

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

CENTRAL REGION

1234 EAST SHAW AVENUE

FRESNO, CALIFORNIA 93710



AMENDMENT NO. 22

(A Major Amendment)

California Endangered Species Act

Incidental Take Permit No. 2081-2013-025-04

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

INTRODUCTION

On March 12, 2014, the California Department of Fish and Wildlife (CDFW) issued Incidental Take Permit No. 2081-2013-025-04 (ITP) to the California High Speed Rail Authority (Permittee) authorizing take of California tiger salamander (*Ambystoma californiense*), Swainson's hawk (*Buteo swainsoni*), and San Joaquin kit fox (*Vulpes macrotis mutica*) (collectively, the Covered Species) associated with and incidental to the Permitting Phase 1 of the Merced to Fresno Section of the High-Speed Train (HST) Project (Project). The Project as described in the ITP originally issued by CDFW includes HST alignment beginning at the intersection of Avenue 17 and the Burlington Northern Santa Fe (BNSF) Railway, in the City of Madera, Madera County, California, and continuing south to an area on the southern side of State Route (SR) 41, adjacent to Los Angeles Street in the City of Fresno, Fresno County, California. The total length of the Project is 24.1 miles. The Project is the first of the nine California HST sections to be constructed; each section will function independently, but once joined together will create a statewide HST system. The HST will be an electrically powered, high-speed train 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 grade 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 includes construction and installation of all Project components, including disturbance of up to 1,049.00 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, and inspection activities within the Construction Footprint (O&M), and Mitigation Site activities.

In a letter dated July 23, 2014, the Permittee requested revisions to several ITP Conditions of Approval, specifically those that mentioned Designated Biologists, so that individuals with less species-specific training ("General Biological Monitors") could be used to perform less technical monitoring tasks. The Permittee also requested the deletion of Condition of Approval 8.48 (O&M Tree and Wood Shrub Removal), and

Rev. 2013.1.1

minor modifications to several other measures, primarily for clarification purposes. In a follow up email on August 13, 2014, the Permittee also requested that a single Condition of Approval be modified (Condition of Approval 6.2) related to the Designated Biologist. This amendment did not change the Construction Footprint, nor did it change the habitat impacts or the compensatory mitigation. CDFW issued **Minor Amendment No. 1** on August 21, 2014, incorporating these changes.

In an email dated April 24, 2015, the Permittee requested a revision of the ITP's Project Description for the Fresno River crossing, to modify the design in this area from a viaduct design to one with a partial retained fill segment and add two new staging areas. The size of the Construction Footprint increased by 54.39 acres from 1,049.00 acres to a total of 1,103.39 acres. In addition, the Permittee asked to include the previously requested Designated Biologist changes not addressed in Minor Amendment No. 1. The Permittee also requested that Wildlife Crossing #5 be moved slightly to a new location (approximately 50 feet from the authorized location), and that changes to the land use and vegetation communities be updated, and the applicable land cover designation be substituted. Lastly, in addition to the increased mitigation that was required to offset the requested Construction Footprint increase, CDFW also required additional mitigation to address a non-compliance event that occurred in June 2014; 7.2 acres of fallow land and 2 acres of grassland habitat that were disturbed by the Permittee's contractor outside of the footprint permitted by the ITP. The amount of compensatory mitigation, Habitat Management (HM) lands, increased from 234 acres to 254 acres. CDFW issued **Major Amendment No. 2** on June 12, 2015, incorporating these changes.

In a set of emails dated September 25, 2015, May 2, 2015, and May 23, 2016, the Permittee requested a revision to the ITP to increase the size of the Construction Footprint by 707.87 acres and 9.2 acres for a total increase of 780.07 acres for a new grand total of 1,883.46 acres. The increase of the Construction Footprint accommodated: (1) four new road crossings; (2) additional impact areas for repaving of asphalt at the ends of planned overpasses; (3) utility relocations; (4) construction access; (5) road improvements and right-of-way (ROW) acquisitions; (6) a temporary 20-foot construction easement, north of the San Joaquin River, to install barrier fence around the HST ROW; and (7) a 2.7-mile extension of the northern boundary of the Construction Footprint. The Permittee also requested: (1) the removal of overcrossing and road improvements; (2) additional road alignments and locations; (3) modification of the design and/or placement of bridges and ROW crossings; and (4) the addition of a paralleling station, radio tower, and two new permanent access roads to be located in Madera County, California. Permittee also requested to extend the required timeframe to protect and transfer all HM lands and record any required conservation easements. Lastly, the State endangered hairy Orcutt grass (*Orcuttia pilosa*) was added to the list of

Covered Species subject to take authorization. CDFW issued **Major Amendment No. 3** on September 20, 2016, incorporating these changes.

In an email dated October 24, 2016, the Permittee requested an amendment to the ITP to extend the dry season work window beyond October 31st to November 15th for ground-disturbing activities at the Lazy K Ranch Mitigation Site (Lazy K Ranch). In addition, the Permittee requested that exclusion fencing for California tiger salamander (CTS) be allowed for use during ground disturbance at the Lazy K Ranch, under the provision that the fencing would be removed when the proposed extended dry season work window expires. This amendment did not change the 1,883.46-acre Construction Footprint, nor did it change the habitat impacts or the compensatory mitigation. CDFW issued **Minor Amendment No. 4** on October 31, 2016, incorporating these changes.

In an email dated April 5, 2017, the Permittee requested an amendment of the ITP to increase the size of the Construction Footprint by 155.72 acres to a total of 2,039.18 acres, to accommodate the north extension of the Project including guideway, an at-grade bridge, a wildlife crossing, overcrossing, embankment, road design changes, geotechnical investigation, utility relocation, and potential access improvements between the BNSF and HST corridors. In addition to the major construction elements and design refinements listed above, the Covered Activities occurring within the increased Construction Footprint included the construction and improvement of private and public access ways, structure demolitions, utility relocation and protection, and fencing. CDFW issued **Major Amendment No. 5** on June 23, 2017, incorporating these changes.

In a letter dated September 19, 2017, the Permittee requested an amendment of the ITP to include an alternative option to fulfill their mitigation obligation that increased as a result of the increased Construction Footprint as issued in Major Amendment No. 5. To address this request the ITP was revised to: (1) provide an option to purchase 6.9 acres (6.43 acres of currently released vernal pool fairy shrimp credits that are also designated as "future release" CTS aquatic breeding habitat credits and 0.47 acres of currently released CTS upland habitat that has been identified to hold water with sufficient duration to support breeding) of Covered Species credits from CDFW-approved Dutchman Creek Conservation Bank; (2) provide a modified timeframe in which the remaining 10.39-acre mitigation obligation must be met; and (3) revised the Performance Security amount required in order to proceed with Covered Activities. There was no increase to Construction Footprint for this amendment. CDFW issued **Major Amendment No. 6** on August 3, 2018, incorporating these changes.

In a letter dated September 24, 2018, the Permittee requested to revise the Project Description to allow for an increase in the Construction Footprint by 1.53 acres to a total

of 2,040.71 acres. The Construction Footprint increase accommodated new Work Areas for improvements to Dry Creek Canal and the use of the roads adjacent to Dry Creek Canal for construction access. In a letter dated December 3, 2018, the Permittee requested, to accommodate construction of an intrusion protection barrier (IPB) within specific limits of the HST alignment in Fresno County to mitigate the risk of any potential derailed trains from the adjacent private rail lines from entering the path of the HST. The IPB would be a concrete wall and did not require additional Project Construction Footprint area beyond what was already permitted. IPB construction would occur in three locations totaling 4,060 linear feet, within downtown Fresno, along the "Fresno Trench." CDFW issued **Major Amendment No. 7** on February 28, 2019.

In a letter dated May 1, 2019, the Permittee requested revision to the ITP, to increase the extent of take of hairy Orcutt grass (HaOrGr) by 0.91 acres; increase the HM lands requirements for HaOrGr by 5.46 acres; allow the take of HaOrGr to proceed with Security in place; change pre-construction botanical inventory requirements to require only focused surveys for HaOrGr; revise HaOrGr buffer and salvage requirements to reduce impacts to the species by eliminating the requirement to salvage all HaOrGr within 50 feet of the Construction Footprint, including outside of the right-of-way; and, because the impact/salvage areas had low HaOrGr seed abundance and high invasive plant seed abundance, eliminate the requirement to salvage plants in the Construction Footprint in lieu of CDFW's acceptance of the required Habitat Enhancement Plan for HaOrGr. There was no increase to Construction Footprint for this amendment. CDFW issued **Major Amendment No. 8** on May 31, 2019.

In a letter dated February 15, 2019, the Permittee requested revision to the ITP to: (1) increase the size of the Construction Footprint by 89.78 acres from 2,040.71 to a total of 2,130.49 acres to accommodate 24 proposed design variations, (2) increase the length of IPB by 14 miles from 4,060 linear feet to 73,894 linear feet and (3) allow for wildlife crossing variations at three locations. CDFW issued **Major Amendment No. 9** on June 10, 2019.

In a letter dated February 25, 2019, the Permittee requested revision to the ITP to: (1) increase in the Construction Footprint by 10.07 acres from 2,130.49 acres to 2,140.56 acres; (2) add Horizontal Direction Drilling (HDD) and the "jack and bore" method of pipeline construction and relocation required for some of the additional utility work, as Covered Activities; and (3) add 11 design variations to the Project Description. CDFW issued **Major Amendment No. 10** on August 8, 2019.

