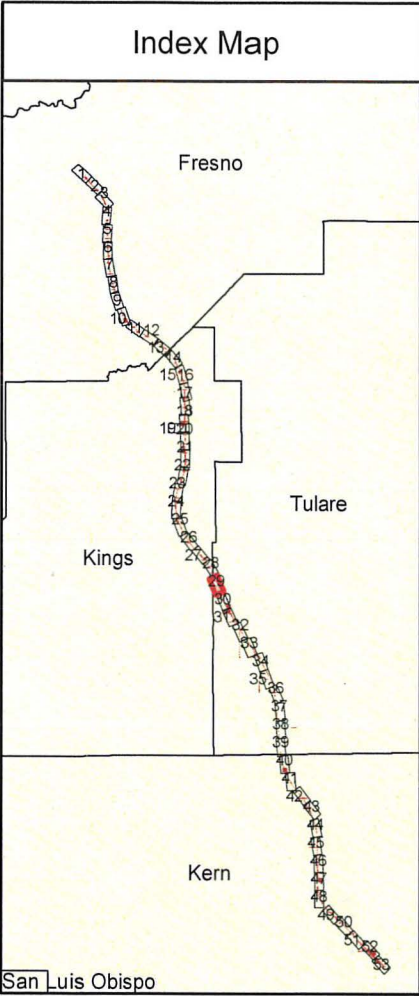
High-Speed Train Fresno to Bakersfield Construction Footprint CP 2-3



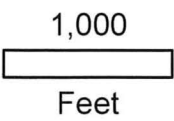
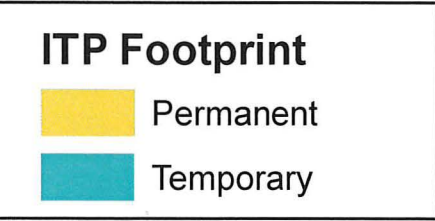
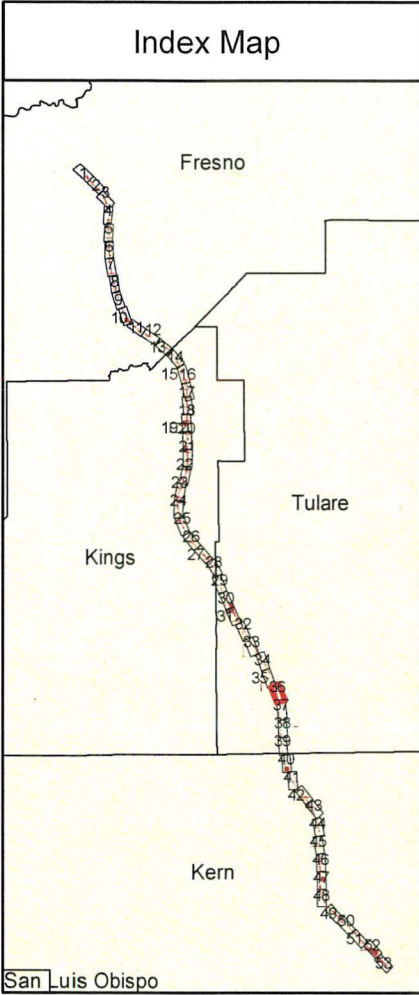
High-Speed Train Fresno to Bakersfield Construction Footprint CP 2-3



