

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

CENTRAL REGION

1234 EAST SHAW AVENUE

FRESNO, CALIFORNIA 93710



AMENDMENT NO. 30

(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*)(CTS), Swainson's hawk (*Buteo swainsoni*)(SWHA), Tipton kangaroo rat (*Dipodomys nitratooides nitratooides*)(TKR), San Joaquin antelope squirrel (*Ammospermophilus nelsoni*), and San Joaquin kit fox (*Vulpes macrotis mutica*)(SJKF) (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 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 SJAS 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 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 26, 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 9, 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, SJKF 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 (TKR) and SJAS 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, April 10, 2020, and April 23, 2020, CDFW issued and twice reissued **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 SJKF 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 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 SWHA 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. On August 24, 2022, CDFW issued **Major Amendment No. 24** to the ITP incorporating these changes.

In a letter dated September 14, 2022, the Permittee requested the remaining areas of Subzones 1-4, be exempt from further burrow excavation, as currently required by Condition of Approval 8.13.4, due to safety concerns. On October 6, 2022, and October 17, 2022, CDFW issued and reissued **Major Amendment No. 25** to the ITP incorporating these changes.

In a letter dated October 5, 2022, Permittee requested expansion of the ITP Construction Footprint by 7.63 acres to accommodate design variations including access road installation and to facilitate site preparation of the construction of the catenary switching station system site relocation within Kern County. In a letter dated December 23, 2022, Permittee requested expansion of the ITP Construction Footprint by 0.06 acres to accommodate utility relocation and protection at two locations to the north and south of Houston Avenue in Kings County. CDFW also initiated the update of Table 10 to include all the known SWHA nest trees utilized during the 2023 nesting season, updated the due date for the Swainson's Hawk Report and updated Conditions of Approval 7.7 and 8.7. On February 16, 2023, CDFW issued **Major Amendment No. 26** to the ITP incorporating these changes.

In a letter dated March 16, 2023, Permittee requested a 6.04-acre expansion of the approved ITP Construction Footprint, for a total of 6,706.31 acres, to accommodate the Avenue 88, Fresno Irrigation District Access Roads, and Alpaugh Irrigation District Basin Variations. On August 15, 2023, CDFW issued **Major Amendment No. 27** to the ITP incorporating these changes.

In a letter dated July 27, 2023, the Permittee requested changes to the Conditions of Approval regarding SJKF specifically in the City of Fresno and changes to the Conditions of approval for SWHA to reduce levels of monitoring where there is relatively low potential for the species to be impacted. In a letter dated August 7, 2023, the Permittee requested changes be made to Table 5 for the length and height of 20 dedicated wildlife crossings in ITP improving the Openness Factor for 16 of them and to Condition of Approval 8.14.5 regarding SWHA Restrictions for Nightwork allowing for requested variance. On October 19, 2023, CDFW issued **Major Amendment No. 28** to the ITP incorporating these changes.

In a letter dated December 12, 2023, the Permittee request changes to multiple Conditions of Approval relating to surveys and burrow excavation. Additional changes for clarification regarding monitoring and reporting were initiated by CDFW. On March 18, 2024, CDFW issued **Major Amendment No. 29** 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, Major Amendment No. 23, Major Amendment No. 24, Major Amendment No. 25, Major Amendment No. 26, Major Amendment No. 27, Major Amendment No. 28, and Major Amendment No. 29 (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 August 25, 2023, the Permittee requested a removal of approximately 7.38 linear miles at the southern end of the alignment described in the ITP, as amended. This would reduce the Construction Footprint by 806 acres. This southern end of the alignment will be included through future permitting of the Locally Generated Alternative portion of the alignment. Of the 806 acres to be removed from the ITP, as amended, 43.73 acres are suitable habitat for Covered Species.

In a letter dated October 11, 2023, the Permittee requested a 13.903-acre expansion of the approved ITP Construction Footprint to accommodate utility relocation and protection at five locations and two roadway modifications.

On April 5, 2024, CDFW, in consultation with the Permittee, initiated the clarification for multiple Conditions of Approval that had been modified in Amendment 29 and one that had been changed in Amendment 28.

In addition, CDFW initiated the removal of CTS impacts from the HST Alignment, removing the need for CTS avoidance and minimization measures for the HST Alignment. However, CTS avoidance and minimization measures are still included for initial enhancement activities (e.g. fencing, etc.) at the Cross Creek West and Cottonwood Creek Mitigation Sites, where there is the potential for CTS to be present.

Amendment No. 30 (this Amendment), a Major Amendment, makes the following changes to the ITP, as amended:

- 1) This Amendment updates the Permittee's Principal Officer and other contact information.

- 2) This Amendment changes the southern end of the Project from 7th Standard Road to north of the City of Shafter, reducing the Project length from 99 miles to 92.17 miles.
- 3) This Amendment modifies the Project Construction Footprint by: 1) adding 13.90 acres to accommodate utility relocation and protection at five locations and two roadway modifications; and 2) by subtracting 806.00 acres through removal of 7.39 miles of the southernmost portion of the alignment described in the ITP. These changes result in a net reduction of 792.10 acres and a new total of 5,924.21 acres of cumulative disturbance.
- 4) This Amendment updates Tables 1, 3, 4, 6, and 7 to remove elements removed by the change to the southernmost extent of the alignment and updates the related text.
- 5) This Amendment updates Table 8 for Roadway and Utility Modifications by adding one new location, modifying six locations, and removing seven locations.
- 6) This Amendment makes clarifications regarding required activities and mapping.
- 7) This Amendment updates Table 9 and associated text regarding increases in the Covered Species Habitat Impacts for TKR, SJAS and SWHA, and the decrease in the Covered Species Habitat Impacts for SJKF resulting from the changes to the Project Construction Footprint. CTS permanent impacts are removed, but the temporary impacts associated with initial enhancement activities at the mitigation sites are left in place.
- 8) This Amendment clarifies the Site Assessment process.
- 9) This Amendment updates Conditions of Approval 7.4.1.1 and 7.4.1.2 for CTS upland and aquatic habitat respectively to limit the take coverage and associated avoidance and minimization measures for CTS to those associated with enhancement activities at two mitigation sites in Kings and Tulare Counties.
- 10) This Amendment removes all CTS Conditions of Approval from the Construction Activities (8.13 to 8.13.13) and from the Construction Footprint O&M Activities (8.41 to 8.44).

- 11) This Amendment clarifies Condition of Approval 8.14.3.3 for SWHA Modified Nest Monitoring.
- 12) This Amendment adds Conditions of Approval 8.37.1.1 to the section for Mitigation Site Activities requiring a CTS Mortality Reduction Plan.
- 13) This Amendment updates Table 11 and decreases 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.
- 14) This Amendment changes the name of Exhibit 6, from “Baseline Map Book,” to “Construction Footprint Map Book” and replaces Map Book Pages 16-17, 19-22, 31, 35, and 49-53 to reflect the changes to the 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 Permittee principal officer and contact person on page 1 of the ITP, as amended, shall be further amended to read as follows:

Permittee: California High-Speed Rail Authority

Principal Officer: ~~Stefan Galvez-Abadia Serge Stanich~~
Director Environmental Services

Contact Person: ~~Stefan Galvez-Abadia Serge Stanich~~
(916) 291-8577 ~~718-6984~~
Stefan.Galvez@hsr.ca.gov

Mailing Address: 770 L Street, Suite 800
Sacramento, California 95814

- 2. The section entitled “Project Location” on page 2 of the ITP, as amended, paragraph one shall be further amended to read as follows:

Project Location:

This ITP is for Permitting Phase 1 of the Fresno to Bakersfield Section of the High-Speed Train (HST) Project (Project) which will begin south of Monterey Street at State Route (SR) 41, in the City of Fresno, Fresno County, California (36.7244778 -

119.7857083). 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 ~~92.17~~ **99** miles before reaching the section endpoint, at the intersection of **Poplar Avenue, and Madera Avenue** ~~7th Standard Road, and Santa Fe Way~~, within the city limits of Shafter, in Kern County, California (~~35.521212 35.441607, -119.295941 -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 just south of Monterey Street at SR 41 (36.7244778, -119.7857083) 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.
- CP 2-3 extends from the end of CP 1C (1,000 feet south of East American Avenue) to approximately one mile (5,300 feet) north of the Tulare/Kern County line (35.804660, -119.406009). This construction package crosses Fresno, Kings, and Tulare counties; it is approximately 66 miles long.
- CP 4 is the final construction package in the Project. The limits of CP 4 are from the end of CP 2-3 approximately one mile north of the Tulare/Kern County line to **214 feet west of the Poplar Avenue intersection with Madera Avenue 50 feet north of 7th Standard Road** (~~35.522 35.441607, -119.297 -119.199277~~); CP 4 is approximately ~~21~~ **29** 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 ~~92.17~~ **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 ~~5,914.21 6,706.31~~ acres (hereafter, Construction Footprint). Construction may occur at any point along the Construction Footprint, and construction may occur at multiple locations simultaneously.

For purposes of this ITP, in addition to activities within the Construction Footprint (i.e., construction of the California HST), the Project also includes operations, maintenance, and inspection (O&M) activities within the Construction Footprint (as depicted in Exhibit 6, the **Construction Footprint** ~~Baseline-Map Book, Baseline Maps 1 through 53 and generated from the metadata provided by the Permittee~~), and Mitigation Site activities. The four types of general activities are described more

fully below. Also, each of the four general types of activities have specific Conditions of Approval in this ITP.

4. Table 1 Locations of Construction Easements on page 4 of the ITP, as amended, shall be amended to read as follows:

Table 1. Locations of Construction Easements

County	Acres	Latitude	Longitude	Near Major Water Crossings
Fresno	7.94	36.700379	-119.759987	
Fresno	8.75	36.699070	-119.760656	
Fresno	13.54	36.691340	-119.756009	
Fresno	2.97	36.689131	-119.754043	
Fresno	2.77	36.687703	-119.753921	
Fresno	86.21	36.682348	-119.752568	
Fresno	12.30	36.516868	-119.721640	
Fresno	90.46	36.500451	-119.712754	
Fresno	57.33	36.499552	-119.717164	
Fresno	15.98	36.459133	-119.637747	
Fresno	10.34	36.453129	-119.629241	Cole Slough (Kings River Complex)
Kings	9.485	36.448063	-119.625421	Dutch Johns Cut (Kings River Complex)
Kings	3.853	36.430894	-119.610014	Kings River (Kings River Complex)
Kings	80.67	36.334152	-119.594428	
Kings	85.78	36.330436	-119.595959	
Kings	124.27	36.289290	-119.594445	
Kings	5.05	36.234201	-119.601403	
Kings	16.19	36.172720	-119.609620	Cross Creek
Kings	24.89	36.170288	-119.607608	Cross Creek
Tulare	27.15	36.048513	-119.518763	Tule River
Kern	164.52	35.764734	-119.396676	
Kern	41.13	35.648594	-119.332197	
Kern	177.16	35.583370	-119.326576	
Kern	17.97	35.571021	-119.333022	
Kern	12.81	35.494693	-119.261557	
Kern	16.36	35.490026	-119.256622	
Kern	272.32	35.465848	-119.222899	
Kern	66.84	35.451071	-119.213438	

5. Table 3 Design Features for the Project on page 12 of the ITP, as amended, shall be further amended to read as follows:

Table 3. Design Features for the Project

Design Feature	CP1-C	CP 2-3	CP 4
Number of major water crossings	0	6	1
Number of roadway undercrossings & overcrossings for roadways	3	33	59
Number of dedicated wildlife crossings	0	121	50

6. The Section of the Project Description entitled Constructed or Modified Watercourses (Canals and Ditches) on page 17 of the ITP, as amended, shall be amended to read as follows:

A total of ~~97~~ **98** constructed or modified watercourses would be crossed, using bridges, precast concrete culverts, or box culverts, and the size of the opening would be dependent on the hydrology.

7. Table 4 Bridge Section Locations for the Project starting on page 17 of the ITP, as amended, shall be amended to read as follows:

Table 4. Bridge Sections Locations

Watercourse (Feature ID Code)	Latitude	Longitude	Total Impact (acres)	Construction Package (CP)
Cole Slough	36.453603	-119.63083	0.71	3-2
Dutch John Cut	36.446467	-119.62229	2.04	3-2
Kings River Old Channel	36.43046	-119.60813	1.34	3-2
Riverside Ditch	36.433093	-119.6101	0.28	3-2
Cross Creek	36.173295	-119.60725	2.05	3-2
Tule River	36.042562	-119.51634	4.78	3-2
Deer Creek	35.920177	-119.42825	4	3-2
Poso Creek	35.664681	-119.33358	0.53	4
North Central Canal (031FOW01)	36.686396	-119.75362	0.24	1C
Unnamed Crossing (035DOW01)	36.681988	-119.75042	0.47	1C
Unnamed Crossing (034EOW04)	36.679459	-119.75366	0.37	1C

Unnamed Crossing (034PIOW01)	36.679101	-119.75253	0.39	1C
Central Canal West and East (034EOW02)	36.677928	-119.75034	0.8	1C
Unnamed Crossing (CCE220OW)	36.672481	-119.751	0.01	1C
Mian Canal (037EOW02)	36.666209	-119.74952	0.01	1C
Unnamed Crossing (036DOW01)	36.666201	-119.75118	0.08	3-2
Unnamed Crossing (042EOW01)	36.652507	-119.7518	0.18	3-2
Unnamed Crossing (043DOW01)	36.649872	-119.7504	0.02	3-2
Unnamed Crossing (047COW01)	36.642944	-119.7507	0.1	3-2
Unnamed Crossing (064COW01)	36.639263	-119.7514	0.11	3-2
Unnamed Crossing (064COW02)	36.620011	-119.7525	1.05	3-2
Unnamed Crossing (067BOW01)	36.576729	-119.746	0.05	3-2
Unnamed Crossing (CCE19OW)	36.576729	-119.746	0.05	3-2
Unnamed Crossing (BN20OW01)	36.57672	-119.7455	0.08	3-2
Unnamed Crossing (CCE20OW)	36.563219	-119.7422	0.13	3-2
Unnamed Crossing (CCE21OW)	36.561367	119.7351	0.13	3-2
Unnamed Crossing (CCE21SW)	36.557337	-119.7388	0.13	3-2
Unnamed Crossing (CCE28OW)	36.550009	-119.7328	0.04	3-2
Unnamed Crossing (CCE29SW)	36.549008	-119.733	0.71	3-2

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Unnamed Crossing (CCE31SW)	36.461163	-119.6405	0.53	3-2
Unnamed Crossing (CCE30OW)	36.459176	-119.6405	0.3	3-2
Unnamed Crossing (CCE32OW)	36.454291	-119.6297	0.4	3-2
Unnamed Crossing (CCE34OW)	36.454142	-119.6296	0.15	3-2
Unnamed Crossing (CCE36OW)	36.453941	-119.6296	0.17	3-2
<i>Cole Slough</i>	36.453603	-119.63083		3-2
Unnamed Crossing (CCE37OW)	36.446603	-119.6229	0.39	3-2
<i>Dutch John Cut</i>	36.446467	-119.62229		3-2
Unnamed Crossing (159FOW01)	36.446132	-119.6223	0.14	3-2
Unnamed Crossing (162FOW01)	36.445749	-119.6248	0.6	3-2
Unnamed Crossing (180BOW02)	36.43206	-119.6106	0.36	3-2
Unnamed Crossing (177PIOW01)	36.431085	-119.6117	0.35	3-2
<i>Kings River Old Channel</i>	36.433093	-119.6101		3-2
<i>Riverside Ditch</i>	36.43046	-119.60813		3-2
Unnamed Crossing (180BOW01)	36.429886	-119.61	0.06	3-2
Unnamed Crossing (CCE50OW)	36.403871	-119.5956	0.79	3-2
Unnamed Crossing (185BOW01)	36.37198	-119.5867	4	3-2
Unnamed Crossing (186BOW01)	36.367651	-119.5918	0.75	3-2
Unnamed Crossing (190BOW02)	36.320835	-119.5913	0.03	3-2
Unnamed Crossing (198BOW02)	36.320074	-119.5915	0.4	3-2