In a letter dated October 29, 2019, the Permittee requested revision to the ITP to: (1) adjust the number of compensatory habitat mitigation lands from a single site to multiple sites; (2) reduce the mitigation acreage required for HaOrGr to correspond to a

reassessment of the impacts and a decreased amount of take of HaOrGr resulting from Project construction; and (3) an expeditious review time for approval of the two HaOrGr mitigation site properties so that the Permittee can meet the terms of the contracts with willing sellers. In an e-mail dated January 15, 2020, CDFW informed the Permittee that this Amendment would also include correction of the Lazy K Ranch Mitigation Site acres and identify what mitigation is owed beyond what was available at the Lazy K Ranch Mitigation Site. There was no request for a change to the Construction Footprint acreage. CDFW issued **Major Amendment No. 11** on February 18, 2020.

In a letter dated March 31, 2020, with acreage refinements on June 10, 2020, July 10, 2020, and August 19, 2020, the Permittee requested revision to the ITP to: increase the Construction Footprint by 45.39 acres; shift the HST alignment approximately 50 feet west; address changes to public roads and access roads in three Road Modifications, drainage facilities, access-restricted fencing, soundwalls, culverts, signage and utilities to the east and west of the permitted alignment as a result of the shift; make improvements to an existing BNSF access road and shift one Dedicated Wildlife Crossing (DWC) approximately 700 feet southwest. In an Addendum dated April 10, 2019, the Permittee requested an additional 0.07-acre expansion of the footprint beyond what was requested in the February 25, 2019, letter for Amendment No. 10. That combined with the current request will increase the Construction Footprint from 2,140.56 acres by 45.46 acres to a new total of 2,186.02 acres. CDFW issued **Major Amendment No. 12** on September 1, 2020.

In a letter dated September 12, 2019, and in supplemental information received on June 16, 2020, the Permittee requested revision of the ITP to increase the Construction Footprint by 41.64 acres to accommodate 109 utility relocation modifications to drainage, electrical, gas, water, sewer, and telecommunication utilities at 106 locations as well as three access roads, staging areas, and a box culvert at Lateral 6.2 canal. Via e-mail on September 24, 2020, the Permittee also provided supplemental information needed to make corrections for elements inadvertently left out for the Shift request in Amendment No. 12, which will increase the footprint by an additional 16.58 acres. These two changes will increase the Construction Footprint by 58.22 acres. The Construction Footprint will change from 2,186.02 acres to a new total of 2,244.24 acres. In an e-mail dated October 20, 2020, the Permittee requested the San Joaquin kit fox (SJKF) den excavation language be amended to allow for den entrance blocking as an alternative to den destruction under specific circumstances. CDFW issued **Major Amendment No. 13** on November 4, 2020.

In a letter dated February 19, 2019, and with supplemental GIS information received on February 26, 2020, the Permittee requested a new revision of the ITP to increase the Construction Footprint by 14.95 acres to accommodate utility relocation at 20 sites

Major Amendment No. 22
Incidental Take Permit 2081-2013-025-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Merced to Fresno Section Permitting Phase 1

and access road work at two sites, one of which is also a utility relocation site, for a total of 21 work locations in Madera County. An additional 0.33 acres was requested to be added on July 27, 2021, for a total addition of 15.28 acres. CDFW is also initiating a change to remove the 2.19-acre area that overlaps with the California High-Speed Train Project Fresno to Bakersfield ITP, update Table 4, adds clarification for Condition of Approval 7.4, and revise Condition of Approval 8.13.2. The Construction Footprint will change from 2,244.24 acres to a new total of 2,257.33 acres. CDFW issued **Major Amendment No. 14** on September 1, 2021.

In a meeting on May 9, 2022, CDFW informed the Permittee of the intent to initiate an Amendment to this ITP for the purpose of providing clarification regarding several Conditions of Approval pertaining to the Pre-Construction Surveys required for Covered Species (CTS, SJKF, HaOrGr and Swainson's Hawk (SWHA)). In an e-mail on June 27, 2022, the Permittee requested changes to Condition of Approval 8.7 to allow for alternatives to current excavation coverings or ramping for animal escape. In an e-mail on July 18, 2022, the Permittee requested changes to Condition of Approval 7.4 to limit the area considered suitable for California tiger salamander. CDFW issued **Major Amendment No. 15** on October 10, 2022.

In a letter dated September 20, 2022, and received on October 3, 2022, and with supplemental GIS information received on January 17, 2023, the Permittee requested a new revision of the ITP, as amended, to increase the Construction Footprint by 82.60 acres to accommodate design variations including Madera County, Herndon Avenue, South of San Joaquin River, Roeding Park, Ninth Utility Work, Tenth Utility Work, Third Civil Work, Third Utility and Civil Work, Staging and Laydown, Fourth Utility and Civil Work, Sands Motel Restaurant Demolition, Avenue 9, and the Fifth Utility and Civil Work. Due to the increase in documented Swainson's hawk nests within and adjacent to the Construction Footprint, Tables 5A and 5B are being added as well as Conditions of Approval 8.14.4 and 8.14.5. CDFW is also initiating changes to Conditions of Approval 8.7, 9 and 9.2. The Construction Footprint will change from 2,257.33 acres to a new total of 2,339.93 acres. CDFW issued **Major Amendment No. 16** on April 11, 2023.

In a letter dated July 20, 2023, the Permittee requested a new revision of the ITP, as amended to change Conditions of Approval regarding SJKF and SWHA, lowering the level of minimization effort where there is a lower potential for impacts to these species. CDFW issued **Major Amendment No. 17** on September 7, 2023.

In a letter dated June 24, 2024, the Permittee requested an amendment to Condition of Approval 8.14.5 to allow for the submittal of a variance request for the nighttime work

restriction buffer in the vicinity of a SWHA nest subject to the approval of CDFW. CDFW issued **Major Amendment No. 18** on July 8, 2024.

In a letter dated July 15, 2024, the Permittee requested an amendment to Condition of Approval 8.13.4 to allow for additional time for burrow excavation subject to the approval of CDFW and an expansion of the Construction Footprint by 0.08 acres to accommodate the jack and bore pit for the relocation of a waterline. CDFW also initiated an update to contact information for both the Permittee and CDFW. CDFW issued **Major Amendment No. 19** on July 30, 2024.

In a letter dated August 30, 2024, the Permittee requested an amendment to Condition of Approval 8.13.4 to allow for an exception to the burrow excavation requirement for CTS between Avenue 11 and the San Joaquin River. The amendment also included updates to the Notices Section, and the addition of Exhibit 12 to the ITP. CDFW issued **Major Amendment No. 20** on October 25, 2024.

In a letter dated April 11, 2025, the Permittee requested revisions to the Specific Measures for the CTS section of the ITP. On May 12, 2025, the Permittee revised the Amendment application via e-mail correspondence, and on June 19, 2025, the Permittee further revised the Amendment application via e-mail correspondence. CDFW issued **Major Amendment No. 21** on June 26, 2025.

In issuing the ITP, Minor 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, and Major Amendment No. 21 (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 September 4, 2025, the Permittee requested an amendment to expand the Project footprint by 1.291 acres. Additionally, CDFW initiated modifications provide updated completed mitigation acres in this Amendment.

This Major Amendment No. 22 (this Amendment) makes the following changes to the ITP, as amended:

Major Amendment No. 22
Incidental Take Permit 2081-2013-025-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Merced to Fresno Section Permitting Phase 1

- 1) This Amendment increases the Project footprint by 1.291 acres.
- 2) This Amendment increases Covered Species habitat impacts in Table 5.
- 3) This Amendment updates the acreages of total mitigation required and mitigation completed in Table 6A.
- 4) This Amendment updates the ITP Exhibit 5 – Construction Footprint Mapbook (see attached).

AMENDMENT

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

1. Beginning on Page 2, the third paragraph of Project Description shall be amended to read:

The Project is 26.92 miles in length and includes construction and installation of all Project components (Figure 1). Construction and installation of all Project components will disturb up to ~~2,340.04~~ ***2,341.30*** 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 Construction Footprint activities (i.e., construction of the California HST), the Project also includes operations, maintenance, and inspection activities within the Construction Footprint (O&M) and Mitigation Site activities. The three types of general activities are described more fully in this Project Description. Also, each of the three general types of activities requires their own Conditions of Approval.

2. Beginning on Page 46, the first paragraph of Impacts of the Taking on Covered Species shall be amended to read:

This ITP covers all Project related activities that cumulatively disturb no more than ~~2,340.04~~ ***2,341.30*** acres within the Construction Footprint, as well as 258.07 acres of Temporary Use Areas and 445.79 acres under Conservation Easement within the Lazy K Ranch Mitigation Site (the Construction Footprint and Lazy K Ranch Mitigation Site are collectively, the Project Area). Project activities include subsurface soil investigations/exploration (e.g. potholing and geotechnical drilling and boring); habitat grubbing, vegetation removal, clearing, and mass grading followed by the mobilization of equipment and materials; earthwork including construction of temporary and permanent excavation support structures; 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

Major Amendment No. 22
Incidental Take Permit 2081-2013-025-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Merced to Fresno Section Permitting Phase 1

structure components including construction and installation of straddle bents, foundations, pile caps, substructures, and superstructures; potholing, trench digging and other subsurface utility installation, relocation, and protection; pad preparation and construction of a batch plant, materials storage, fabrication, casting areas, access roads, and staging areas; rotary drilled reinforced concrete cast in place pile and drive pile installation; excavation of drainage swales and fabrication and installation of underground drainage culverts and pipes; 43 roadway modifications including realignment and resurfacing, construction of new access roads, overcrossing, and undercrossing; construction of waterway crossing structures over the Fresno River, Cottonwood Creek, the San Joaquin River, and Schmidt Creek including 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, TPSS, two switching stations, and seven 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 Downtown Fresno Station; 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; operation and maintenance activities such as track, power, structure, signaling, train control, communications, intruder, and right-of way inspection and repair; and equipment staging, seed and plant collection and storage, seed dispersal and plant translocation, inoculum collection, land grading, and excavation of wetlands in the Wetland Restoration Area and mowing, hand tool or auger planting of trees and shrubs, and installation of irrigation systems in the Riparian Restoration Area within the Lazy K Ranch Mitigation Site and other activities within the Construction Footprint and Mitigation Site described in the Project Description section of this ITP (Covered Activities).