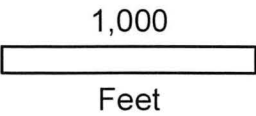
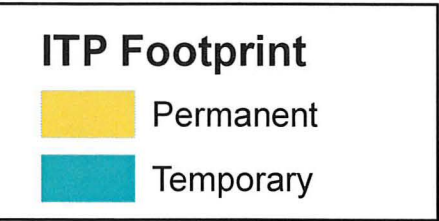
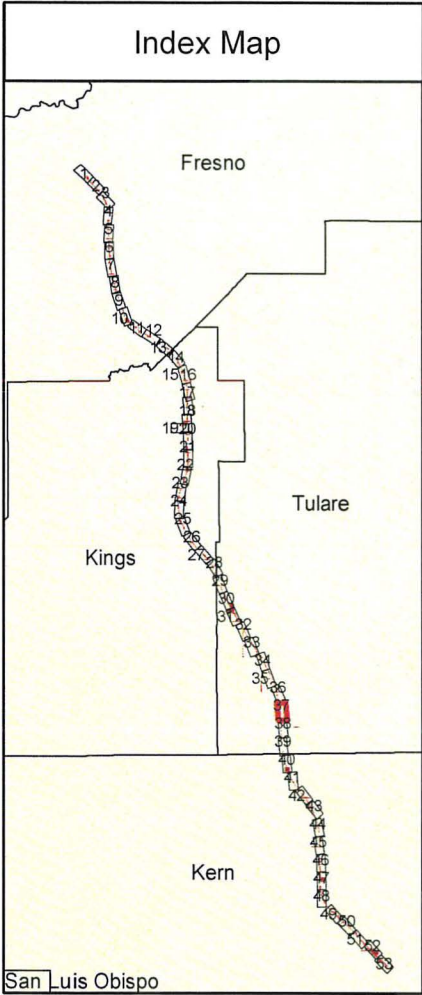
High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP 2-3



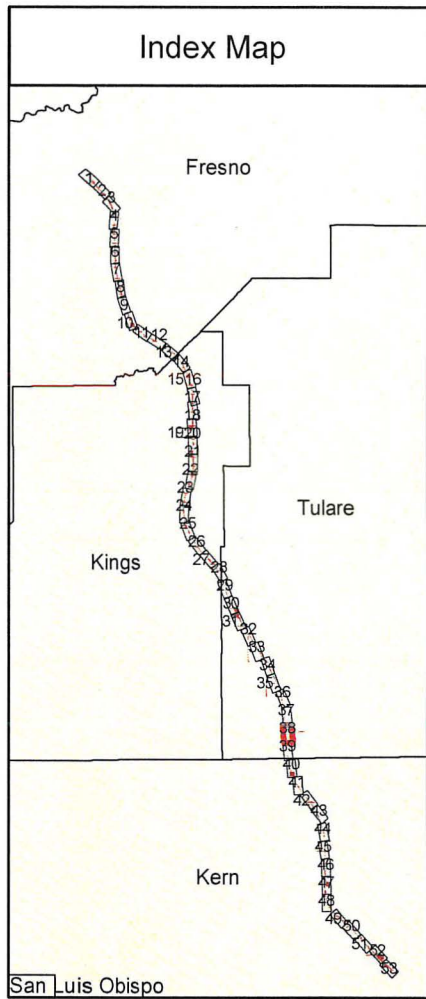
High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP 2-3



High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP 2-3



High-Speed Train Fresno to Bakersfield Construction Footprint CP 2-3

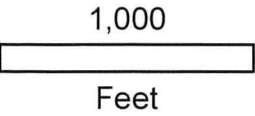
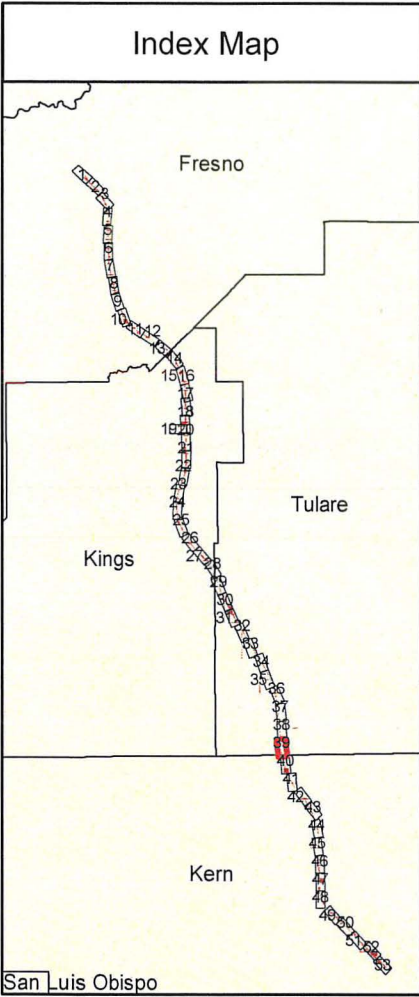