Unnamed Crossing (CCE204OW)	36.305299	-119.592	0.46	3-2
Unnamed Crossing (CCE53OW)	36.262222	-119.5914	0.02	3-2
Unnamed Crossing (CCE55OW)	36.254755	-119.5909	1.72	3-2
Unnamed Crossing (CCE58OW)	36.240249	-119.6005	1.17	3-2
Unnamed Crossing (CCE219OW)	36.240246	-119.6053	0.03	3-2
Unnamed Crossing (CCE59OW)	36.211598	-119.6199	0.24	3-2
Unnamed Crossing (CCE218OW)	36.210559	-119.6201	0.18	3-2
Unnamed Crossing (CCE61OW)	36.211129	-119.6041	0.33	3-2
Unnamed Crossing (CCE65OW)	36.210838	-119.6096	0.24	3-2
Unnamed Crossing (CCE68OW)	36.207288	-119.6114	0.06	3-2
Unnamed Crossing (CCE73OW)	36.202309	-119.6142	1.63	3-2
Unnamed Crossing (CCE69OW)	36.196366	-119.6133	0.09	3-2
Unnamed Crossing (CCE78OW)	36.19633	-119.6107	0.05	3-2
Unnamed Crossing (CCE79OW)	36.189166	-119.6123	0.02	3-2
Unnamed Crossing (1029OW01)	36.189062	-119.6107	0.12	3-2
Unnamed Crossing (CCE87OW)	36.181984	-119.6097	0.16	3-2
Unnamed Crossing (CCE89OW)	36.181783	119.6098	0.2	3-2
Cross Creek	36.173295	-119.60725		3-2
Unnamed Crossing (CCE94OW)	36.172908	-119.6079	0.28	3-2

Unnamed Crossing (240HOW03)	36.159514	-119.601	0.46	3-2
Unnamed Crossing (620OW01)	36.157208	-119.5991	0.22	3-2
Unnamed Crossing (CCE100OW)	36.149709	-119.5922	0.66	3-2
Unnamed Crossing (256GOW02)	36.139129	-119.5848	0.73	3-2
Unnamed Crossing (CCE105OW)	36.137757	-119.5875	0.48	3-2
Unnamed Crossing (CCE107OW)	36.13666	-119.5852	0.1	3-2
Unnamed Crossing (CCE110OW)	36.134708	-119.5743	1.25	3-2
Unnamed Crossing (CCE113OW)	36.123483	-119.5705	0.21	3-2
Unnamed Crossing (CCE119OW)	36.113417	-119.5578	3.44	3-2
Unnamed Crossing (PI04OW)	36.110892	-119.5504	0.29	3-2
Unnamed Crossing (288BOW02)	36.108856	-119.5566	0.24	3-2
Unnamed Crossing (288BOW05)	36.108442	-119.5593	0.01	3-2
Unnamed Crossing (289DOW03)	36.108286	-119.5542	0.44	3-2
Unnamed Crossing (289DOW02)	36.086953	-119.5381	0.13	3-2
Unnamed Crossing (289DOW01)	36.079876	-119.5326	0.2	3-2
Unnamed Crossing (290GOW01)	36.065327	-119.5275	0.2	3-2
Unnamed Crossing (290GOW02)	36.060726	-119.5258	0.03	3-2
Unnamed Crossing (297GOW01)	36.046774	-119.5194	0.95	3-2
Tule River	36.042562	-119.51631		3-2

Unnamed Crossing (301GOW03)	36.042489	-119.5169	0.19	3-2
Unnamed Crossing (301GOW02)	36.042389	-119.5163	0.37	3-2
Unnamed Crossing (301GOW01)	36.040084	-119.5138	0.02	3-2
Unnamed Crossing (306GOW04)	36.040007	-119.5141	0.01	3-2
Unnamed Crossing (306GOW03)	36.03989	-119.5144	<0.01	3-2
Unnamed Crossing (306GOW02)	36.038121	-119.5132	0.38	3-2
Unnamed Crossing (309GOW01)	36.026271	-119.5045	3.52	3-2
Unnamed Crossing (309DOW01)	36.021732	-119.5053	0.44	3-2
Unnamed Crossing (315GOW01)	36.009912	-119.4914	0.22	3-2
Unnamed Crossing (317EOW03)	36.008212	-119.4917	0.39	3-2
Unnamed Crossing (318DOW01)	36.007377	-119.4955	0.37	3-2
Unnamed Crossing (318DOW02)	35.996409	-119.48	0.05	3-2
Unnamed Crossing (322EOW01)	35.99454	-119.4826	0.65	3-2
Unnamed Crossing (1205OW20)	35.992632	-119.4853	0.01	3-2
Unnamed Crossing (330EOW02)	35.987059	-119.4761	1.16	3-2
Unnamed Crossing (337EOW01)	35.979839	-119.4706	0.95	3-2
Unnamed Crossing (412OW04)	35.970319	-119.4654	3.27	3-2
Unnamed Crossing (412OW07)	35.972512	-119.466	0.52	3-2

Unnamed Crossing (412OW12)	35.962356	-119.4582	0.4	3-2
Unnamed Crossing (1205OW21)	35.960745	-119.4565	<0.04	3-2
Unnamed Crossing (349FOW04)	35.958346	-119.4551	11.78	3-2
Unnamed Crossing (349FOW02)	35.94902	-119.4516	0-0.04	3-2
Unnamed Crossing (349FOW03)	35.926755	-119.4318	4.65	3-2
Unnamed Crossing (WH140OW01)	35.920272	-119.4287	0.14	3-2
Deer Creek	35.920177	-119.42825		3-2
Unnamed Crossing (AB018BWL01)	35.920161	-119.4275	0.08	3-2
Unnamed Crossing (385FOW01)	35.912618	-119.4379	0.42	3-2
Unnamed Crossing (AB037PIOW01)	35.912812	-119.4389	3.79	3-2
Unnamed Crossing (AB040BOW01)	35.912712	-119.4472	0.08	3-2
Unnamed Crossing (AB056BOW01)	35.905711	-119.4478	0.07	3-2
Unnamed Crossing (478AOW01)	35.891489	-119.4172	2.13	3-2
Unnamed Crossing (478ASW01)	35.891397	-119.4172	0.35	3-2
Unnamed Crossing (490AOW01)	35.891174	-119.4173	0.11	3-2
Unnamed Crossing (491AOW01)	35.86965	-119.4129	0.08	3-2
Unnamed Crossing (ACE09OW)	35.851923	-119.4111	2.56	3-2
Unnamed Crossing (ACE08OW)	35.840509	-119.4094	0.05	3-2
Unnamed Crossing (659BOW03)	35.743124	-119.3839	0.76	4

Unnamed Crossing (031FOW01)	35.732246	-119.3766	0.46	4
Unnamed Crossing (035DOW01)	35.67428	-119.3364	0.19	4
Poso Creek	35.664681	-119.33358		4
Unnamed Crossing (034EOW04)	35.664674	-119.3336	0.12	4
Unnamed Crossing (034PIOW01)	35.664238	-119.333	0.41	4
Unnamed Crossing (034EOW02)	35.637642	-119.3375	0.54	4
Unnamed Crossing (CCE220OW)	35.63758	-119.3308	0.03	4
Unnamed Crossing (037EOW02)	35.529283	-119.3061	0.02	4
Unnamed Crossing (036DOW01)	35.528833	-119.3054	0.02	4
Unnamed Crossing (042EOW01)	35.442196	-119.19968	0.08	4

8. The Section of the Project Description entitled Electrical System Facilities on page 37 of the ITP, as amended, shall be amended to read as follows:

California's electricity grid will power the HST. Trains will draw electric power from a catenary system fed through an overhead contact system, with the running rails acting as the other conductor. The following electrical system facilities will distribute power to propel the HST (Exhibit 4) and will collectively occupy **185.97** ~~192.50~~ acres of permanent disturbance to the Construction Footprint.

9. Table 6 Electrical Systems Facility Locations for the Project starting on page 37 of the ITP, as amended, shall be amended to read as follows:

Table 6. Electrical Systems Facilities Locations

Station type	County	Latitude	Longitude	Acres
Paralleling Station	Fresno	36.726098	-119.788291	0.23
Paralleling Station	Fresno	36.664207	-119.752218	3.22
Paralleling Station	Fresno	36.474719	-119.673673	3.49
Paralleling Station	Fresno	36.473848	-119.664787	3.51
Paralleling Station	Fresno	36.473046	-119.666928	0.10

Station type	County	Latitude	Longitude	Acres
Paralleling Station	Fresno	36.373456	-119.591339	0.08
Paralleling Station	Fresno	36.372733	-119.594181	4.10
Paralleling Station	Fresno	36.371304	-119.590761	2.43
Paralleling Station	Kings	36.371230	-119.591821	0.07
Paralleling Station	Kings	36.305758	-119.590286	7.00
Paralleling Station	Kings	36.196502	-119.611532	1.74
Paralleling Station	Kings	36.196490	-119.612225	0.21
Paralleling Station	Kings	36.137143	-119.581642	3.42
Paralleling Station	Kings	36.136244	-119.583493	0.33
Paralleling Station	Kings	36.021919	-119.502132	2.45
Paralleling Station	Kings	35.905656	-119.435995	26.48
Paralleling Station	Kings	35.847674	-119.410705	0.20
Paralleling Station	Tulare	35.724385	-119.366279	2.62
Paralleling Station	Tulare	35.723977	-119.366909	0.08
Paralleling Station	Tulare	35.722212	-119.365585	1.81
Paralleling Station	Kern	35.666823	-119.333544	2.12
Paralleling Station	Kern	35.543541	-119.309869	8.51
Paralleling Station	Kern	36.474719	-119.673673	3.49
Paralleling Station	Kern	36.473848	-119.664787	3.51
Paralleling Station	Kern	36.473048	-119.666928	0.10
Paralleling Station	Kern	35.493746	-119.261143	2.06
Paralleling Station	Kern	35.492079	-119.259337	2.05
Switching Station	Kings	36.435596	-119.610050	4.77
Switching Station	Kings	36.426976	-119.607381	11.83
Switching Station	Kings	36.092138	-119.536333	4.33
Switching Station	Kings	36.088616	-119.537081	0.15
Switching Station	Kings	36.086266	-119.536992	6.52
Switching Station	Kings	36.085375	-119.534809	0.15
Switching Station	Kern	35.782884	-119.402257	2.58
Switching Station	Kern	35.782773	-119.402989	0.25
Switching Station	Kern	35.443965	-119.203232	2.42
Traction Power Sub-station	Fresno	36.595420	-119.750407	10.25
Traction Power Sub-station	Kings	36.257179	-119.593341	0.10
Traction Power Sub-station	Kings	36.256241	-119.591767	8.43
Traction Power Sub-station	Kings	36.253721	-119.592130	8.82
Traction Power Sub-station	Kings	36.253256	-119.594322	0.10
Traction Power Sub-station	Tulare	35.962136	-119.456197	7.56
Traction Power Sub-station	Tulare	35.956779	-119.454738	13.84
Traction Power Sub-station	Kern	35.609197	-119.327100	7.81
Traction Power Sub-station	Kern	35.609137	-119.333643	25.75

10. The Project Description on page 39 of the ITP, as amended, shall be amended to read as follows:

- Switching Stations: Up to **eight** ~~nine~~ switching stations permanently disturbing a total of **23.08** ~~25.50~~ acres will be constructed within the Construction Footprint (Table 6). Each switching station will encompass a footprint of approximately 80 feet by 120 feet (~~0.22 acres~~) adjacent to the proposed HST alignment and a 20-foot-wide access lane to the nearest roadway. Switching stations will be required at approximately 30-mile intervals along the Project.
- Paralleling Stations: Up to twenty-**five** ~~seven~~ paralleling stations permanently disturbing **80.25** ~~84.36~~ acres will be constructed within the Construction Footprint (Table 6). They will provide voltage stabilization and equalize current flow. Paralleling stations will be required at approximately five-mile intervals between the switching stations and the TPSSs. The paralleling stations will each be approximately 100 feet by 80 feet (~~0.18 acre~~) in size and will be situated adjacent to the HST ROW with a 20-foot-wide access lane to the nearest roadway. Each station will also include an approximately 450-square-foot (18 feet by 25 feet) control room.

11. Table 7 Signal Houses Locations for the Project starting on page 40 of the ITP, as amended, shall be amended on page 41 for Kern County to read as follows:

Table 7. Signal Houses and ~~Radio Site~~ Locations

Type	County	Latitude	Longitude	Acres
Radio Site	Kern	35.759055	-119.391867	8.23
Radio Site	Kern	35.753397	-119.390910	0.05
Radio Site	Kern	35.751193	-119.389575	0.05
Radio Site	Kern	35.749142	-119.387670	2.30
Radio Site	Kern	35.701077	-119.345989	7.56
Radio Site	Kern	35.695795	-119.345295	0.09
Radio Site	Kern	35.637530	-119.340259	6.83
Radio Site	Kern	35.576117	-119.333052	2.12
Radio Site	Kern	35.508746	-119.279548	1.26
Radio Site	Kern	35.466964	-119.231607	2.78

12. Table 8 Location and Size of Project Roadway and Utility Modifications for the Project starting on page 42 of the ITP, as amended, shall be 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. **Utility relocation work includes overhead tension wires and transmission lines, pressurized transmission mains, natural gas and petroleum lines, fiber optic and communication lines, water and sewage lines, canals, and freight rail.** The Project will require ~~144~~ **155** roadway **and utility** modifications: **56** in Fresno County, **39** in Kings County, **33** in Tulare County, and ~~20~~ **27** in Kern County, **shown in** ~~Roadway modifications will impact 2,181.29 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.