3. Beginning on Page 51, Table 5. Covered Species Habitat Impacts shall be amended to read:

Covered Species	Habitat Type	Impact Type	Impact Acres
California tiger salamander	Aquatic breeding (vernal pool, open water, seasonal wetland)	Direct	8.22
		Indirect	6.75
	Upland refugia (California annual grassland, pasture, barren, fallow field, inactive agriculture, and ruderal)	Direct	246.15 247.27

Major Amendment No. 22
Incidental Take Permit 2081-2013-025-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Merced to Fresno Section Permitting Phase 1

Covered Species	Habitat Type	Impact Type	Impact Acres
Swainson's hawk	Foraging (California annual grassland, pasture, barren, fallow field, inactive agriculture, ruderal, field crops, row, crops, and irrigated hay crops)	Direct	830.85 831.96
	SWHA Nest Trees (regardless of tree species)	Direct	Remove up to 2
San Joaquin kit fox	Preferred (California annual grassland, pasture, and barren)	Direct	151.26 152.38
San Joaquin kit fox	Marginal (ruderal, fallow field, inactive agriculture, field crops, row crops, and irrigated hay crops)	Direct	485.03
Hairy Orcutt grass	vernal pool, seasonal wetland	Direct	1.85
		Indirect	3.35

4. Beginning on Page 104, Table 6A. Compensatory Mitigation Acres for Covered Species other than Hairy Orcutt grass shall be amended to read:

Covered Species Type of Habitat Impacted	Project Impacts	Total Mitigation Required	Mitigation Completed	Pending Documented Breeding	Mitigation Requires Security
California Tiger Salamander					
Direct Breeding Habitat	8.22	24.66			
Indirect Breeding Habitat	6.75	6.75			
CTS Breeding Total	14.97	31.41 31.40	13.96 24.70	9.31 20.95	17.45 6.70
Direct Upland Refugia/ Foraging Habitat	246.15 247.27	492.29 494.53	406.65 932.83		85.64 0

Major Amendment No. 22
Incidental Take Permit 2081-2013-025-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Merced to Fresno Section Permitting Phase 1

Covered Species Type of Habitat Impacted	Project Impacts	Total Mitigation Required	Mitigation Completed	Pending Documented Breeding	Mitigation Requires Security
Swainson's hawk					
Direct Foraging Habitat	830.85 831.96	830.85 831.96	410.74 936.92		420.11 0
San Joaquin kit fox					
Direct Preferred Foraging/ Dispersal Habitat	151.26 152.38	302.51 304.75			
Direct Marginal Dispersal Habitat	485.03	242.52			
SJKF Total	636.29 637.41	545.03 547.27	406.65		138.38 140.62
Total acres for which Security funding is still required.					661.57 147.32

5. Beginning on Page 105, Condition of Approval 9.1 Cost Estimates shall be amended to read:

9.1. Cost Estimates. CDFW has estimated the cost of acquisition, protection, and perpetual management of the HM lands for all Covered Species other than hairy Orcutt grass as follows:

9.1.1. Land acquisition costs for HM lands identified in Condition of Approval 9.3 below, estimated at \$5,025.93/acre for ~~644.12~~ **140.62** acres upland: ~~\$3,237,312.08~~ **\$706,721.15**; Land acquisition costs are estimated at \$20,135.06/acre for the additional ~~17.45~~ **6.70** acres of CTS aquatic breeding habitat: ~~\$351,356.80~~ **\$134,945.17**. Land acquisitions 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 9.3.5 below, estimated at ~~\$1,032,074.74~~ **\$229,819.51** for ~~661.57~~ **147.32** acres.

Major Amendment No. 22
Incidental Take Permit 2081-2013-025-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Merced to Fresno Section Permitting Phase 1

9.1.3. Interim management period funding as described in Condition of Approval 9.3.6 below, estimated at ~~\$158,383.84~~ **\$35,268.47** for ~~661.57~~ **147.32** acres.

9.1.4. Long-term management funding as described in Condition of Approval 9.4 below, estimated at \$5,806.00/acre for ~~661.57~~ **147.32** acres: ~~\$3,841,087.03~~ **\$855,322.50**.

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 9.5, estimated at \$36,000.00.

6. On Page 110, Condition of Approval 10.1 Security Amount shall be amended to read:

The Security shall be in the amount of ~~\$8,656,214.49~~ **\$1,998,076.80** for ~~644.12~~ **140.62** acres of additional uplands and for ~~17.45~~ **6.70** acres of additional CTS aquatic breeding habitat. These amounts are based on the cost estimates identified in Condition of Approval 9.1 above and are Security only for the additional HM lands for Covered Species mitigation not already completed other than hairy Orcutt grass.

7. On Page 112, the last paragraph of Condition of Approval 10 Performance Security shall be amended to read:

Even if Security is provided under this Condition of Approval 10, the Permittee must complete the required acquisition, protection and transfer of all HM lands and record any required conservation easements by December 31, ~~2024~~ **2027**. CDFW may require the Permittee to provide additional HM lands and/or additional funding to ensure the impacts of the taking are minimized and fully mitigated, as required by law, if the Permittee does not complete these requirements within the specified timeframe.

The corresponding measures in the Mitigation Monitoring and Reporting Plan (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.

Major Amendment No. 22
Incidental Take Permit 2081-2013-025-04
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Merced to Fresno Section Permitting Phase 1

FINDINGS

Issuance of this Amendment is expected to increase the amount of take of the Covered Species compared to the Project as originally approved. However, by implementing the avoidance, minimization, and mitigation measures contained in the ITP, as amended, and in this Amendment, this Amendment will not 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 the following changes to the ITP, as amended.

- 1) This Amendment increases the Project footprint by 1.291 acres.
- 2) This Amendment increases Covered Species habitat impacts in Table 5.
- 3) This Amendment updates the acreages of total mitigation required and mitigation completed in Table 6A.
- 4) This Amendment updates the ITP Exhibit 5 – Construction Footprint Mapbook.

CDFW has determined that this Amendment is expected to 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. Accordingly, there will be no increase in Project impacts to 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 March 2014 that the Project as approved, met the standards for issuance of an ITP under CESA. CDFW determined in August 2014, in June 2015, in September 2016, in October 2016, in June 2017, in August 2018, in February 2019, in May 2019, in June 2019, in August 2019, in February 2020, in September 2020, October 2020, September 2021, October 2022, April 2023, Sept 2023 and twice in July 2024 that Minor Amendment No. 1, Major Amendments No. 2 and No. 3, Minor Amendment No. 4, and Major Amendments 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, Nos. 18, 19, 20, and Major Amendment No. 21 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 not result in increased impacts to the Covered Species or Covered Species

habitat, (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 of the ITP, as amended, and MMRP 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 March 2014, Minor Amendment No. 1 to the ITP in August 2014, Major Amendment No. 2 in June 2015, Major Amendment No. 3 in September 2016, Minor Amendment No. 4 in October 2016, Major Amendment No. 5 in June 2017, Major Amendment No. 6 in August 2018, Major Amendment No. 7 in February 2019, Major Amendment No. 8 in May 2019, Major Amendment No. 9 in June 2019, Major Amendment No. 10 in August 2019, Major Amendment No. 11 in February 2020, Major Amendment No. 12 in September 2020, Major Amendment No. 13 in October 2020, Major Amendment No. 14 in September 2021, Major Amendment No. 15 in October 2022, Major Amendment No. 16 in April 2023, Major Amendment No. 17 in September 2023, Major Amendment No. 18 in July 2024, Major Amendment No. 19 in July 2024, Major Amendment No. 20 in October 2024, Major Amendment No. 21 in June 2025 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: Merced to Fresno Section Final Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (SCH No. 2009091125) certified by the lead agency, California High-Speed Rail Authority, on May 3, 2012; Addendum 2013--1 to the Final Merced to Fresno Project Section EIR/EIS (October 2013); and Addendum 2013-2 to the Final Merced to Fresno Section Project EIR/EIS (November 2013). 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.

Major Amendment No. 22
Incidental Take Permit 2081-2013-025-04
CALIFORNIA HIGH -SPEED RAIL AUTHORITY
CALIFORNIA HIGH-SPEED TRAIN PROJECT
Merced to Fresno Section Permitting Phase 1

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

Discussion: This Amendment increases the Project footprint by 1.291 acres thereby increasing Covered Species habitat impacts. This Amendment also updates the acreages of total mitigation required and mitigation completed in Table 6A. Lastly, this Amendment updates the ITP Exhibit 5 – Construction Footprint Mapbook.