1,000

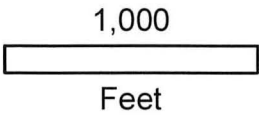
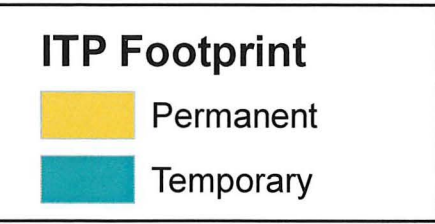
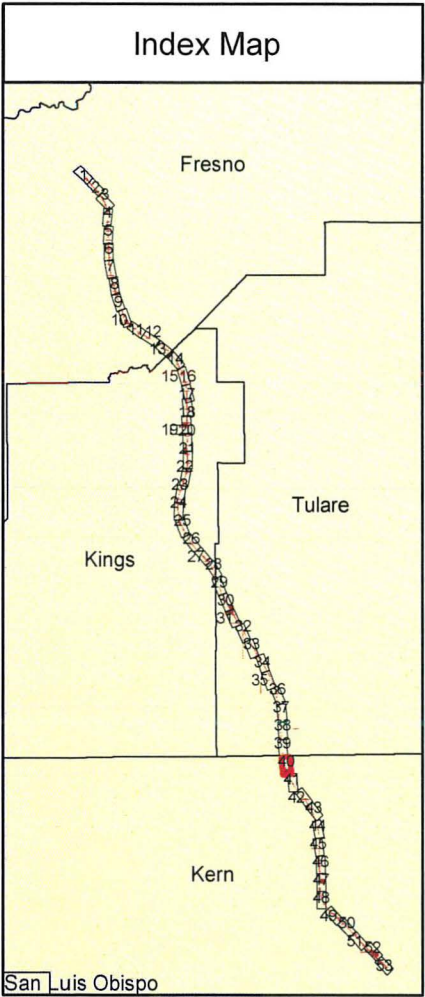
Feet