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

Location	County	Activity	Latitude	Longitude	Acre
S R 41	Fresno	under the SR 41	36.724000	-119.785037	40.06
E California St	Fresno	Closed road, utility relocation and protection.	36.721458 36.721377	-119.782629 -119.783179	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	0.46
E Lorena Ave	Fresno	Closed road, utility relocation and protection.	36.719414 36.719263 36.719263	-119.780232 -119.780839 -119.779261	0.68
E Florence Ave	Fresno	Closed road	36.717755	-119.777098	0.48
S Sarah Ave	Fresno	Closed road, utility relocation and protection.	36.717668 36.717519 36.717628 36.717911	-119.778356 -119.778668 -119.777587 -119.777600	0.47
E Belgravia Ave	Fresno	Closed road, utility relocation and protection.	36.715944 36.716657 36.715952 36.715551	-119.774934 -119.777634 -119.777041 -119.776458	0.70

Location	County	Activity	Latitude	Longitude	Acres
S Railroad Ave, north of E Jenson	Fresno	closed at E California Ave and S Orange Ave., access roads, temporary construction easements, (staging), utility relocation and protection.	36.715176 36.712670 36.710071 36.707456	-119.775182 -119.771833 -119.768967 -119.766050	12.84
E Church Ave	Fresno	E Church Ave pass over HST, UPRR, and BNSF. South Sunland Ave would be realigned and re-connected to E Church Ave farther to the east. Existing crossing over BNSF closed. South- East would be raised to tie in. Access roads, Utility relocation and protection.	36.7147225 36.714021 36.713973 36.714137	-119.771561 - 119.777065 -119.770598 -119.763446	11.26
E Church Ave, east of S Armstrong Ave	Fresno	Utility relocation and protection.	36.714884	-119.668609	2.60
S Golden State Boulevard, north of E Jenson	Fresno	Over pass	36.714000	-119.775768	7.6
S East Ave	Fresno	Closed road	36.7119937	-119.772582	0.54
E Jenson	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	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

Location	County	Activity	Latitude	Longitude	Acres
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 crossing 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	-119.752494	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	4.04
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	4.50
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
West of BNSF, south of E American Ave	Fresno	Access roads.	36.661756	-119.750330	0.55
Storey	Fresno	Cul-de-sac	36.661756	-119.747884	0.72
Houston Ave	Fresno	Utility relocation and protection	36.660269 36.652195	-119.747884 -119.747980	0.06
E Jefferson Ave	Fresno	Closed road. Access road, utility relocation, and modified watercourse.	36.648887	-119.750096	31.438
Washington	Fresno	Cul-de-sac	36.652195	-119.747980	0.72

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Location	County	Activity	Latitude	Longitude	Acres
E Lincoln Ave	Fresno	Access road improvements and to accommodate construction activities associated with roadway modifications and utility relocations.	36.649563	-119.750328	2.607
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	4.699
Oleander Loop	Fresno	Access Roads	36.638115	-119.750009	1.47
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	29.919
Oleander Hammerhead	Fresno	Access Roads	36.630762	-119.748022	1.02
E Sumner Ave	Fresno	Closed road. Access road improvements, roadway modifications, and utility relocations.	36.627145	-119.750539	5.563
E South Ave	Fresno	E South Ave will pass over HST BNSF tracks. An existing canal would be relocated. Access roads.	36.619893 36.619579	-119.750250 -119.754404	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 the 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	22.678
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	5.541
E Dinuba Ave	Fresno	Closed road. Access road improvements, roadway modifications, and utility relocations.	36.590916	-119.748105	3.658
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	35.120

Location	County	Activity	Latitude	Longitude	Acres
E Rose Ave	Fresno	Closed road. Access road improvements, roadway modifications, and utility relocations.	36.569199	-119.742944	3.942
S Topeka Ave	Fresno	Closed road. Road improvements, modified watercourse, and utility relocations.	36.562351	-119.740814	3.720
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	44.942
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	62.760
E Kamm Ave	Fresno	Closed road. Access road improvements, roadway modifications, and utility relocations.	36.532891	-119.729875	42.782
S Willow Ave	Fresno	Closed road. Utility relocation and protection.	36.526682 36.524854	-119.727819 -119.726816	1.88
Conejo Ave	Fresno	HST will pass over BNSF on viaduct. Pergola will be approximately 2,200 linear ft with approximately 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. Connect E Clarkson Ave to S Minnewawa Ave. Roadway modifications and utility relocations.	36.503218	-119.714395	5.419

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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	4.962
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	37.040
E Elkhorn Ave	Fresno	E Elkhorn Ave will pass over HST. Roadway modifications and utility relocations.	36.489280	-119.697998	33.039
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	72.435
West of SR 43	Fresno	Access road, roadway modifications, utility relocations, and modified watercourse.	36.459645	-119.640002	7.317
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	37.775
9th 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
8th Ave	Kings	A combined overpass solution with Dover Ave over the HST. 8th Ave will be elevated to join Dover Ave. T	36.416328	-119.600141	27.24
Dover Ave	Kings	Dover Ave will pass over HST, a shift in the 8th Avenue roadway, utility relocation and access roads.	36.415812	-119.599568	32.13

Location	County	Activity	Latitude	Longitude	Acres
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	37.643
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 will be box culverted. Utility relocation. Establish new easement for transmission facility relocation.	36.379788, 36.372121, 36.364353	-119.591928, -119.591580, -119.591997	38.099
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. Establish new easement for transmission facility relocation.	36.363942, 36.357418, 36.351215	-119.592082, -119.591486, -119.591919	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	6.742
South of SR 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. Utility/pole replacement.	36.313549, 36.313456, 36.313602	-119.599517, -119.591620, -119.584406	40.68
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

Location	County	Activity	Latitude	Longitude	Acres
Iona Ave	Kings	Iona Ave will pass over HST. The canal will be box culverted. Utility relocations.	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/pole replacement.	36.276149, 36.269408	-119.591908, -119.591347	41.057
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. Utility/pole replacement.	36.258783, 36.254895	-119.592065, -119.592913	41.32
South of Jackson Ave	Kings	Utility relocations and a waterway crossing structure.	36.250423 36.247825	-119.59452 -119.59501	1.474
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 the existing road. The watercourse would run underneath the crossing	36.225342	-119.607328	34.75
South of Kent Ave	Kings	Utility relocations.	36.222732	-119.607658	0.77
Kansas Ave	Kings	Kansas Ave will pass over HST south of the 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	3.26
South of Lansing Ave	Kings	Activities associated with utility relocation, roadway modification, a new undercrossing and a waterway crossing structure.	36.195186	-119.611023	2.534

Location	County	Activity	Latitude	Longitude	Acres
Nevada Ave	Kings	Nevada Ave overpass crossing HST, BNSF, and SR 43 & connects with Nevada Ave east of SR 43. Road improvements, utility relocations, and waterway crossing structures.	36.137342	-119.583354	42.044
South of Nevada Ave	Kings	Utility relocations.	36.130668	-119.578892	1.46
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	9.552
5th Ave & Niles Ave	Kings	5 1/2 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	1.54
Niles Ave to Waukena Ave & Orange Ave	Kings	Utility relocations, TCEs, site preparation and demolition, earthwork, and access roads.	36.111744	-119.556361	20.11
5th Ave & Orange Ave	Kings	Closed road. 5th 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 5th Ave and Waukena Ave via new connector.	36.108993	-119.554049	14.37
Whitley Ave / State Rt 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	1.527
South of Rd 19 / north of Ave 156	Kings	Utility relocation and waterway crossing structures.	36.079981	-119.577325	0.279

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Avenue 156, west of 6th Ave	Kings	Activities associated with utility relocation, roadway modification and new undercrossing.	36.072451	-119.577325	2.783
Oregon Ave	Tulare	Utility relocations and an additional access road.	36.086194	-119.535603	0.111
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	6.13
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, Utility/pole Replacement.	36.020466	-119.500398	13.38
Ave 120	Tulare	Realignment of the Avenue 120 overcrossing.	36.009212, 36.018271	-119.492361, -119.497776	22.78
Ave 120 to Ave 112	Tulare	shift HSR alignment to the west, add access roads and utility relocations	Various	Various	4.556
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. Waterway Crossing Structures	35.949264 35.947926	-119.465056 -119.447170	26.08
Rd 40 and Ave 88	Tulare	Shift in roadway modifications and improvements resulting from updated surveys.	35.983010 35.949161	-119.482835 -119.459275	10.35

Location	County	Activity	Latitude	Longitude	Acres
South of Ave 88	Tulare	Add roadway modifications and utility relocations.	35.939888	-119.441272	5.34
Deer Creek Turnout	Tulare	Establish a new easement and new access road.	35.920721	-119.427530	
County Rd J22 / W Sierra Ave / Ave 56	Tulare	W Sierra Ave/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	26.154
Ave 136	Tulare	Reconstruction	36.036333	-119.514281	3.24
Rd 24	Tulare	Overlay	36.0217880	-119.518441	12.00
Ave 120	Tulare	Reconstruction	36.007279	-119.497648	17.56
New frontage road	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	1.309
Ave 48	Tulare	Construction activities associated with a modified watercourse.	35.876661	-119.41318	0.030
Ave 44	Tulare	Construction activities associated with the waterway crossing structure, access road, and utility relocation.	35.86958 35.86914	-119.412787 -119.412722	0.88
Ave 36	Tulare	Construction activities associated with the waterway crossing structure and access road.	35.855280	-119.412188	5.394
North of Ave 24	Tulare	Construction activities associated with the access road	35.840467 35.834915	-119.410318 -119.409470	2.994
Ave 24	Tulare	Reconstruction. Accommodate construction activities associated with utility relocation, roadway modification and access roads new undercrossing.	35.833451	-119.393352	22.134

Location	County	Activity	Latitude	Longitude	Acres
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	8.702
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	2.159
Rd 80 aka County Line Rd	Tulare	Roadway improvements for the final configuration for driveway access, a turnaround, and parking lot at County Line Road and Scofield Avenue	35.790174	-119.403204	0.6
W Cecil Way	Kern	Roadway improvements at the access road including installation of gravel at the existing roadway to provide for continuous third-party access.	35.775703	-119.405859	3.84
Magnolia Ave	Kern	Legal easement for third-party access road.	35.724798	-119.370168	1.49
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, 35.7546467	-119.395444 -119.390150	36.39
Woollomes Ave	Kern	Construction activities associated with road construction, structures associated with the waterway crossing, access road, and utility construction, installation, and crossings.	35.746009, 35.743778, 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

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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
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.	35.617310	-119.332000	40.21
SR 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, 35.601541	-119.328118 -119.325649	5.34
9th St and H St	Kern	Construction activities associated and utility construction, installation, crossings, and access.	35.591859	-119.330984	4.55
12th St	Kern	Access	35.588498	-119.333216	0.02
Poso Ave	Kern	Access	35.587381	-119.331016	1.27

Location	County	Activity	Latitude	Longitude	Acres
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	9.04
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	41.89
Merced Ave	Kern	Merced Ave will shift north and pass over HST, BNSF, and SR 43. The overcrossing will connect with the existing street east of SR 43. The existing intersection between SR 43 and Merced Ave will be maintained. 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
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	-119.28736	29.03
Burbank St	Kern	Burbank St will pass over HST on a new alignment.	35.470114	-119.234730	26.95

Location	County	Activity	Latitude	Longitude	Acres
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	2175.97	

13. The section entitled "Impacts of the Taking on Covered Species" on page 68, 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 **5,914.21** ~~6,706.31~~ acres within the Construction Footprint (as depicted in the ~~Baseline Map Book~~, Exhibit 6, ***the Construction Footprint Map Book***, Baseline Maps 1 through 53 and generated from the metadata provided by the Permittee) and no more than 17.32 acres at the ~~Mitigation Sites~~ (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 (***e.g., pressurized transmission mains, natural gas and petroleum lines, fiber optic and communication lines, water and sewage lines***); ***above surface utility relocations (e.g., overhead tension wires and transmission lines, fiber optic and communication lines, water and sewage lines, canals, and freight rail)***; 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; 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 ~~eight nine~~ switching stations, and up to ~~25 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 CDFW approved 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.

14. The section titled "California tiger salamander," on page 69-70 of the ITP, as amended, shall be further amended to read as follows:

California Tiger Salamander

The extent of the impacts of the taking of CTS is based on the vegetation cover types. ~~within the Construction Footprint, the assumption that all potentially suitable habitat in the Construction Footprint would be permanently destroyed, and an evaluation of indirect impacts. The Covered Activities are expected to result in the permanent loss of up to 9.06 acres of upland refugia habitat and loss of 9.64 acres of aquatic breeding habitat for CTS.~~ **Enhancement related** grading and excavation during the non-breeding (dry) season at the ~~M~~mitigation ~~S~~sites would also result in up to ~~17.32~~**16.56** acres of temporary impacts to CTS **upland refugia habitat (annual grassland)**; of that ~~17.32~~ acres, **and 0.76 acres of temporary impacts to CTS breeding habitat (vernal pools), for a total habitat impact of 17.32 acres.** Covered Activities at the ~~M~~mitigation ~~S~~sites are intended to and will likely enhance the habitat at the ~~M~~mitigation ~~S~~sites for CTS.

Covered Activities may result in the incidental take of individuals in the form of mortality ("kill") as a result of habitat ~~loss and~~ modification; **enhancement** Project-related ground and vegetation disturbance **at the mitigation sites**; vehicle and equipment strikes during site preparation and hauling of materials and spoils; crushing by heavy equipment and foot traffic; collapse or excavation of occupied burrows that results in crushing or suffocation of underground individuals;

entombment of individuals from deposition of stockpiled material or spoils over occupied burrows; ~~entrapment and burial within trenches and open pipelines;~~ entombment during earthwork; entanglement in fences or in ~~construction staging materials;~~ ~~increased light, noise, and vibration from human and construction~~ **enhancement groundwork** activity that could cause individuals to become active at inappropriate times, potentially increasing stress levels and exposure to predation and adverse environmental conditions; temporary displacement; and during habitat restoration in the excavation and construction of wetlands, installation of barbed wire fencing to control cattle grazing activities, planting of riparian species, management, and monitoring. Incidental take of individuals may also occur from the Covered Activities in the form of ~~catch,~~ **pursuit or capture or attempt to do so through:** **entrapment in holes;** ~~from falling into trenches~~ **uncovering individuals during salvage excavation of burrow systems;** and during ~~trapping~~ **capture** and relocation of individuals from **out of harm's way at the mitigation sites as needed during enhancement activities as required under this ITP** ~~Construction Footprint (salvage).~~

Potential indirect impacts to CTS and its habitat include effects of ~~construction~~ **enhancement** activities **at the mitigation sites** ~~associated with Covered Activities.~~ These indirect effects could include complications from ~~construction-related~~ fugitive dust **due to groundwork;** pesticide application that could affect individuals individually or through their food sources; altered behavior resulting from Covered Activities in occupied areas; and the possibility for disease transmission to CTS from handling and relocation efforts.

~~Potential long-term indirect impacts to CTS associated with Covered Activities include: continued noise and vibration impacts from the routine operation and maintenance of the Project components; changes in the habitat that make CTS more vulnerable to competition, disease, or predation; introduction or spread of invasive species; increased habitat fragmentation and edge effects; pesticide use; stress through disorientation; loss of foraging opportunities; and road building and other soil disturbance upstream or at elevations upslope of CTS habitat that could result in altered drainage patterns and reduced input of water necessary to create and maintain appropriate soil moisture, vegetation cover, and humidity requirements. Individuals displaced due to habitat loss and degradation may be unable to survive in adjacent areas if these areas are already at carrying capacity or are unsuitable for colonization.~~

15. Table 9 on page 70 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 (pasture, barren, annual grassland, ruderal, inactive agriculture, and fallow field),	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 Sites),	Temporary	16.56
California tiger salamander	Aquatic breeding habitat (vernal pool and Seasonal wetland at Mitigation Sites)	Temporary	0.76
		<u>Total</u>	<u>17.32</u>
Tipton kangaroo rat	Annual grassland, Alkali desert scrub, barren, pasture, ruderal, inactive agriculture, and fallow field	Direct	729.18 726.98
San Joaquin antelope squirrel	Annual grassland, Alkali desert scrub, barren, pasture, ruderal, inactive agriculture, and fallow field	Direct	729.18 726.98
Swainson's hawk	Foraging (California annual grassland, pasture, barren, ruderal, inactive agriculture, fallow field, field crops, row crops, and irrigated hay crops)	Direct	2361.04 2,352.49
	Foraging (annual grassland at Mitigation Site)	Temporary	17.32

Covered Species	Habitat Type	Impact Type	Impact Acres
San Joaquin kit fox	<u>Natural</u> (Alkali desert scrub, annual grassland, barren, pasture, and ruderal),	Direct	816.45
		Direct	3,084.56
	<u>Agricultural</u> (inactive agriculture, fallow field, field crops, row crops, and irrigated hay crops)	<hr/> Total	<hr/> 3,901.01 3,936.19
	<u>Foraging and denning</u> (annual grassland at Mitigation Site)	Temporary	17.32

16. The first and second paragraphs of the section titled “Tipton Kangaroo Rat,” 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 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 **729.18** ~~726.98~~ acres of potential habitat (Table 9).