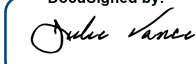
As described above, these changes to the ITP, as amended, will modify the minimization and monitoring measures in the ITP, as amended. CDFW has determined that the changes to the ITP, as amended, constitutes a Major Amendment as defined in California Code of Regulations, title 14, section 783.6, subdivision (c)(5).

Attachment:

ATTACHMENT A22-1 EXHIBIT 5 Construction Footprint Mapbook

APPROVED BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

on 10/16/2025

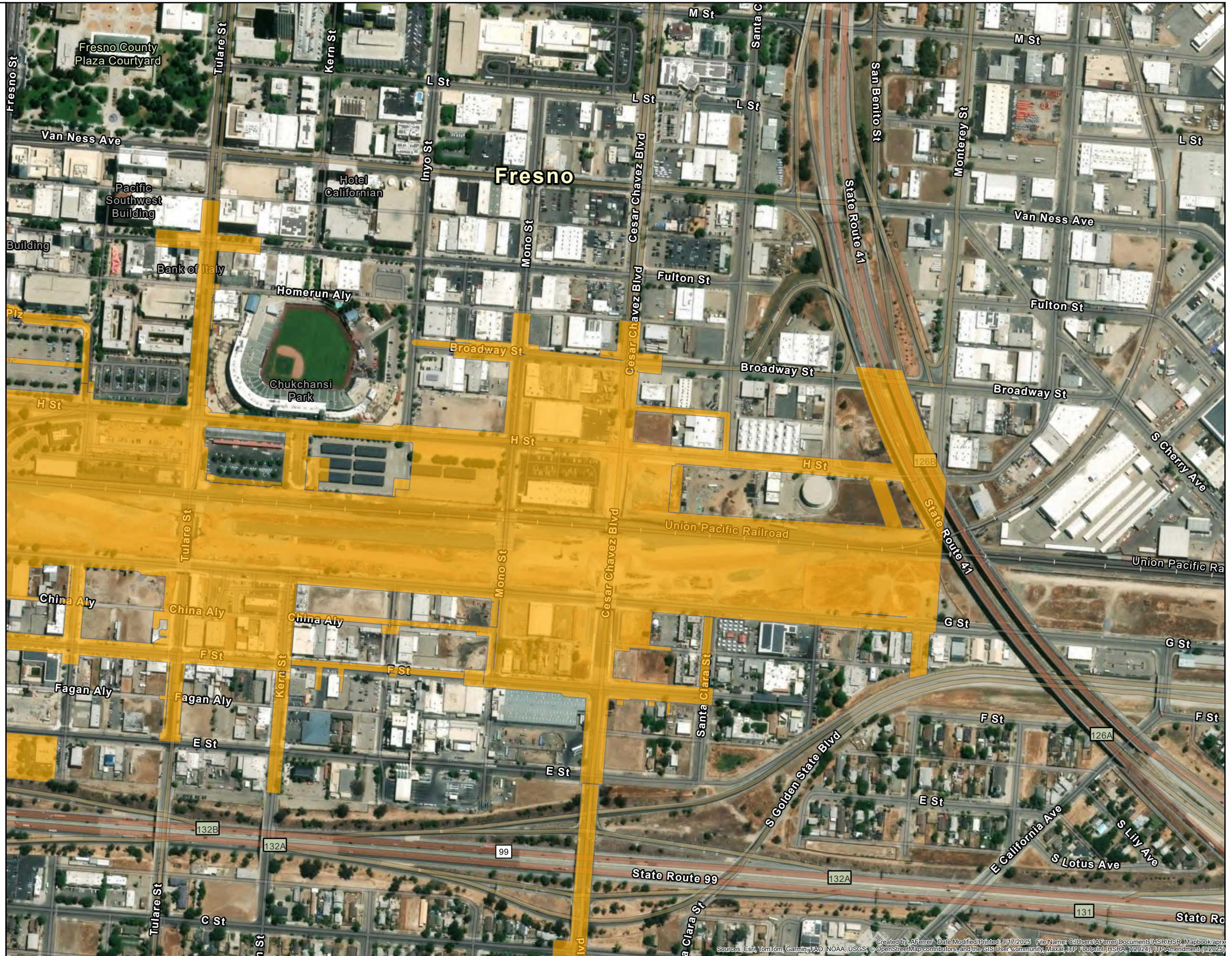
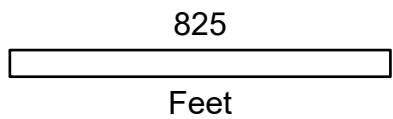
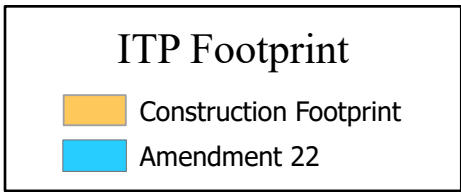
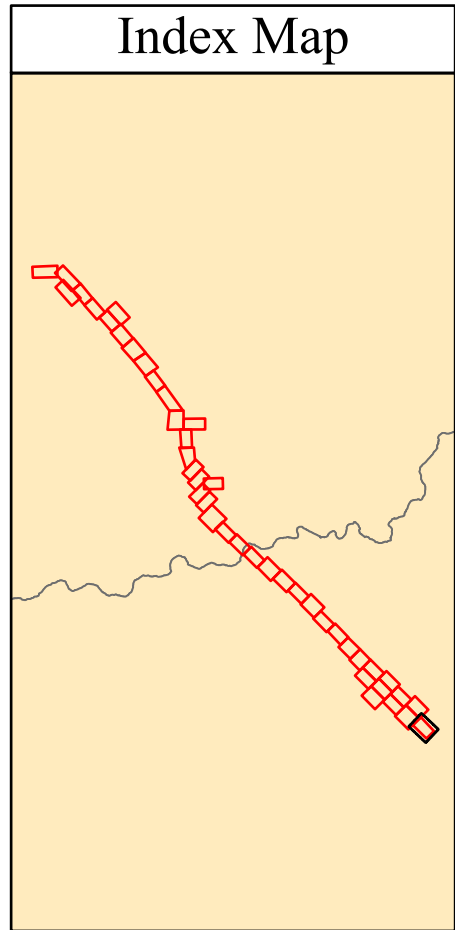
DocuSigned by:

 FA83F09FE08945A...
 Julie A. Vance
 Regional Manager
 Central Region

Major Amendment No. 22
 Incidental Take Permit 2081-2013-025-04
 CALIFORNIA HIGH-SPEED RAIL AUTHORITY
 CALIFORNIA HIGH-SPEED TRAIN PROJECT
 Merced to Fresno Section Permitting Phase 1

ATTACHMENT A22-1

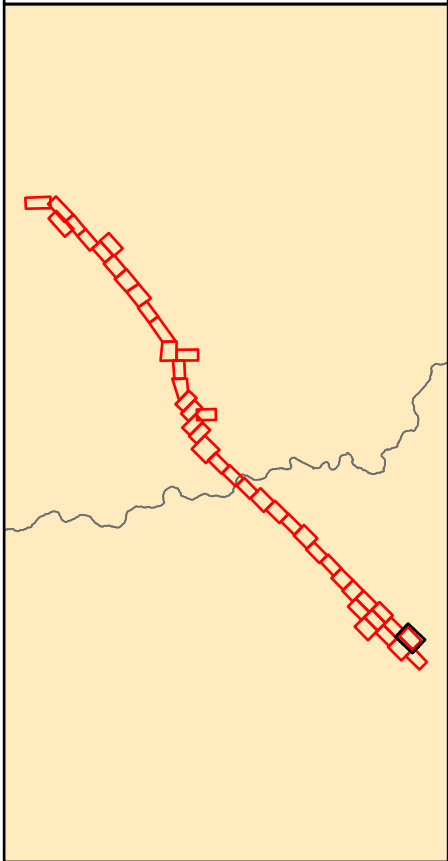
Exhibit 5. Construction Footprint Mapbook

Map 1 of 43
Exhibit 5
**High-Speed Train
Merced to Fresno
Construction Footprint**