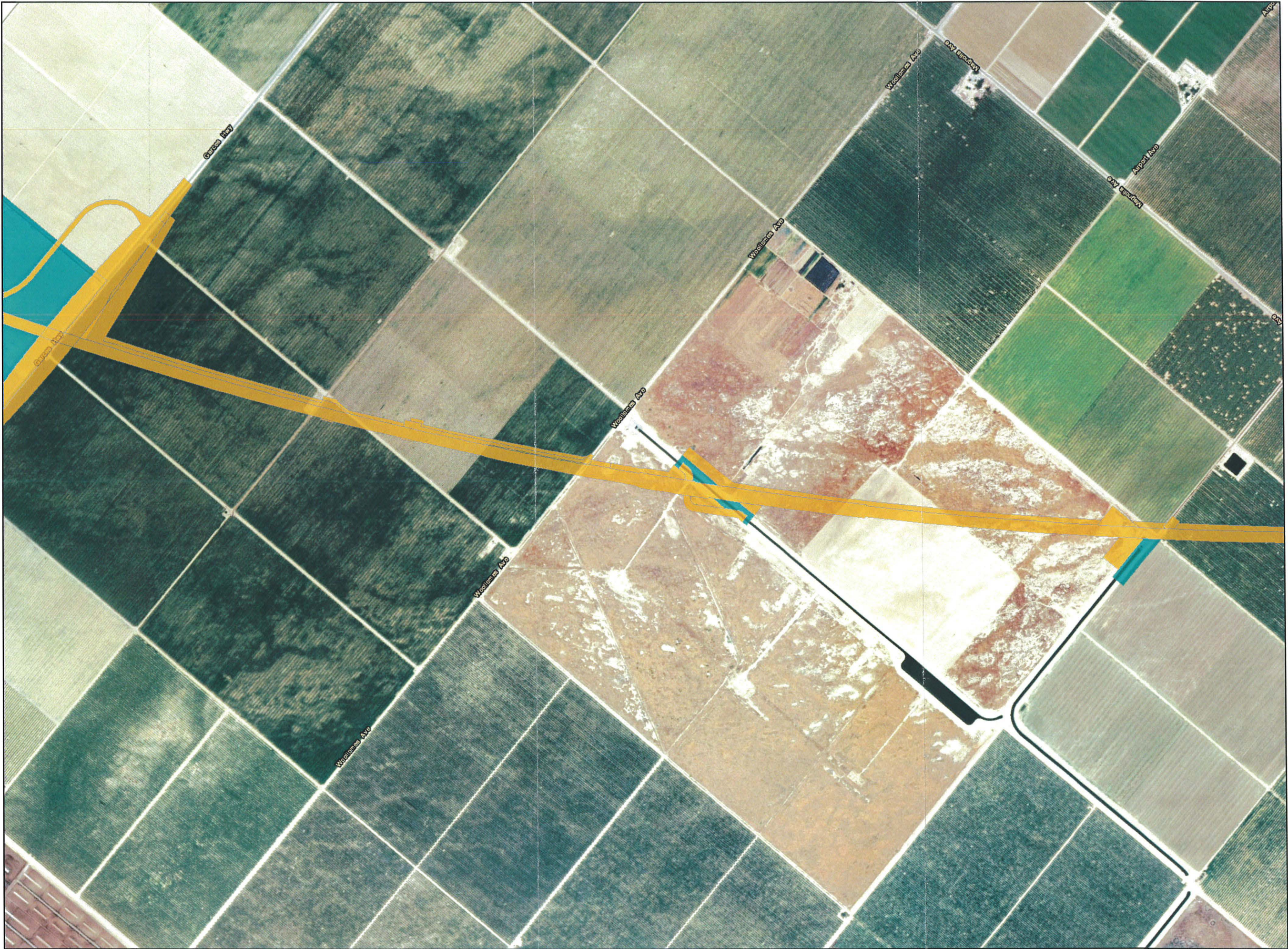
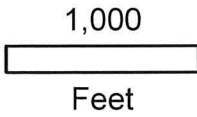
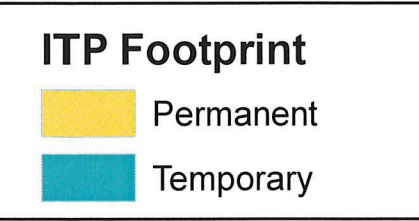
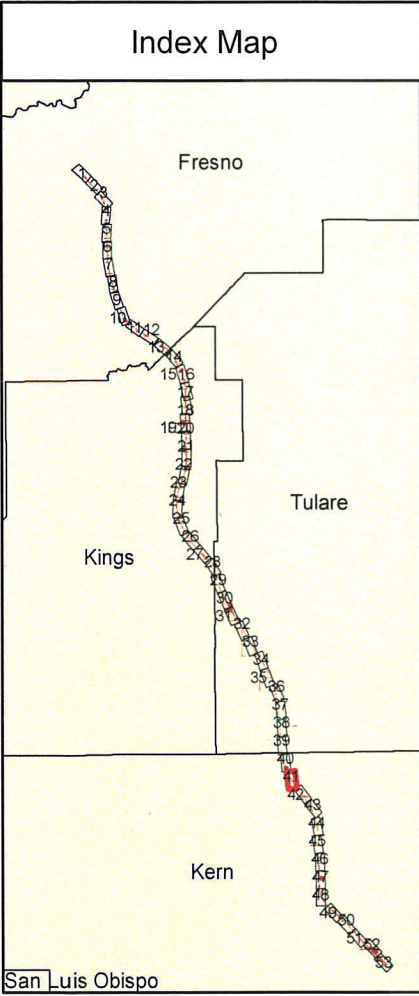
High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP 2-3 / CP 4