Covered Activities could result in incidental take of TKR in the form of mortality (“kill”) as a result of: vehicle strikes; crushing by heavy equipment; collapse of burrows; entombment during earthwork; being crushed in shallow burrow systems, noise and ground vibration, and exposure to predation and adverse environmental conditions; and entanglement in fences or in construction staging materials. Incidental take of individual TKR may also occur from the Covered Activities in the form of ~~catch, pursuit or capture or attempt to do so from falling into~~ **through entrapment in** trenches, excavated holes, pipes, and open pipelines, **and confined areas when exclusion fencing is constructed around portions of the Project Site** and during **trapping, burrow excavation, salvage, collection, relocation or translocation** activities **as required by this ITP** to reduce the potential for direct mortality.

17. The first and second paragraphs of the section titled “San Joaquin Antelope Squirrel,” on page 72 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 **729.18** ~~726.98~~ acres of potential habitat (Table 9).

Covered Activities could result in incidental take of SJAS in the form of mortality (“kill”) as a result of: vehicle strikes; crushing by heavy equipment; collapse of burrows; entombment during earthwork; being crushed in shallow burrow systems, noise and ground vibration, and exposure to predation and adverse environmental conditions; and entanglement in fences or in construction staging materials. Incidental take of individual SJAS may also occur from the Covered Activities in the form of ~~catch, pursuit or capture or attempt to do so from falling into~~ **entrapment in** trenches, excavated holes, pipes, and open pipelines, **and confined areas when exclusion fencing is constructed around portions of the Project Site;** and during **trapping, burrow excavation, salvage, collection, relocation or translocation** activities **as** required **by this ITP** to reduce the potential for direct mortality.

18. The first paragraph of the section titled “Swainson’s hawk,” on page 72-73 of the ITP, as amended, shall be further amended to read as follows:

Up to **2361.04** ~~2,352.49~~ acres of foraging habitat, including areas within active agricultural production, and up to 13 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 (**2361.04** ~~2,352.49~~ 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 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 determined based on the 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.

19. The first and second paragraph of the section titled “San Joaquin Kit Fox,” on page 80 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 **3901.01** ~~3,936.19~~ 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.

Covered Activities could result in incidental take of SJKF in the form of mortality (“kill”) as a result of: vehicles strikes; crushing by heavy equipment; collapse of dens; entombment during earthwork; noise and ground vibration that could cause SJKF to leave dens at inappropriate times, potentially increasing their stress levels and exposure to predation (e.g., by urban-related predators such as dogs and mesopredators such as coyotes) and adverse environmental conditions; and entanglement in fences or in construction staging materials. Incidental take of individual SJKF may also occur from the Covered Activities in the form of ~~catch, pursuit or capture or attempt to do so from falling into~~ **through entrapment in** trenches, excavated holes, pipes, and open pipelines; and during den excavation activities **as** required **by this ITP** to reduce the potential for direct mortality.

20. Condition of Approval 7.1.1 on pages 87 of the ITP, as amended, shall be further amended to read as follows:

7.1.1. Pre-Construction Survey Report. The Designated Representative shall provide CDFW with a 14-Day Notification and Pre-Construction Survey Report at least 14 calendar days prior to commencement of Covered Activities ~~in for any of the following circumstances:~~ **n**New Work Areas with Covered Species habitat as described in Condition of Approval 7.4.

- ~~• Work Areas where initial ground disturbance (e.g., vegetation removal, clearing, grubbing, and grading) is not completed within 30 days after the last day of trapping and/or burrow excavation unless an extension has been granted by CDFW in writing, e-mail will suffice.~~

- ~~• Previous Work Area is within 500 feet of contiguous annual grasslands or alkali desert scrub over 20 acres in size.~~

The 14-Day Notification shall be submitted with the Pre-Construction Survey Report shall document compliance with all pre-Project Conditions of Approval before starting such Covered Activities, and shall include **a Work Area burrow map, equipment list, activities list, and an HDD or Jack and Bore Plan if applicable.** the following:

21. Condition of Approval 7.1.2 on pages 89 of the ITP, as amended, shall be further amended to read as follows:

7.1.2. Site Assessment. The Designated Representative shall provide CDFW with a 14-Day Notification and a Site Assessment before resuming Covered Activities. Where applicable, work may proceed absent a new Pre-Construction Survey Report provided all the following criteria are met:

- Work Areas where initial ground disturbance (e.g., vegetation removal, clearing, grubbing, and grading) was previously completed.
- ~~• Patches of annual grasslands or alkali desert scrub habitats within 500 feet of the Work Area are less than 20 acres.~~
- There is no recent CNDDDB record(s) (i.e., published or submitted < 10 years) or other known occurrences (<10 years) for SJKF, SJAS or TKR within 1,000 feet of the Work Area.

22. Condition of Approval 7.1.2.2 on pages 89-90 of the ITP, as amended, shall be further amended to read as follows:

7.1.2.2. SJAS and TKR Assessment. Work may proceed absent further SJAS and TKR specific minimization provided:

- 1) Previous trapping and/or excavation provided negative results for SJAS and TKR prior to previous initiation of ground disturbing activities (e.g., vegetation removal, clearing, grubbing, and grading).

2) An approved SJAS and TKR Designated Biologist or Designated Small Mammal Trapper has determined the Work Area does not exhibit sign of kangaroo rat (e.g., tail drag, runways, thumping pads), has no suitable small mammal burrows, and SJAS is not observed.

3) ***Patches of annual grasslands, pasture, or alkali desert scrub habitats within 500 feet of the Work Area are less than 20 acres.***

7.1.2.3. Site Assessment Review Time. If CDFW does not respond within 14 calendar days of submittal with questions or concerns, then the work as proposed in the Site Assessment may proceed. If any future lapses in Covered Activities exceed 6 months at any given Work Area, then a new Site Assessment shall be completed and submitted to CDFW with a new 14-Day Notification.

23. Condition of Approval 7.1.3 on pages 90 of the ITP, as amended, shall be further amended to read as follows:

7.1.3. Site Assessment with SJAS Supplemental Survey. If suitable small mammal burrows are present within the Work Area ***or if there are patches of annual grasslands, pasture, or alkali desert scrub habitats within 500 feet of the Work Area that are greater than 20 acres***, then a Supplemental Survey shall be required. The Permittee shall submit a Work Area burrow map per Condition of Approval 7.1.1.1 and new SJAS Site-Specific Plan to CDFW per Condition of Approval 8.16.1.1.

24. Condition of Approval 7.1.4 on pages 90 of the ITP, as amended, shall be further amended to read as follows:

7.1.4. Site Assessment with TKR Supplemental Survey. If suitable small mammal burrows are present within the Work Area ***or if there are patches of annual grasslands, pasture, or alkali desert scrub habitats within 500 feet of the Work Area that are greater than 20 acres***, then a current TKR Trapping Survey shall be conducted. The Permittee shall submit a Work Area burrow map per Condition of Approval 7.1.1.1 and new TKR Site-Specific Plan to CDFW per Condition of Approval 8.17.1.1.

25. Condition of Approval 7.4 on pages 89-90 of the ITP, as amended, shall be further amended to read as follows:

Tracking Suitable Habitat Feature Disturbances, Map Updating, and Reporting.

Permittee shall maintain Geographic Information System (GIS) shapefile layers and associated maps depicting: 1) mapped areas of all land disturbances within the Construction Footprint; and 2) mapped areas of disturbed identified habitat features suitable for Covered Species (see Condition of Approval 7.4.1 for habitat features) within the Construction Footprint (as depicted in ~~the Baseline Map Book~~, Exhibit 6, ***the Construction Footprint Map Book***, Baseline Maps 1 through 53 and generated from the metadata provided by the Permittee). Permittee shall maintain the GIS layers and metadata for those maps and shall update the GIS layers and maps if there are any new detections of Covered Species or their habitat feature. Within each Work Area of the Construction Footprint, Permittee shall track, in real time, acreages of identified habitat features suitable for Covered Species that will be disturbed by Covered Activities. This tracking shall be maintained using a GIS format and include photo documentation of the habitat feature within a Work Area conducted no more than 30 days prior to initiation of Covered Activities. The photo documentation of each habitat feature shall include a minimum of four photos: one taken each from the North, South, East, and West and facing the habitat feature. There shall be separate photo documentation of each habitat feature suitable for Covered Species within a Work Area. Accordingly, if there are multiple habitat features in a Work Area, there will be multiple sets of photo documentation for that Work Area. The Permittee shall document the acreage of habitat features to be disturbed for each Covered Species compiled from the real time tracking and compare the documented disturbance area and habitat features in each Work Area to the Baseline Maps provided in the Project ITP application. Permittee shall provide GIS layers and the associated metadata to CDFW at least ten business days prior to initiation of Covered Activities at any Work Area. Permittee shall also maintain maps for each Covered Species separately and shall include updates to any of the maps in the next successive Annual Status Report (see Condition of Approval 7.8). Permittee shall also provide up-to-date GIS layers of the identified habitat features suitable for Covered Species with the Monthly Compliance Report and a summation of disturbance of identified habitat features annually at the time of Annual Status Report submission. Submission of updated habitat feature mapping will be used by CDFW and the Permittee to both determine appropriate implementation of Conditions of Approval and to rectify the acreages of impacts to habitat features in relation to the Baseline Maps (~~see Exhibit 6~~) provided in the Project ITP application and the commensurate compensatory mitigation that the Permittee is required to provide.

26. Condition of Approval 7.4.1.1 and 7.4.1.2 on page 90 of the ITP, as amended, shall be further amended to read as follows:

7.4.1.1. CTS Upland refugia (*mitigation sites* ~~Cross Creek Area~~ (*Kings and Tulare Counties*))

- California annual grassland
- ~~Alkali desert scrub~~
- ~~Pasture~~
- ~~Barren~~
- ~~Fallow field~~
- ~~Inactive agriculture~~
- ~~Ruderal~~

7.4.1.2 CTS Aquatic breeding (*mitigation sites* ~~Cross Creek Area~~ (*Kings and Tulare Counties*))

- Vernal pool
- ~~Open water~~
- Seasonal wetland

27. Condition of Approval 8.11 on pages 101-102 of the ITP, as amended, shall be further amended to read as follows:

8.11. Vegetation Removal Methods. Vegetative cover removal, clearing and grubbing shall be completed **for the entire Work Area** prior to grading or other Covered Activities in Work Areas with identified habitat features suitable for Covered Species. Where possible, hand tools (e.g., trimmer, chain saw, etc.) shall be used to trim or remove shrub vegetation. All initial vegetation removal in areas with identified habitat features suitable for Covered Species shall be monitored directly (e.g., directly observed) by the applicable Designated Biologist(s) to minimize impacts to all Covered Species potentially present. **All initial ground disturbance (e.g., vegetation removal, clearing, grubbing, and grading) shall be started within 30 days after the last day of trapping and/or burrow excavation, and shall be completed within six months. Any lapse in work greater than 30 days shall require a refresher survey to ensure the site conditions (e.g., burrow density) remain unchanged in areas where ground disturbing activities are not yet completed.**

28. Condition of Approval 8.13., under Construction Activities, on page 99 of the ITP, as amended, is amended as follows:

8.13. Specific Measures for CTS. **Not applicable to Construction Activities. See Condition of Approval 8.37 under sub-section heading "Mitigation Site Activities".**

29. Condition of Approval 8.13.1 to 8.13.13, under Construction Activities, on pages 99-103 of the ITP, as amended, deleted as follows:

~~8.13.1.— CTS Salvage and Relocation Plan. Permittee shall prepare a CTS Salvage and Relocation Plan. The CTS Salvage and Relocation Plan shall include, but not be limited to, a discussion (and map) of the portion of the Project Area which represents potential breeding and upland habitat; those areas within 1.3 miles of known breeding habitat for the Covered Species; an identification of the survey, hand excavation, capture handling, and relocation methods; identification of relocation area(s); and identification of a wildlife rehabilitation center or veterinary facility that routinely evaluates or treats amphibians. The CTS Salvage and Relocation Plan shall be submitted to CDFW for approval prior to the beginning of Covered Activities. Covered Activities within the Project Area may not proceed until the CTS Relocation Plan is approved in writing by CDFW. Only approved Designated Biologist(s) are authorized to capture and handle CTS.~~

~~8.13.2.— CTS Pre-construction Surveys. No more than 30 calendar days prior to starting Covered Activities, the Designated Biologist(s) with assistance (if needed) from the General Biological Monitor(s) shall survey the Work Area(s) located within that portion of the Construction Footprint that has identified habitat features suitable for CTS. These surveys shall provide 100 percent visual coverage of the Work Area(s) and a 50 foot buffer zone. If any CTS are found within the Work Area or 50 foot buffer zone(s), the Designated Biologist(s) shall relocate them from the Work Area or buffer zone(s) in accordance with the CDFW approved CTS Salvage and Relocation Plan prepared in accordance with Condition of Approval 8.13.1 above. The Designated Biologist(s) shall submit a report documenting the results of the pre construction surveys to CDFW at least ten business days prior to commencement of Covered Activities within the particular Work Area.~~

~~8.13.3.— Flag Burrows. The Designated Biologist(s) with assistance from the General Biological Monitor(s) shall flag all potential small mammal burrows within the Work Area(s) and a 50 foot buffer zone(s) (see Condition of Approval 8.13.2) to alert biological and work crews to their presence. Where feasible, an avoidance buffer of 50 feet or greater around active small mammal burrows shall be maintained regardless of if the burrow is in the Work Area or solely within the Work Area's 50-foot buffer zone.~~

~~8.13.4.— Small Mammal Burrow Excavation. In each Work Area to be disturbed that is within 0.7 mile of known or potential breeding habitat for CTS, all small mammal burrows flagged per Condition of Approval 8.13.3 that cannot be fully avoided by at least 50 feet shall be fully excavated by hand under the direct supervision of the~~

~~Designated Biologist(s). This excavation requirement applies regardless of if the burrow is located within the Work Area or the Work Area's 50-foot buffer zone. The Designated Biologist(s) shall relocate any live CTS discovered during burrow excavation in accordance with the salvage and relocation plan required in Condition of Approval 8.13.1 above. Excavation shall occur no more than 14 days after the completion of the CTS pre-construction surveys as described in Condition of Approval 8.13.2 above. Small mammal burrows within the Corcoran Irrigation District Basin, work area Subzones 1–4 (Exhibit 8), that are partially excavated or have yet to be excavated as of August 2022 are exempt from this excavation requirement.~~

~~8.13.5. — CTS Exclusion Fencing. Permittee shall install exclusion fencing around the perimeter of all Work Area(s) within 0.7 mile of known or potential CTS breeding habitat to prevent CTS migrating into the Work Area(s). Fencing material and design shall be reviewed and approved in writing by CDFW before exclusion fencing installation. The exclusion fence shall be installed after all small mammal burrows inside the planned fence zone needing to be excavated are hand excavated under the direct supervision of the Designated Biologist(s) in accordance with Condition of Approval 8.13.4 above to prevent entrapment of CTS within the Work Area(s). The exclusion fence shall be buried a minimum of four inches below ground surface and equipped with one-way exits to avoid entrapment of CTS and other amphibians or reptiles within the fenced area. The Permittee shall also avoid small mammal burrows to the maximum extent possible during the installation of the exclusion fencing. When small mammal burrows cannot be avoided by a 50-foot no disturbance buffer from the fence line, they shall be hand excavated as described in Condition of Approval 8.13.4 above with direct supervision by the Designated Biologist(s) prior to commencing fence installation. Alternatively, Permittee can forego exclusion fence installation. If exclusion fence is not erected at Work Area(s) within 0.7 mile of known or potential breeding habitat, all Covered Activities shall cease when a 70 percent or greater chance of rainfall is predicted within 72 hours in accordance with Condition of Approval 8.13.10 below.~~