High-Speed Train Merced to Fresno Construction Footprint

Index Map

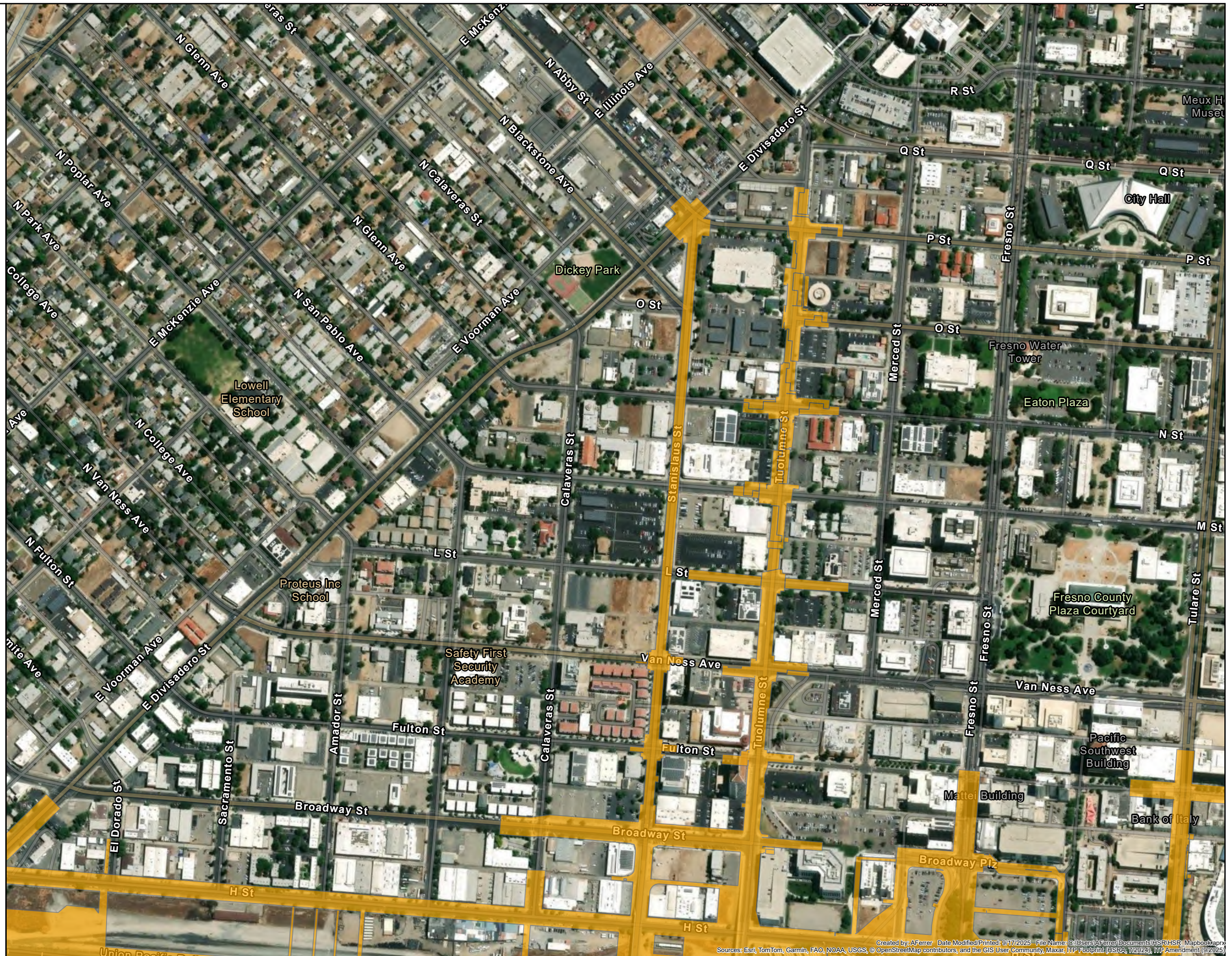


ITP Footprint

- Construction Footprint
- Amendment 22

825

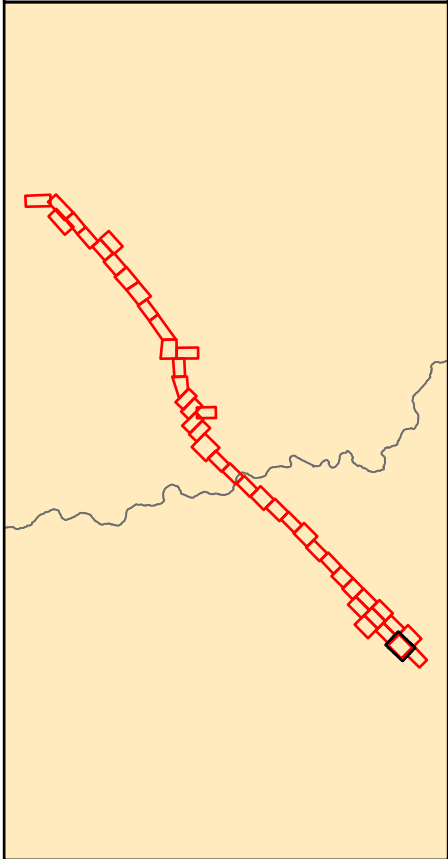
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Map 3 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map