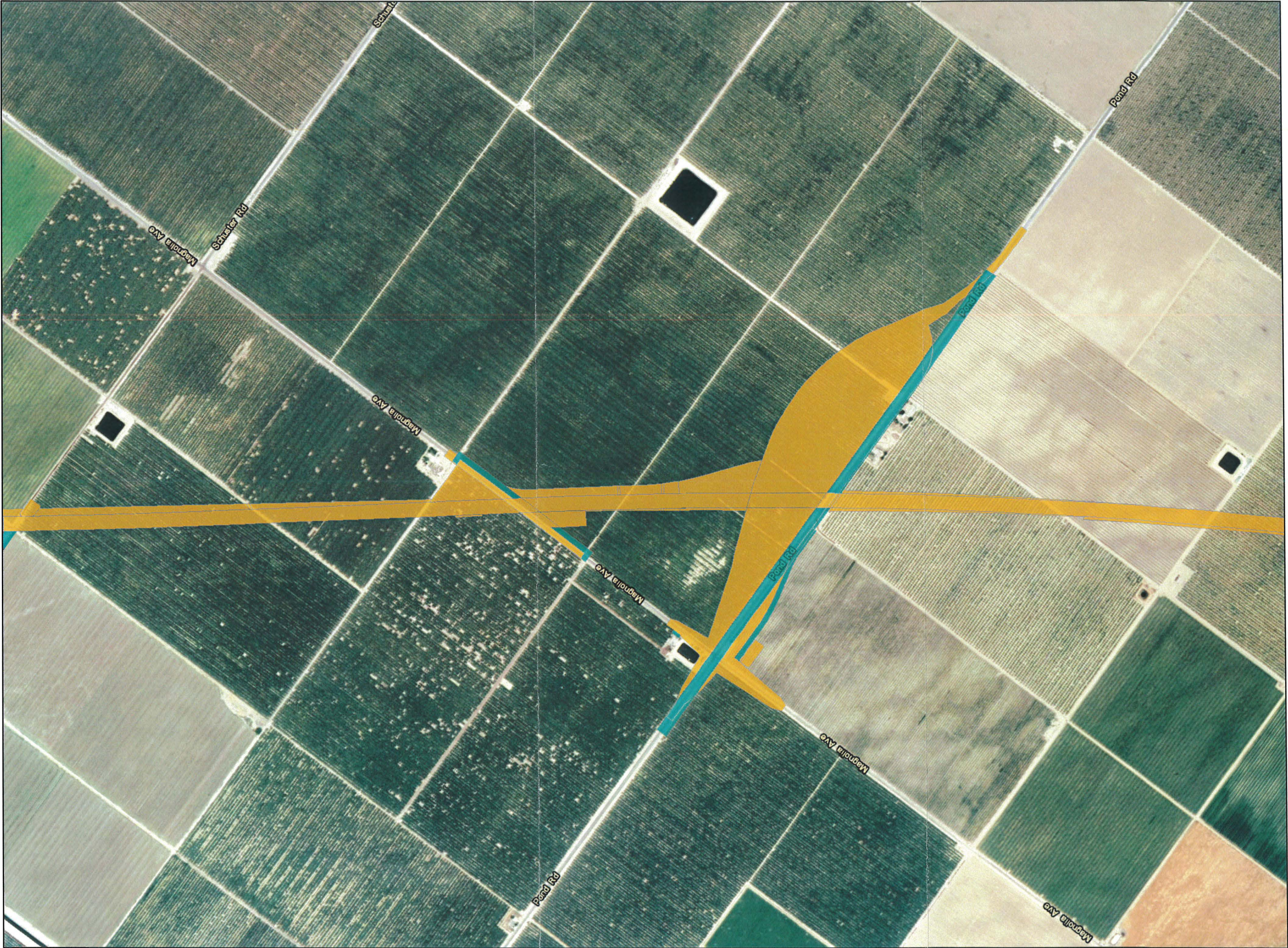
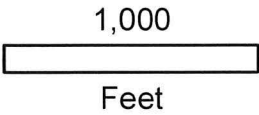
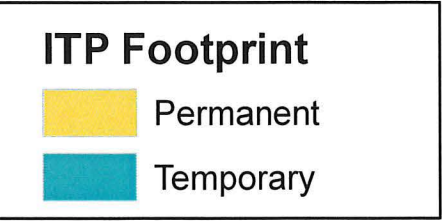
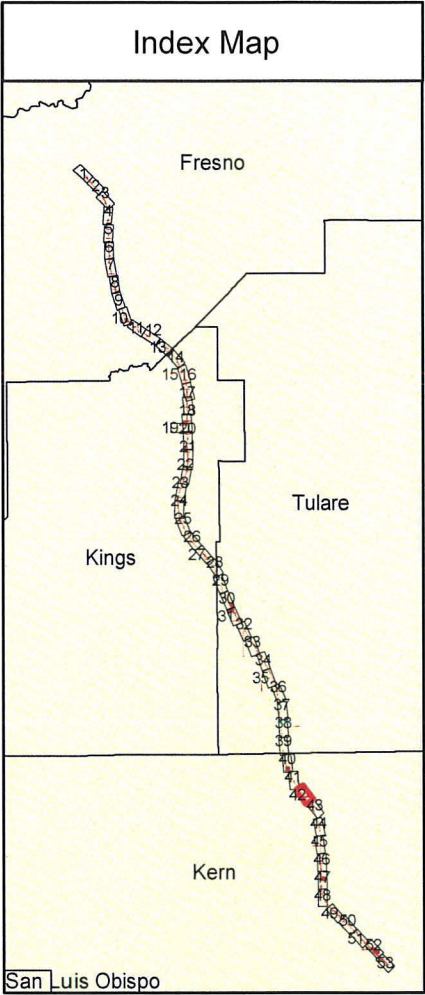
High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP 4