~~8.13.6. — CTS Exclusion Fence Installation. The Designated Biologist(s) shall accompany the exclusion fence construction crew(s) to ensure that CTS are not killed or injured during fence installation. The exclusion fence shall be supported sufficiently to maintain its integrity under all conditions such as wind and heavy rain for the duration of the Covered Activities in the Work Area being fenced. The Designated Biologist(s) shall inspect the completed fencing prior to construction. Permittee shall check the exclusion fence at least once weekly and maintain/repair the fence when necessary. Permittee should install temporary exclusion fencing in a sequential manner that corresponds to the progression of Covered Activities within Work Areas. For example, temporary fencing is not required to be installed~~

~~simultaneously at all Work Areas and shall be removed immediately upon completion of Covered Activities in each fenced Work Area.~~

~~8.13.7. CTS in Construction Footprint. If CTS is found by any person in the Construction Footprint before or during Covered Activities, all work that could potentially harm the CTS shall stop immediately until the Designated Biologist(s) can relocate the CTS following the CTS Salvage and Relocation Plan specified in Condition of Approval 8.13.1 above. The relocation area(s) shall be identified in the CTS Salvage and Relocation Plan by the Designated Biologist(s) prior to the start of Covered Activities and are subject to CDFW approval.~~

~~8.13.8. CTS Record of Handling. All CTS captures, relocations, and observations by the Designated Biologist(s) shall include the following documented information: the date, time, and location of each occurrence using Global Positioning System (GPS) technology; the name of the party that actually identified the CTS; circumstances of the incident; the general condition and health of each individual; any diagnostic markings, sex, age (juvenile or adult); actions undertaken; and habitat description. Permittee shall also submit this information to the CNDDB as per Condition of Approval 7.9. This information shall also be included in the Monthly Compliance Reports and Final Mitigation Report.~~

~~8.13.9. Dry Season Work. Fill, vegetation removal, or other ground-disturbing activities within or immediately adjacent to CTS potential breeding habitat shall be confined to the dry season from June 15th to October 31st.~~

~~8.13.10. Rain Forecast. The Designated Biologist(s) and Permittee shall monitor the National Weather Service 72-hour forecast for the Project Area. If a 70 percent or greater chance of rainfall is predicted within 72 hours, Permittee shall cease all Covered Activities in all Work Areas where initial ground disturbance (vegetation removal, grading, excavation, etc.) has yet to finish until a zero percent chance of rain is forecast. Work may continue 24 hours after the rain ceases and there is zero percent chance of precipitation in the 72-hour forecast. The Designated Biologist(s) shall re-survey each Work Area before Covered Activities resume to capture and relocate any CTS that are discovered during the surveys. Work Areas where exclusion fencing has been installed in accordance with Conditions of Approval 8.13.5 and 8.13.6 above, may continue Covered Activities during rainfall events.~~

~~8.13.11. Night Work. Permittee shall strictly prohibit all Covered Activities at night (the period between sunset and sunrise) in Work Areas within 1.3 miles of potential or known CTS breeding sites when a 70 percent or greater chance of rainfall is predicted within 72 hours of Covered Activities until zero percent chance of rain is~~

~~forecast. This restriction is not applicable to Covered Activities at night in Work Areas within 0.7 miles of potential or known CTS breeding sites once they have been encircled with CTS exclusion fencing pursuant to Conditions of Approval 8.13.5 and 8.13.6. However, even after salamander exclusion fencing is installed, this condition still applies to construction-related traffic moving through areas within 1.3 miles of potential or known CTS breeding sites that are outside of the CTS exclusion fencing (e.g., on roads outside a fenced Work Area).~~

~~8.13.12. Soil Stockpiles. Permittee shall ensure that soil stockpiles are placed where soil will not pass into potential CTS breeding pools or into any other "Waters of the State," in accordance with Fish and Game Code section 5650. Permittee shall appropriately protect stockpiles to prevent soil erosion.~~

~~8.13.13. Fieldwork Code of Practice. To ensure that disease is not conveyed between Work Areas the Biological Monitor(s) shall follow the Fieldwork Code of Practice developed by the Declining Amphibian Populations Task Force (Attachment 2). The Biological Monitor(s) may substitute a bleach solution (0.5 to one cup of bleach to one gallon of water) for the ethanol solution. Care shall be taken so that all traces of the disinfectant are removed before entering the next aquatic habitat.~~

30. The last part of Condition of Approval 8.14.3.3 on pages 115 of the ITP, as amended, shall be further amended to read as follows:

8.14.3.3. Modified **Nest** Monitoring. If the Designated Biologist determines after the initial three days of nest observation, that Covered Activities are not likely to affect the nest due to **compelling biological or ecological reasons** ~~objects or topography that might reduce potential noise disturbance and obstruct view of the Work Area from the nest~~, then a written request with documented observational data can be submitted to CDFW seeking a reduction of ~~either the monitoring time~~ **duration and/or at specified** monitoring distances. CDFW will review the request and determine whether to grant the reduction, which if granted, would be provided in writing (email can suffice).

31. The last sentence of Condition of Approval 8.16.1.1 on pages 115 of the ITP, as amended, shall be further amended to read as follows:

In Work Areas that meet all the criteria for the Site Assessment per Condition of Approval 7.1.2 **and 7.1.2.2**, an SJAS Site-Specific Plan is not required.

32. The last sentence of Condition of Approval 8.16.2 on pages 115 of the ITP, as amended, shall be further amended to read as follows:

If the criteria for Condition of Approval 7.1.2 are met but 7.1.2.2 are not met, then negative Supplemental Survey results per Condition of Approval 7.1.2~~3~~ are required to eliminate the need for burrow excavation.

33. Condition of Approval 8.16.4.1 on pages 116 of the ITP, as amended, shall be further amended to read as follows:

8.16.4.1. Trapping Area Size Limit. Work Areas that require small mammal trapping shall be no larger than 10 acres and may need to be smaller if there is high burrow density and required excavation. Permittee may request in writing an exception to the 10-acre maximum trapping size that shall contain a compelling ecological reason (e.g., low burrow density) along with the Work Area burrow map and survey trap plan. CDFW will review the exception request and provide written approval or denial within four (4) business days of receiving the Work Area burrow map and survey trap plan. Under no circumstances shall trapping occur in a Work Area exceeding 10 acres in size without written CDFW approval. ***For Trapping conducted pursuant to Condition of Approval 7.1.3 Site-Specific Plans may include larger areas for approval provided there is one Designated Biologist or Small Mammal Trapper for each 10 acres area to be trapped.***

34. Condition of Approval 8.16.4.4 on pages 117 of the ITP, as amended, shall be further amended to read as follows:

8.16.4.4. Trapping Completion and Reporting. The Designated Biologist(s) shall submit a written report of all survey and trapping activities to CDFW within seven calendar days after completion of the required number of consecutive days of trapping that yield no positive detections of SJAS (email will suffice). The report of the trapping results shall include copies of all trapping field data forms. ~~Initial ground disturbing activities (e.g., vegetation removal, clearing, grubbing, and grading) in the trapped area may then commence without subsequent burrow excavation outside of Mapping Areas 1, 2, and 3 (Exhibit 7) as well as within the excluded areas per Condition of Approval 8.16.6.1 subsection 1), provided initial ground disturbing activities (e.g., vegetation removal, clearing, grubbing, and grading) occurs within six months of the negative trapping results if site conditions (e.g., burrow density) remain unchanged.~~

35. Condition of Approval 8.16.4.5 on pages 117-118 of the ITP, as amended, shall be further amended to read as follows:

8.16.4.5. Following Trapping. Either excavation efforts, or commencement of initial ground disturbing activities (e.g., vegetation removal, clearing, grubbing, and grading) without burrow excavation per Condition of Approval 8.16.6.2, **or resumption of ground disturbing activities per Condition of Approval 7.1.3** shall begin within 30 days after **negative trapping results**. If more than 30 days lapse following trapping before excavation efforts or ~~start~~ **commencement/resumption** of initial ground disturbing activities (~~e.g., vegetation removal, clearing, grubbing, and grading~~) a refresher survey will be required to determine if ~~there are any new burrows~~. If CDFW concurs that site conditions (**e.g., burrow density**) remain unchanged. **If there is a break of more than 30 days during the vegetation removal, clearing, grubbing, and grading, then a refresher survey will also be required, otherwise** the results of the SJAS trapping and/or excavation efforts can be used for up to six ~~(6)~~ months.

36. Condition of Approval 8.16.6 on pages 119 of the ITP, as amended, shall be further amended to read as follows:

8.16.6. **Pre-Construction Survey** Exceptions to Trapping and Burrow Excavation. Mapping Areas 1, 2, and 3 as shown in Exhibit 7 and Subzones 1, 3, and 4 as shown in Exhibit 8. have specific exceptions to trapping and burrow excavation requirements **when following Condition of approval 7.1.1**.

37. The heading of Condition of Approval 8.16.6.1 on pages 119 of the ITP, as amended, shall be further amended to read as follows:

8.16.6.1. **Pre-Construction Survey** Within Mapping Areas 1, 2, 3.

38. The heading of Condition of Approval 8.16.6.2 on pages 119 of the ITP, as amended, shall be further amended to read as follows:

8.16.6.2. **Pre-Construction Survey** Outside Mapping Areas 1, 2, 3.

39. The last sentence of Condition of Approval 8.17.1.1 on pages 115 of the ITP, as amended, shall be further amended to read as follows:

In Work Areas that meet all the criteria under for the Site Assessment per Condition of Approval 7.1.2 **and 7.1.2.2**, TKR Site-Specific Plan is not required.

40. Condition of Approval 8.17.4.1 on pages 122 of the ITP, as amended, shall be further amended to read as follows:

8.17.4.1. Trapping Area Size Limit. Work Areas that require ***small mammal*** trapping shall be no larger than 10 acres and may need to be smaller if there is high burrow density and require excavation. Permittee may request in writing an exception to the 10-acre maximum trapping size that shall contain a compelling ecological reason (e.g., low burrow density) along with the Work Area burrow map and Site-Specific Plan. CDFW will review the exception request and provide written approval or denial within four (4) business days of receiving the Work Area burrow map and survey trap plan. Under no circumstances shall trapping occur in a Work Area exceeding 10 acres in size without written CDFW approval.

41. Condition of Approval 8.17.4.4 on pages 123 of the ITP, as amended, shall be further amended to read as follows:

8.17.4.4. Trapping Completion and Reporting. The Designated Biologist(s) shall submit a written report of all survey and trapping activities to CDFW within seven calendar days after completion of the required number of consecutive days of trapping that yield no positive detections of TKR, the Permittee shall notify CDFW in writing (email will suffice). The report of the trapping results shall include copies of all trapping field data forms. ~~Initial ground disturbing activities (e.g., vegetation removal, clearing, grubbing, and grading) in the trapped area may then commence without subsequent burrow excavation outside of Mapping Areas 1, 2, and 3 (Exhibit 7) as well as within the excluded areas per Condition of Approval 8.16.6.1 subsection 1), provided initial ground disturbing activities (e.g., vegetation removal, clearing, grubbing, and grading) occurs within six months of the negative trapping results if site conditions (e.g., burrow density) remain unchanged.~~

42. Condition of Approval 8.17.4.5 on pages 123 of the ITP, as amended, shall be further amended to read as follows:

8.17.4.5. Following Trapping. Either excavation efforts, or commencement of initial ground disturbing activities (e.g., vegetation removal, clearing, grubbing, and grading) without burrow excavation per Condition of Approval 8.17.6.2 ***or resumption of ground disturbing activities per Condition of Approval 7.1.4*** shall begin within 30 days after ***negative*** trapping ***results***. If more than 30 days lapse following trapping before excavation efforts or ~~start commencement/~~ ***resumption*** of ground disturbing activities without burrow excavation per Condition of Approval 8.16.6.2, an updated Pre-Construction ***S refresh*** survey will be required per Condition of Approval 7.1. If CDFW concurs that ***to determine if*** site conditions (e.g., ***burrow density***) remain unchanged. ***If there***

is a break of more than 30 days during the vegetation removal, clearing, grubbing, and grading, then a refresher survey will also be required, otherwise the results of the TKR trapping efforts can be used for up to six months.

43. Condition of Approval 8.17.6 on pages 123 of the ITP, as amended, shall be further amended to read as follows:

8.17.6. ***Pre-Construction Survey Exceptions to Trapping and Burrow Excavation.*** Mapping Areas 1, 2, and 3 as shown in Exhibit 7 and Subzones 1, 3, and 4 as shown in Exhibit 8. have specific exceptions to trapping and burrow excavation requirements ***when following Condition of approval 7.1.1.***

44. The heading of Condition of Approval 8.17.6.1 on pages 123 of the ITP, as amended, shall be further amended to read as follows:

8.17.6.1. ***Pre-Construction Survey Within Mapping Areas 1, 2, 3.***

45. The heading of Condition of Approval 8.17.6.2 on pages 123 of the ITP, as amended, shall be further amended to read as follows:

8.17.6.2. ***Pre-Construction Survey Outside Mapping Areas 1, 2, 3.***

46. Condition of Approval 8.37.1 on page 132 of the ITP, as amended, shall be amended to read as follows:

8.37.1 ***CTS at the Mitigation Sites.*** If CTS is found by any person at the Mitigation Site before or during Covered Activities, all work that could potentially harm the CTS shall stop immediately until the Designated Biologist(s) can relocate the CTS following the CTS Salvage and Relocation ***Mortality Reduction Plan*** specified in Condition of Approval ***8.37.1.1 below*** ~~8.13.1 above~~. The relocation area(s) shall be identified in the CTS Salvage and Relocation Plan by the Designated Biologist(s) prior to the start of Covered Activities and are subject to CDFW approval.

8.37.1.1. CTS Mortality Reduction Plan. Permittee shall prepare a CTS Mortality Reduction Plan which shall include, but not be limited to, a map of the portion of the mitigation sites which represents potential breeding and upland habitat; those areas within 1.3 miles of known breeding habitat for CTS; an identification of the survey, excavation, capture, handling, and relocation methods; identification of relocation

area(s); and identification of a wildlife rehabilitation center or veterinary facility that routinely evaluates or treats amphibians. The CTS Mortality Reduction Plan shall be submitted to CDFW for approval prior to the beginning of Mitigation Activities, and Mitigation Activities may not proceed until the CTS Mortality Reduction Plan is approved in writing by CDFW. Only approved Designated Biologist(s) are authorized to capture and handle CTS.

47. Condition of Approval 8.42 to 8.44, under Construction Footprint O&M Activities, on pages 136-137 of the ITP, as amended, deleted as follows:

~~8.42 CTS in O&M Work Area(s). If any CTS are found in a Work Area during O&M Covered Activities, all Covered Activities that could potentially harm CTS shall stop immediately until the Designated Biologist(s) can relocate the CTS following the CTS Salvage and Relocation Plan in accordance with Condition of Approval 8.13.1.~~

~~8.43 CTS Record of Handling for O&M Work Areas. All CTS captures, relocations, and observations by the Designated Biologist(s) during Covered Activities in O&M Work Areas shall include the following documented information: the date, time, and location of each occurrence using GPS technology; the name of the party that actually identified the CTS; circumstances of the incident; the general condition and health of each individual; any diagnostic markings, sex, age (juvenile or adult); actions undertaken; and habitat description. Permittee shall also submit this information to the CNDDDB as per Condition of Approval 7.9. This information shall also be included in the O&M QSR and Final Mitigation Report.~~

~~8.44 O&M Covered Activities Rain Forecast. The Biological Monitor(s) and Permittee shall monitor the National Weather Service 72-hour forecast for the Project Area. If a 70 percent or greater chance of rainfall is predicted within 72 hours, Permittee shall cease all ground-disturbing O&M Covered Activities. Work may continue 24 hours after the rain ceases and there is zero percent chance of precipitation in the 72-hour forecast. If work must continue when rain is forecast, the Designated Biologist(s) shall survey the area and capture and relocate any CTS that are discovered. The individuals shall be relocated in accordance with the CDFW-approved CTS Salvage and Relocation Plan (see Condition of Approval 8.13.1).~~

48. Table 11 on page 143 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 nitratoides nitratoides</i>)	Natural	726.98 729.18	2,180.93 2,187.55
San Joaquin antelope squirrel (<i>Ammospermophilus nelsoni</i>)	Natural	726.98 729.18	2,180.93 2,187.55
Swainson's hawk (<i>Buteo swainsoni</i>)	Foraging habitat	2,352.49 2,361.04	2,352.49 2,361.04
San Joaquin kit fox (<i>Vulpes macrotis mutica</i>)	Natural and agriculture	3,936.19 3,892.46	2,552.85 2,560.25
Total Compensatory Mitigation			9,374.57 9,346.15

49. Condition of Approval 9.1 (Cost Estimates) on pages 145 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 for all Covered Species habitat impacts as summarized in Table 11, but not including additional lands and measures for SJKF, 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 ~~9,346.15~~ ~~9,374.57~~ acres: ~~\$107,000,404.52~~ **\$106,676,021.49**. 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 ~~\$4,983,909.84~~ **\$4,968,800.59**.