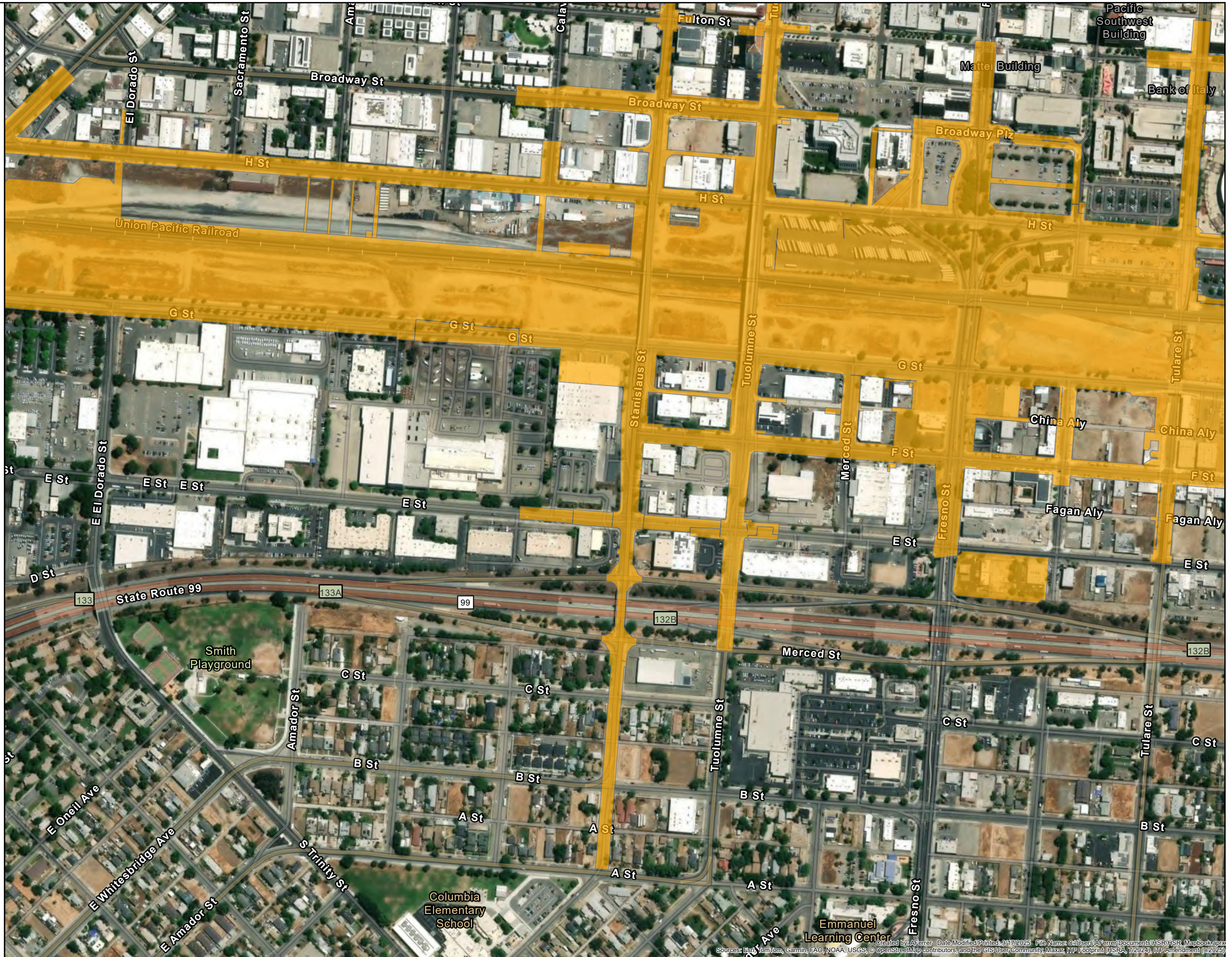


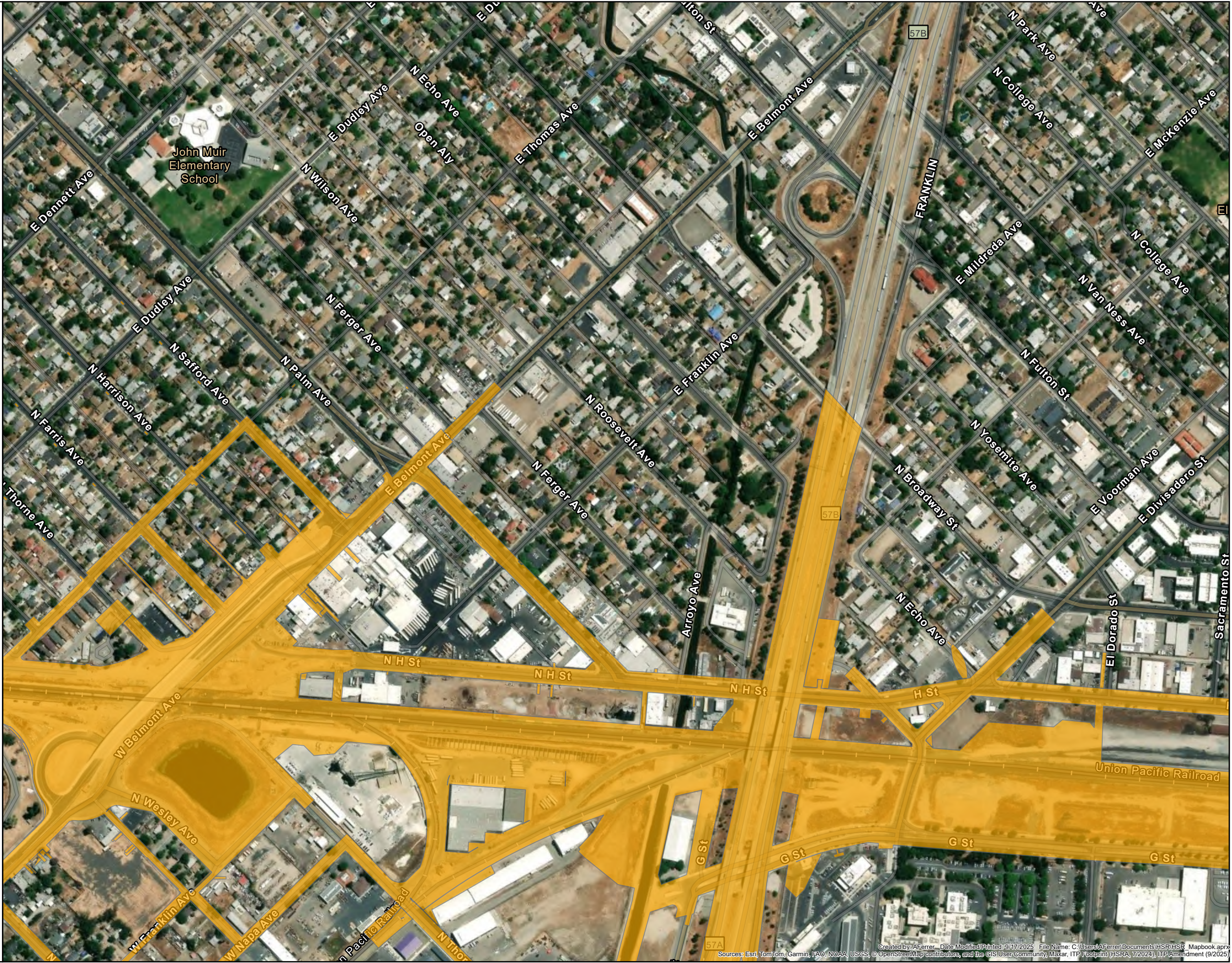
ITP Footprint

- Construction Footprint
- Amendment 22

825

Feet



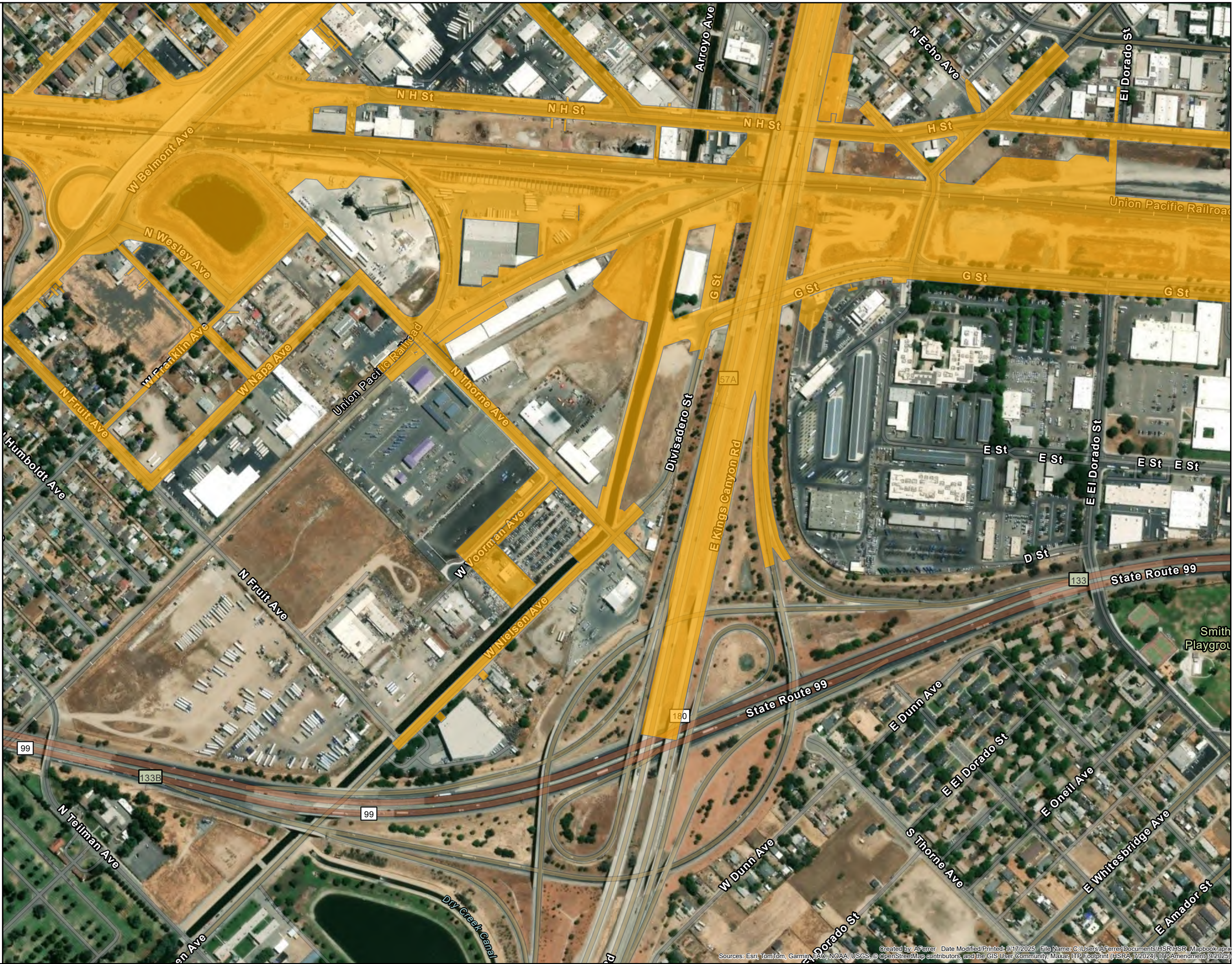
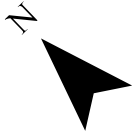


High-Speed Train Merced to Fresno Construction Footprint

Index Map

The Index Map displays a sequence of red squares connected by a line, representing a path. The path starts at the top left and moves generally downwards and to the right, following a curved trajectory. A single black square is located at the bottom right end of the path, indicating the final point of interest.

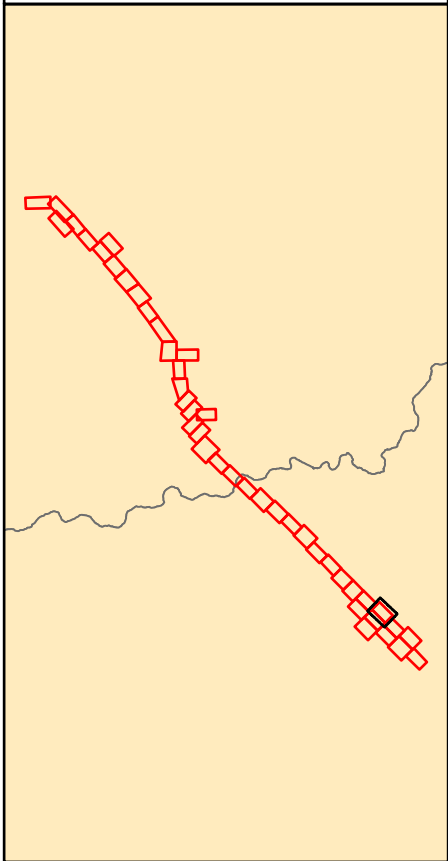
 Construction Footprint
 Amendment 22

The logo of the California Department of Fish & Wildlife is a shield-shaped emblem. It features a yellow silhouette of the state of California on a dark blue background. Above the map, the word "CALIFORNIA" is written in bold, yellow, sans-serif capital letters. To the right of the map, the words "DEPARTMENT OF FISH & WILDLIFE" are written in smaller, yellow, sans-serif capital letters. A yellow bear silhouette is positioned to the right of the map. The entire shield is outlined in yellow.