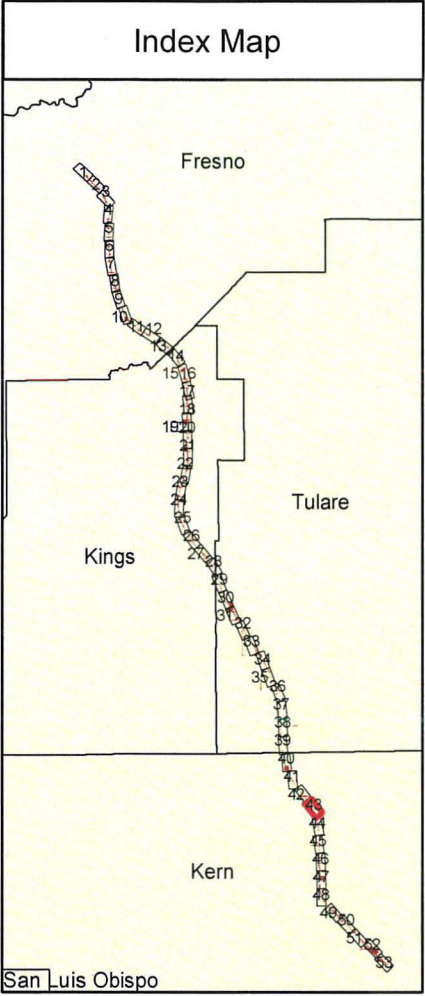
High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP 4



High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP 4



High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP 4



ITP Footprint

- Permanent
- Temporary