9.1.3. Interim management period funding as described in Condition of Approval 9.2.6 below, estimated at ~~\$2,202,259.83~~ **\$2,195,583.45**.

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 **9,346.15** ~~9,374.57~~ acres: **\$33,368,185.50** ~~\$33,469,652.29~~. 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.

50. Condition of Approval 10.1 (Performance Security) on page 150 of the ITP, is amended to read as follows:

10.1. Security Amount. The Security shall be in the amount of **\$147,220,591.02** ~~\$147,668,226.48~~. This amount is based on the cost estimates identified in Condition of Approval 9.1 above.
Condition of Approval 9.1 above.

51. The Contact information on page 153 of the ITP, as amended, is amended to read as follows:

Written notices, reports and other communications relating to this ITP shall be delivered to CDFW by registered first class mail at the following address, or at addresses CDFW may subsequently provide the Permittee. Notices, reports, and other communications shall reference the Project name, Permittee, and ITP Number (2081-2015-024-04) in a cover letter and on any other associated documents.

Original cover with attachment(s) to:

Julie A. Vance Regional Manager
California Department of Fish and Wildlife
1234 East Shaw Avenue
Fresno, California 93710
RRR.R4@wildlife.ca.gov
(559)243-4005
~~(559)243-4022~~

Major Amendment No. 30
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1

and a copy to:

Habitat Conservation Planning Branch
California Department of Fish and Wildlife
Attention: CESA Permitting Program
1416 Ninth Street, Suite 1266
Sacramento, California 95814
CESA@wildlife.ca.gov

Unless Permittee is notified otherwise, CDFW's Regional Representative for purposes of addressing issues that arise during implementation of this ITP is:

Laura Peterson-Diaz ~~Dyana Valencourt~~
California Department of Fish and Wildlife
1234 East Shaw Avenue
Fresno, California 93710
Laura.Peterson-Diaz ~~Dyana.Valencourt~~ @wildlife.ca.gov
(559)***417-3235*** ~~243-4014, extension 264~~
(559)~~243-4020~~

52. The list of Attachments on page 155 of the ITP, as amended, is amended to read as follows:

Attachments:

- | | |
|------------|---|
| EXHIBIT 1 | Map of Project |
| EXHIBIT 2 | Project Construction Elements |
| EXHIBIT 2A | Water Pipeline Irrigation Casings Disturbance and Location Table and Map |
| EXHIBIT 2B | Engineered Drawings of Water Pipeline Irrigation Casings and Level 3 Fiber Optic Line |
| EXHIBIT 2C | Level 3 Fiber Optic Line Disturbance and Location Table and Map |
| EXHIBIT 3 | Project Profile, Drainage Facilities, and Dedicated Wildlife Movement Structures |
| EXHIBIT 4 | Fresno to Bakersfield Electrical Stations Diagram |
| EXHIBIT 5 | Geotechnical Test Embankment and Borrow Site |
| EXHIBIT 6 | <i>Construction Footprint</i> Baseline Map Book |

EXHIBIT 7	Tipton Kangaroo Rat and San Joaquin Antelope Squirrel Mapping Areas
EXHIBIT 8	Subzones 1-4 near Cross Creek and the Areas to be Exempt from Burrow Excavation Requirement
ATTACHMENT 1	Mitigation Monitoring and Reporting Program
ATTACHMENT 2	Fieldwork Code of Practice developed by the Declining Amphibian Populations Task Force
ATTACHMENT 3A, 3B	Proposed Lands for Acquisition Form, Habitat Management Lands Checklist
ATTACHMENT 4	Letter of Credit Form
ATTACHMENT 5	Mitigation Payment Transmittal Form

53. Exhibit 6 (“Construction Footprint Map Book”) in the list of attachments on page 155 of the ITP, as amended, is amended to include the replacement of Map Book Pages 16-17, 19-22, 31, 35, and 49-53 with the corresponding page included in Attachment A of this Amendment, to reflect the areas where the Project Footprint was increased and where it was decreased.

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 not likely increase the amount of take of the Covered Species compared to the Project as originally approved and this Amendment will not likely increase Project impacts on the Covered Species (i.e., “impacts of taking” as used in Fish and Game Code Section 2081, subd. (b)(2)).

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

- 1) This Amendment updates the Permittee’s Principal Officer and other contact information.
- 2) This Amendment changes the southern end of the Fresno to Bakersfield section of the Project from 7th Standard Road to north of the city of Shafter and reduces the length from 99 miles to 92.17 miles.

- 3) This Amendment increases the size of the Project Construction Footprint by 13.90 acres to accommodate utility relocation and protection at five locations and two roadway modifications, as well as decreases it by 806.00 acres through removal of 7.39 miles of the southernmost portion of the alignment described in the ITP, resulting in a net reduction of 792.10 acres and a new total of 5,924.21 acres of cumulative disturbance.
- 4) This Amendment updates Tables 1, 3, 4, 6, and 7 to remove elements now excluded by the change of the end point and updates the related text.
- 5) This Amendment updates Table 8 for Roadway and Utility Modifications by adding one new location, modifying six locations, and removing seven locations.
- 6) This Amendment makes clarifications regarding required activities and mapping.
- 7) This Amendment updates Table 9 and the text regarding increases in the Covered Species Habitat Impacts for TKR, SJAS, and SWHA, and the decrease in the Covered Species Habitat Impacts for SJKF resulting from the changes to the Project Construction Footprint. CTS permanent impacts are removed for the HST alignment, but the temporary impacts at the mitigation sites are left in place.
- 8) This Amendment clarifies the Site Assessment process.
- 9) This Amendment updates Conditions of Approval 7.4.1.1 and 7.4.1.2 for CTS upland and aquatic habitat respectively to limit the range of CTS to the mitigation sites in Kings and Tulare County.
- 10) This Amendment removes all CTS related Conditions of Approval from the Construction Activities (8.13 to 8.13.13) and from the Construction Footprint O&M Activities (8.41 to 8.44).
- 11) This Amendment clarifies Condition of Approval 8.14.3.3 for SWHA Modified Nest Monitoring.
- 12) This Amendment adds Conditions of Approval 8.37.1.1. to the section for Mitigation Site Activities requiring a CTS Mortality Reduction Plan.
- 13) 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.

- 14) This Amendment changes the name of Exhibit 6, from “Baseline Map Book,” to “Construction Footprint Map Book” and replaces Map Book Pages 16-17, 19-22, 31, 35, and 49-53 to reflect the changes to the Project Construction Footprint.

CDFW has determined that although this Amendment will not likely result in an increase in take of the Covered Species, any additional impacts of the taking that would arise 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 April 2020, in May 2020, in July 2020, in October 2021, in August 2022, in October 2022, in February 2023, in August 2023, and in October 2023 and in January 2024 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, No. 23, No. 24, No. 25, No. 26, No. 27, No. 27, No. 28, and No. 29 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 or decrease the habitat compensation for each species in proportion to the increase or decrease in impacts for each species 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 April 2020, Major Amendment No. 21 in May 2020, Major Amendment No. 22 in July 2020, Major Amendment No. 23 in October 2021, Major Amendment No. 24 in August 2022, Major Amendment No. 25 in October 2022, Major Amendment No. 26 in February 2023, Major Amendment No. 27 in August 2023, Major Amendment No. 28 in October 2023, and Major Amendment No. 29 in January 2024 (collectively, the ITP as amended), 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 the 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 Permittee's Principal Officer and other contact information; changes the southern end of the Project and reduces the length

from 99 miles to 92.17 miles; increases the size of the Project Construction Footprint by 13.90 acres as well as reduces it by 806.00 acres for a net reduction of 792.10 acres for a new total of 5,924.21 acres of cumulative disturbance; updates Tables 1, 3, 4, 6, 7, 8, 9, and 11; clarifies the Site Assessment process; clarifies SWHA Modified Nest Monitoring; increases impacts for TKR, SJAS, and SWHA; decreases impacts for SJKF and CTS; decreases the required compensatory HM lands and the Performance Security; and replaces Map Book Pages 16-17, 19-22, 31, 35, and 49-53 to reflect the changes to the Project Construction Footprint.

As described above, these changes to the ITP, as amended, will 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).

Attachment:

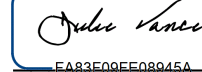
ATTACHMENT A30-1 EXHIBIT 6 Map Book Pages 16-17, 19-22, 31, 35, and 49-53.

APPROVED BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

on _____

4/25/2024

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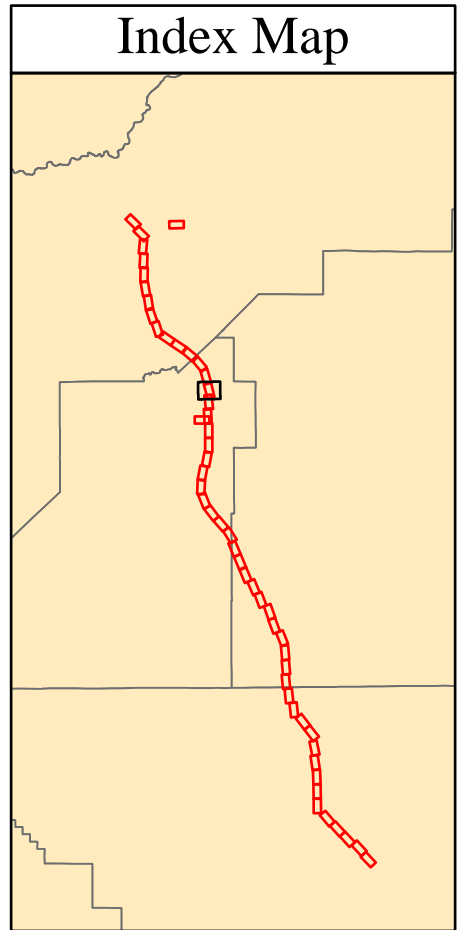
Julie A. Vance
Regional Manager
Central Region

Major Amendment No. 30
Incidental Take Permit 2081-2015-024-04
CALIFORNIA HIGH –SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Fresno to Bakersfield Section Permitting Phase 1




ATTACHMENT A30-1 EXHIBIT 6 Map Book Pages 16-17, 19-22, 31, 35,
and 49-53.

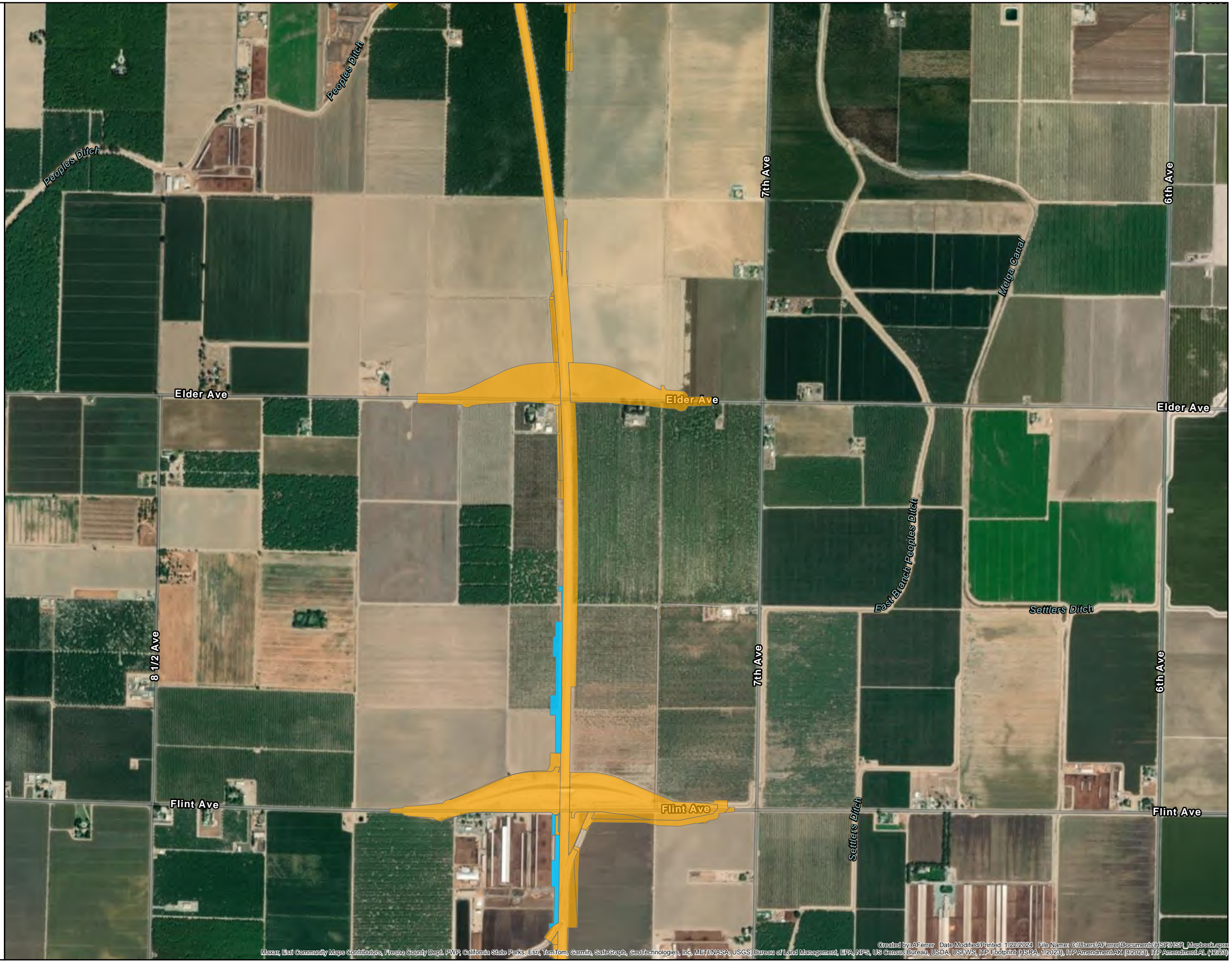
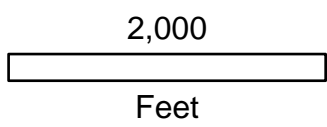
EXHIBIT 6 Map 16 of 53