Map 6 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map

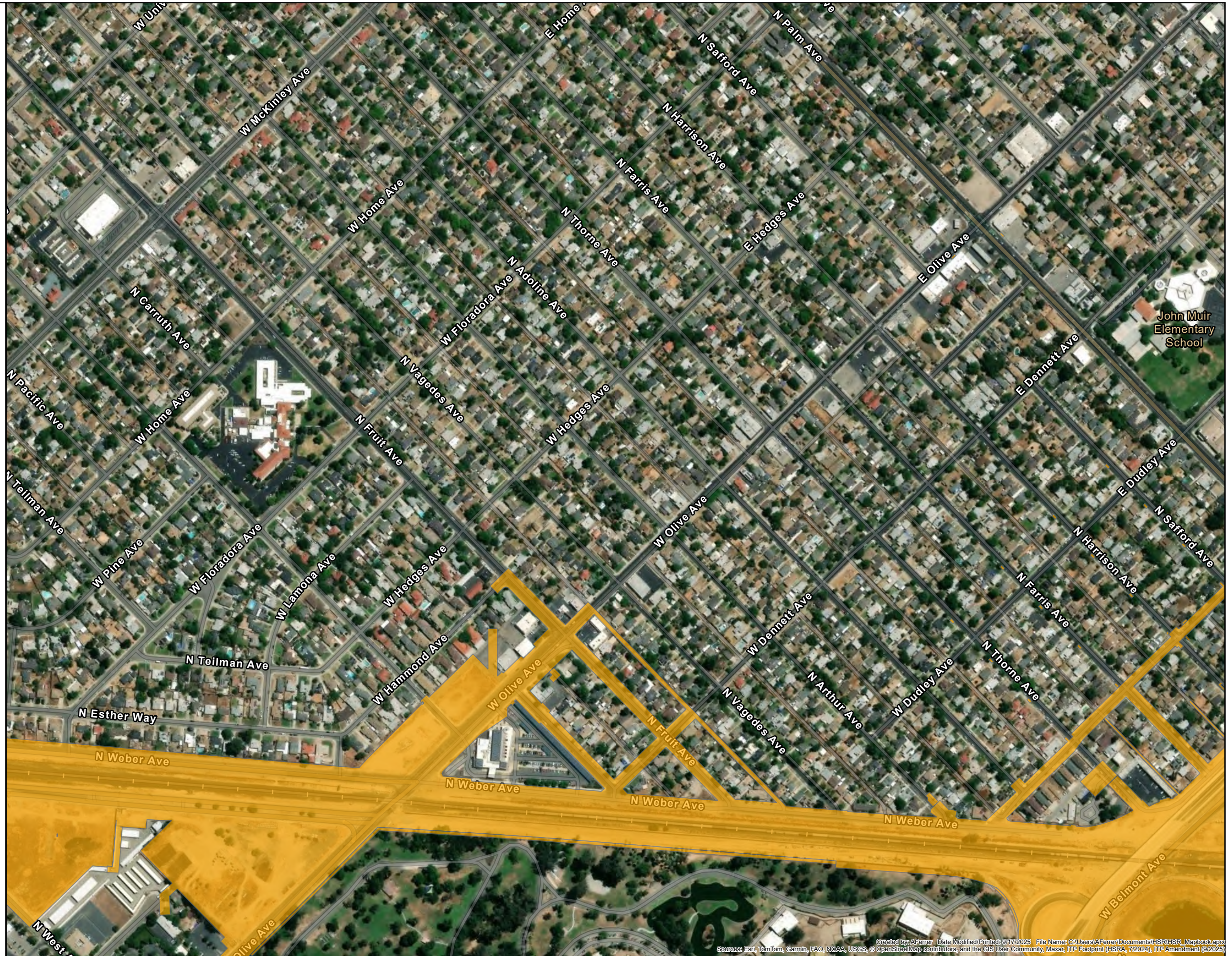


ITP Footprint

- Construction Footprint
- Amendment 22

825

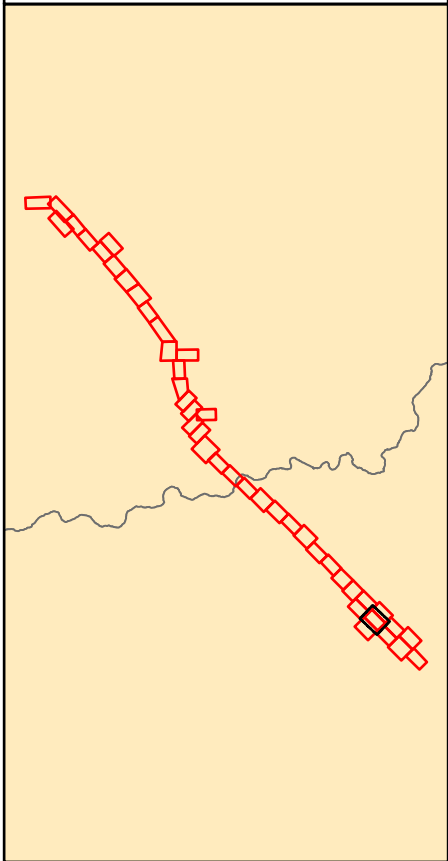
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Map 7 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

825

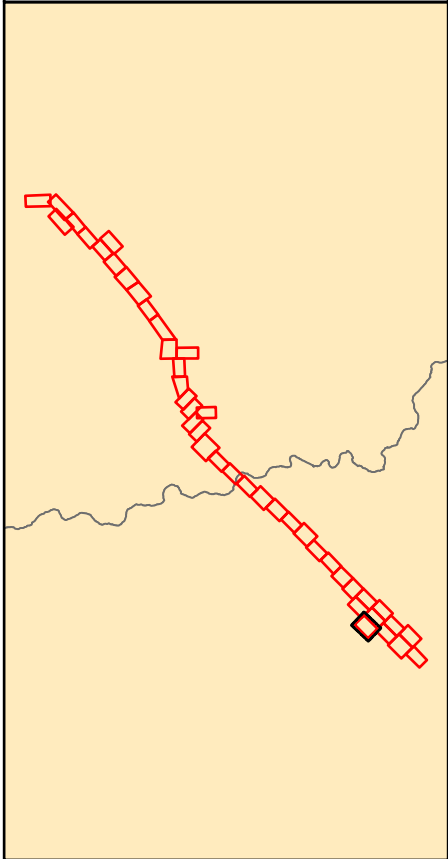
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Map 8 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

825

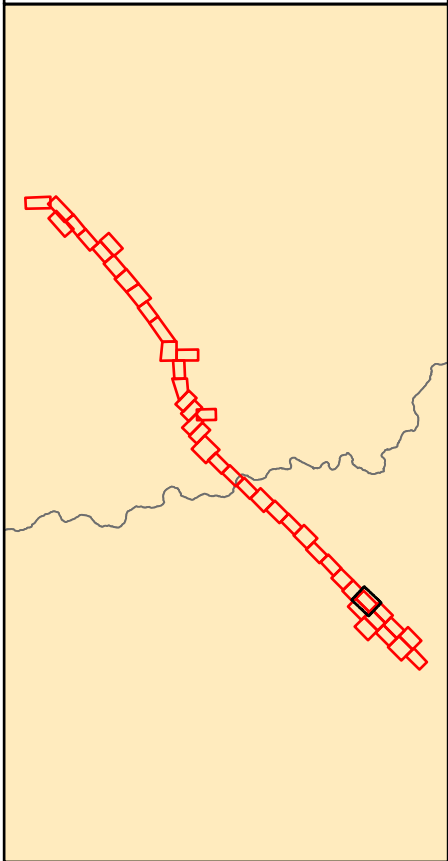
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Map 9 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

825

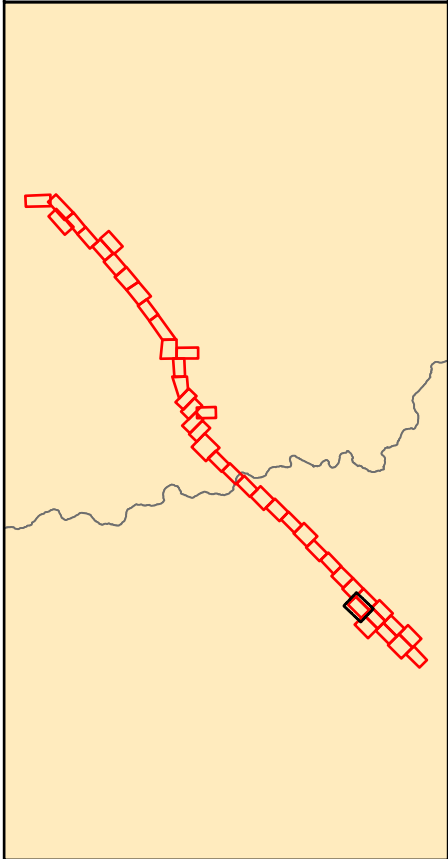
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Map 10 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

825

Feet



High-Speed Train Merced to Fresno Construction Footprint

 Construction Footprint
 Amendment 22

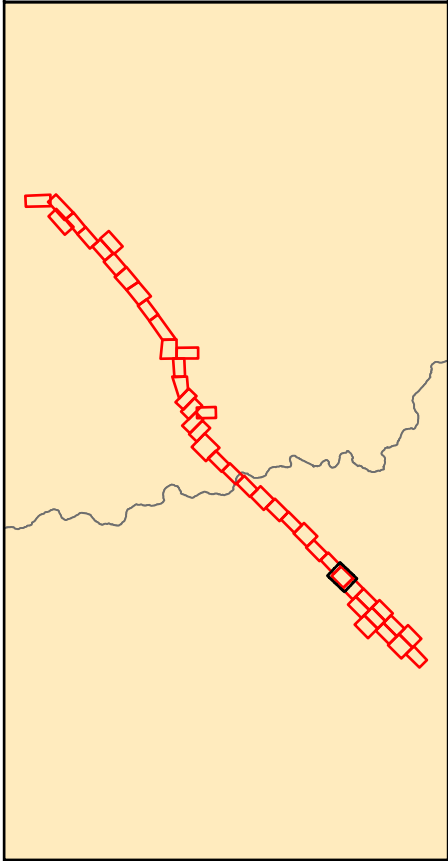
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Map 12 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