**High-Speed Train
Fresno to Bakersfield
Construction Footprint
CP4 & CP2-3**

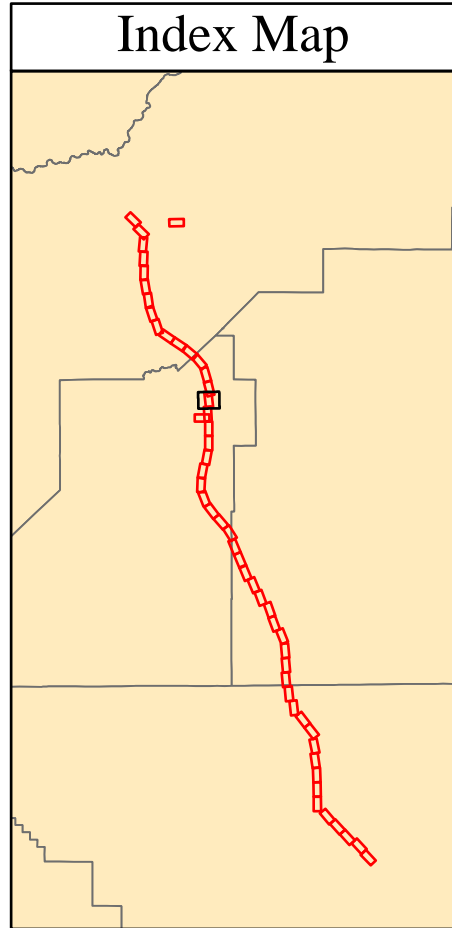


ITP Footprint

-  Amendment 30 Expansion
-  Amendment 30 Reduction
-  ITP Footprint

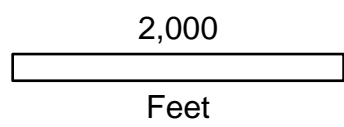


High-Speed Train Fresno to Bakersfield Construction Footprint CP4 & CP2-3



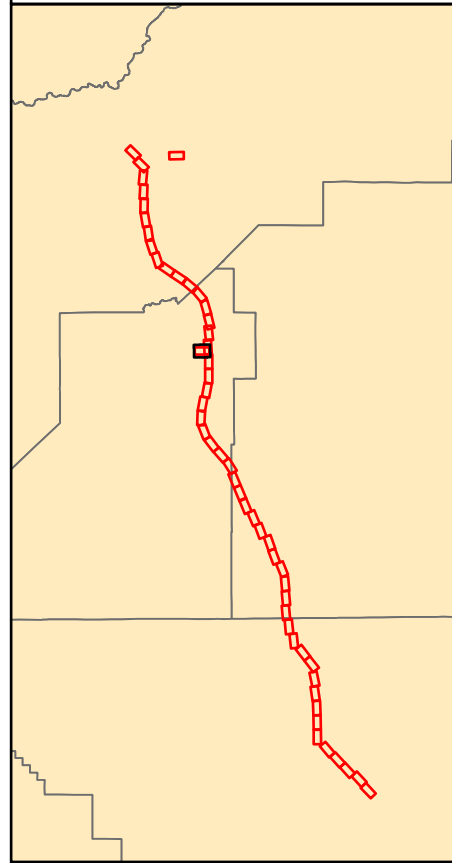
ITP Footprint

- Amendment 30 Expansion
- Amendment 30 Reduction
- ITP Footprint






High-Speed Train Fresno to Bakersfield Construction Footprint CP4 & CP2-3

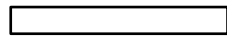
Index Map



ITP Footprint

-  Amendment 30 Expansion
-  Amendment 30 Reduction
-  ITP Footprint

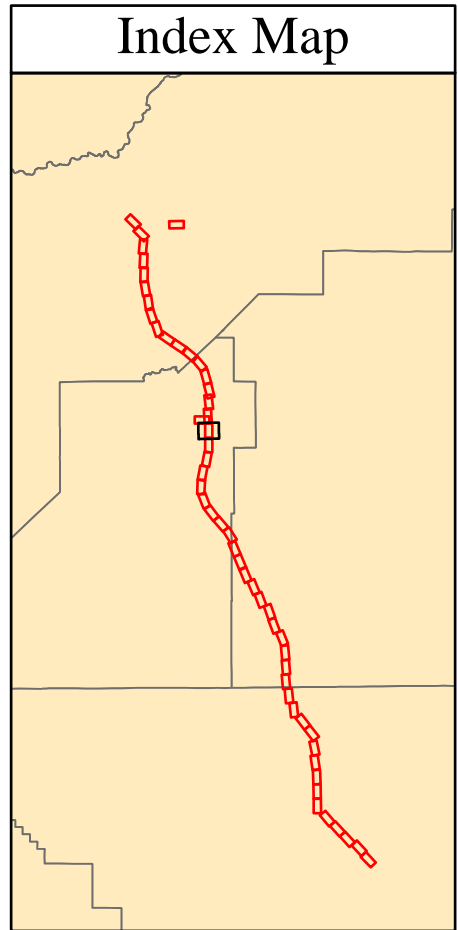
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Feet

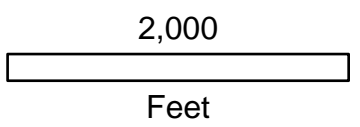


High-Speed Train Fresno to Bakersfield Construction Footprint CP4 & CP2-3



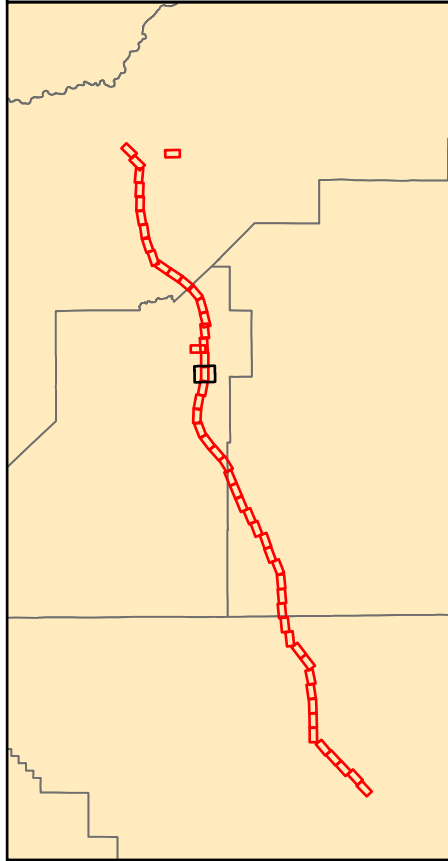
ITP Footprint

- Amendment 30 Expansion
- Amendment 30 Reduction
- ITP Footprint






High-Speed Train Fresno to Bakersfield Construction Footprint CP4 & CP2-3

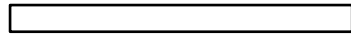
Index Map



ITP Footprint

-  Amendment 30 Expansion
-  Amendment 30 Reduction
-  ITP Footprint

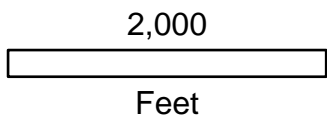
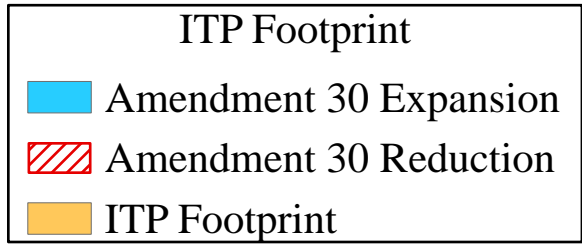
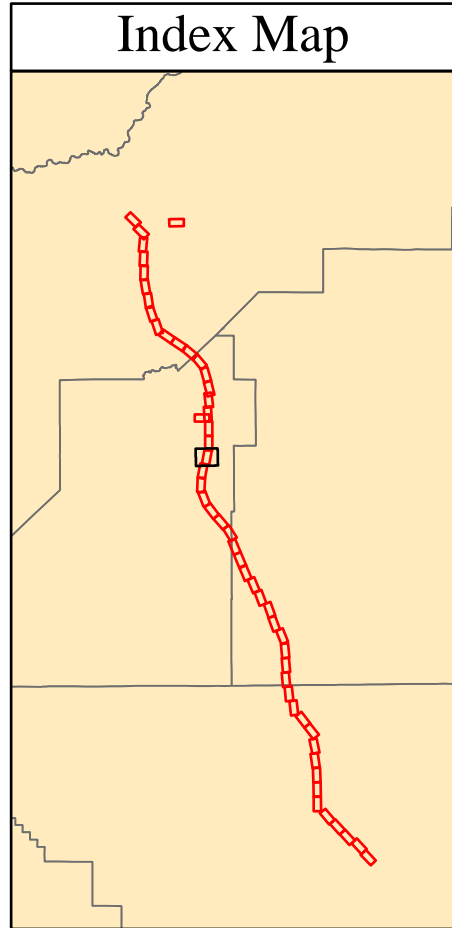
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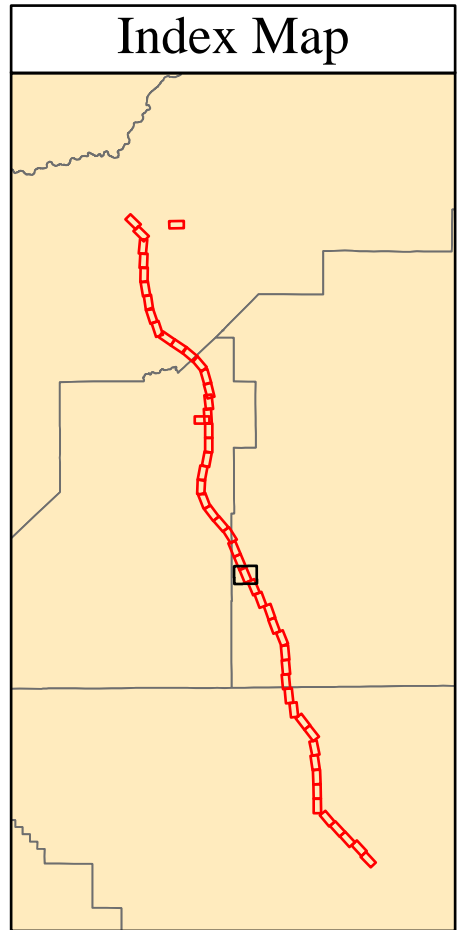
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High-Speed Train Fresno to Bakersfield Construction Footprint CP4 & CP2-3

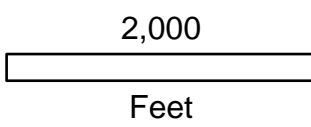


High-Speed Train Fresno to Bakersfield Construction Footprint CP4 & CP2-3



ITP Footprint

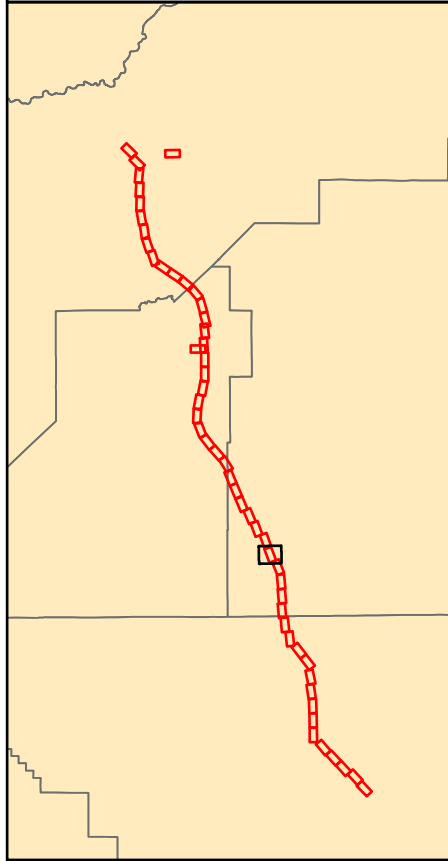
- Amendment 30 Expansion
- Amendment 30 Reduction
- ITP Footprint






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High-Speed Train Fresno to Bakersfield Construction Footprint CP4 & CP2-3

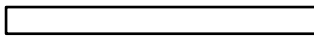
Index Map



ITP Footprint

-  Amendment 30 Expansion
-  Amendment 30 Reduction
-  ITP Footprint

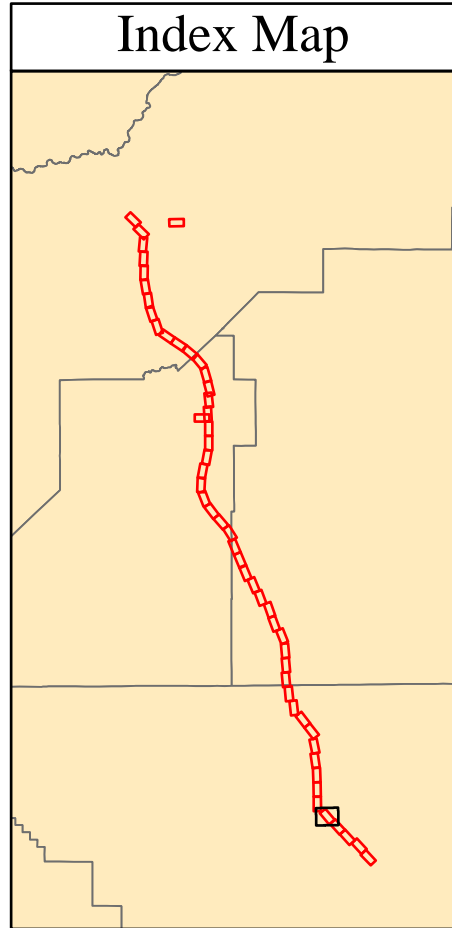
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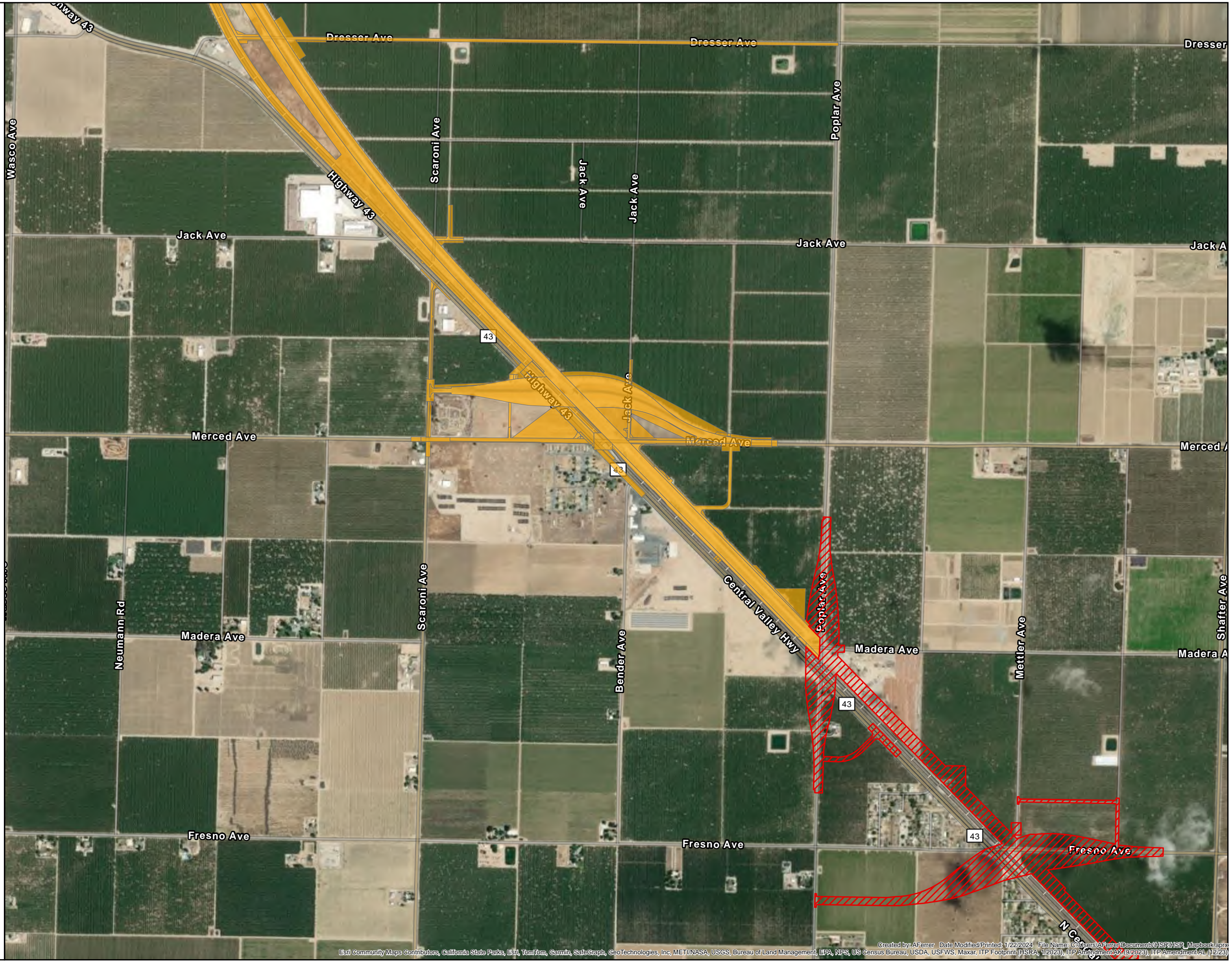
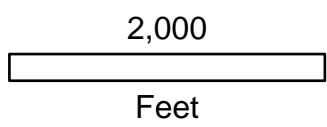


High-Speed Train Fresno to Bakersfield Construction Footprint CP4 & CP2-3

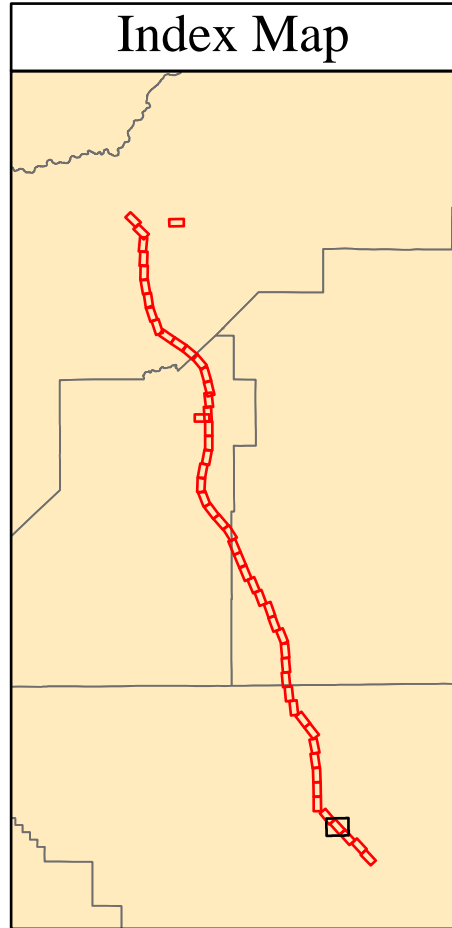


ITP Footprint

- Amendment 30 Expansion
- Amendment 30 Reduction
- ITP Footprint

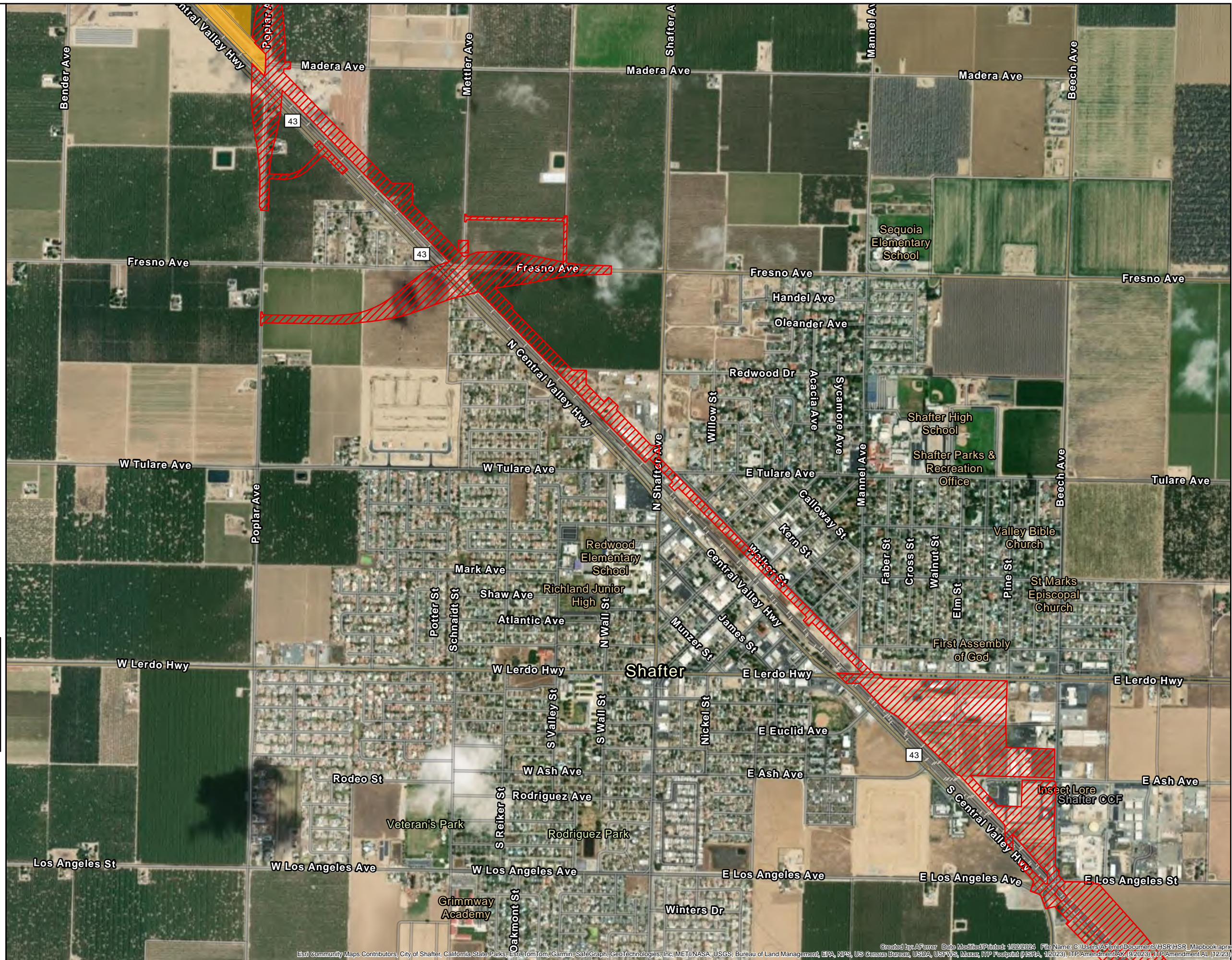
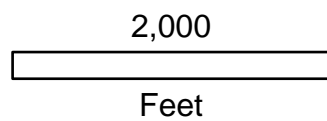


High-Speed Train Fresno to Bakersfield Construction Footprint CP4 & CP2-3

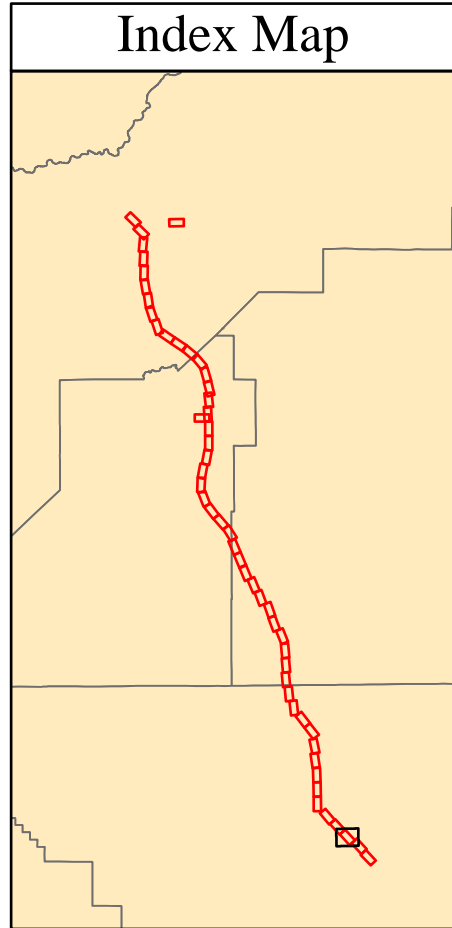


ITP Footprint

- Amendment 30 Expansion
- Amendment 30 Reduction
- ITP Footprint

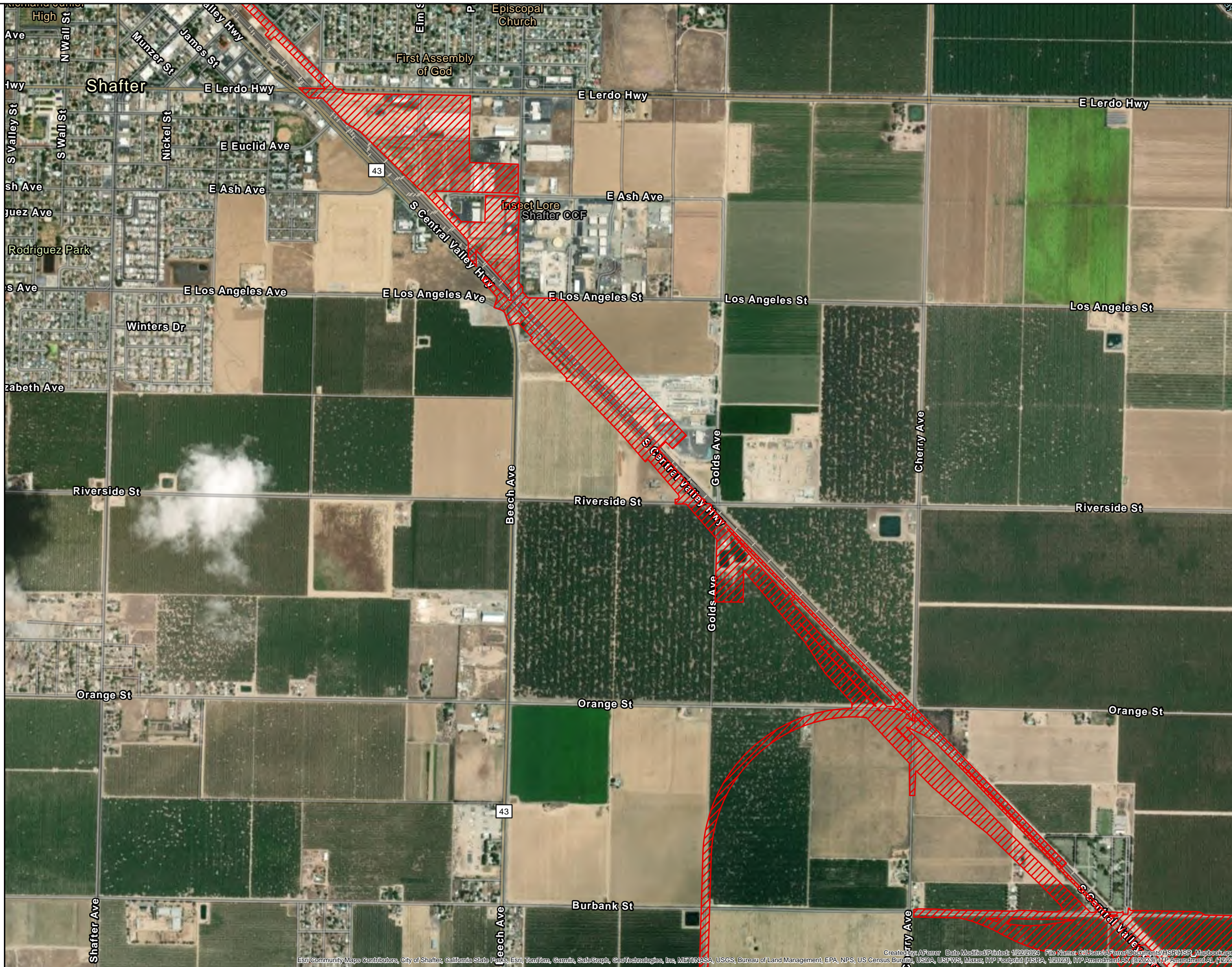
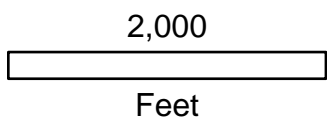


High-Speed Train Fresno to Bakersfield Construction Footprint CP4 & CP2-3

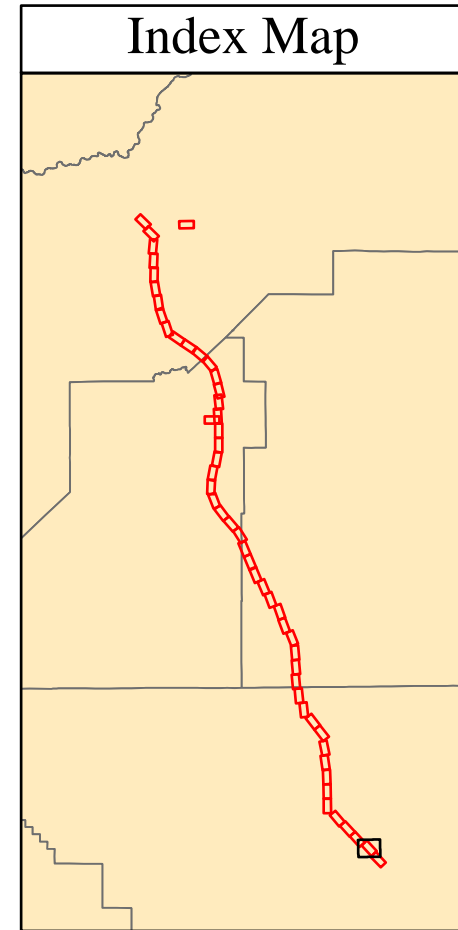


ITP Footprint

- Amendment 30 Expansion
- Amendment 30 Reduction
- ITP Footprint

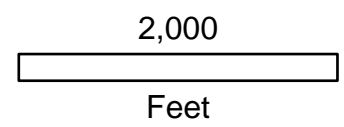


High-Speed Train Fresno to Bakersfield Construction Footprint CP4 & CP2-3



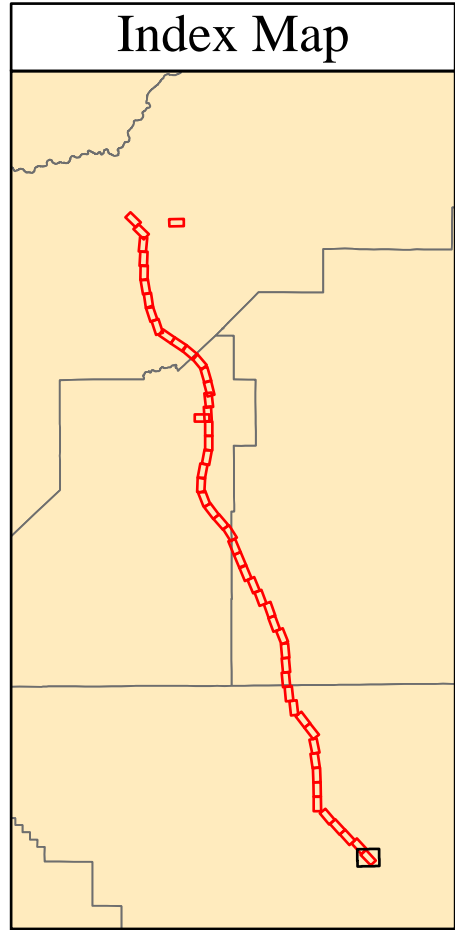
ITP Footprint

- Amendment 30 Expansion
- Amendment 30 Reduction
- ITP Footprint



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High-Speed Train Fresno to Bakersfield Construction Footprint CP4 & CP2-3



ITP Footprint

- Amendment 30 Expansion
- Amendment 30 Reduction
- ITP Footprint