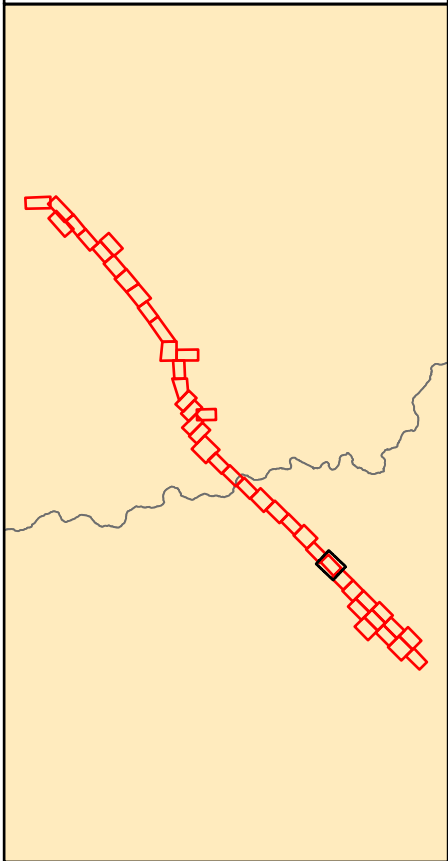
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High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

825

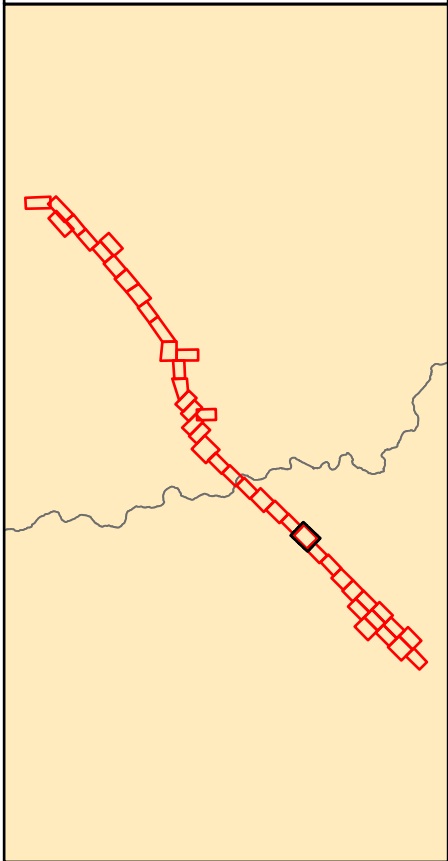
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High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

825

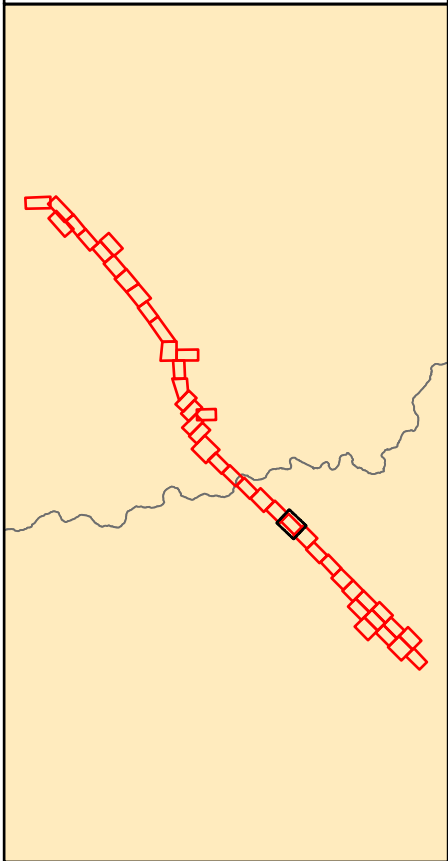
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Map 16 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

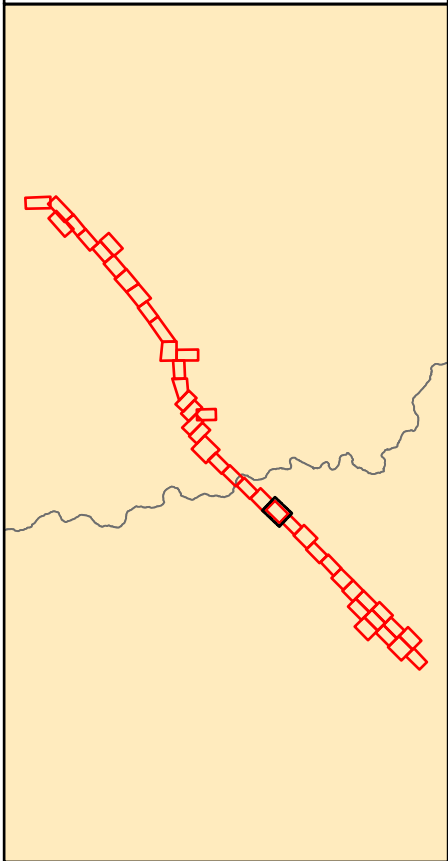
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High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

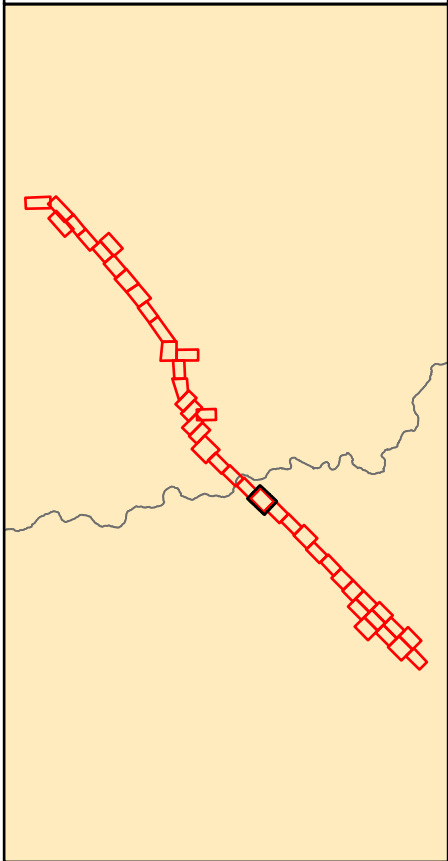
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High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

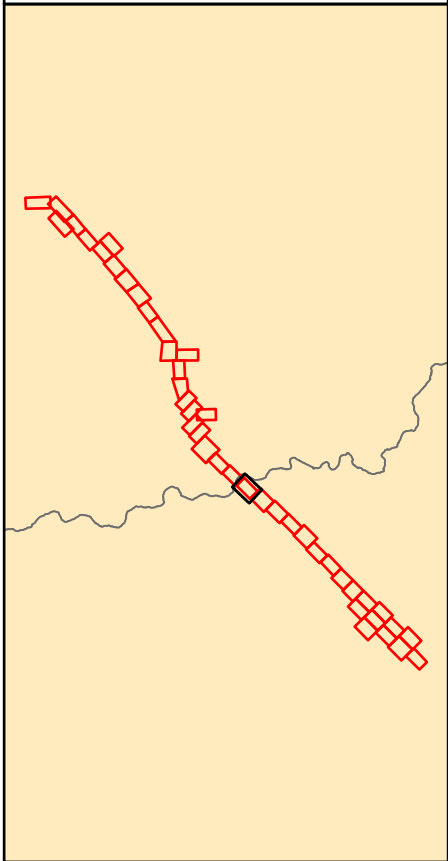
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High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

825

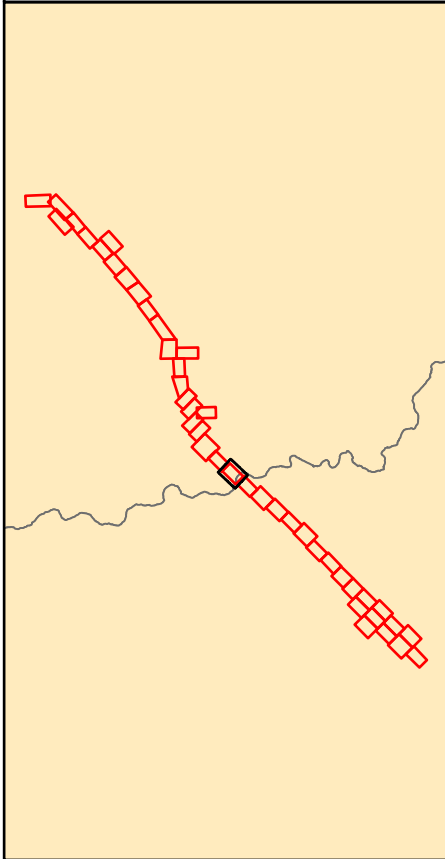
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Map 20 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

825

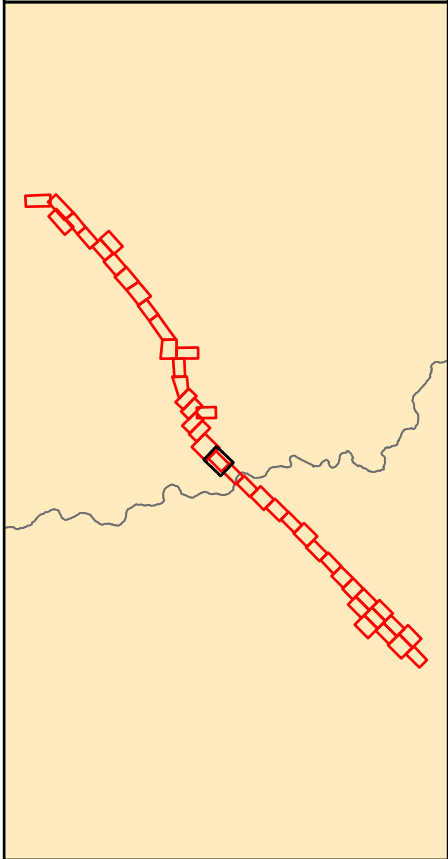
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Map 21 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

825

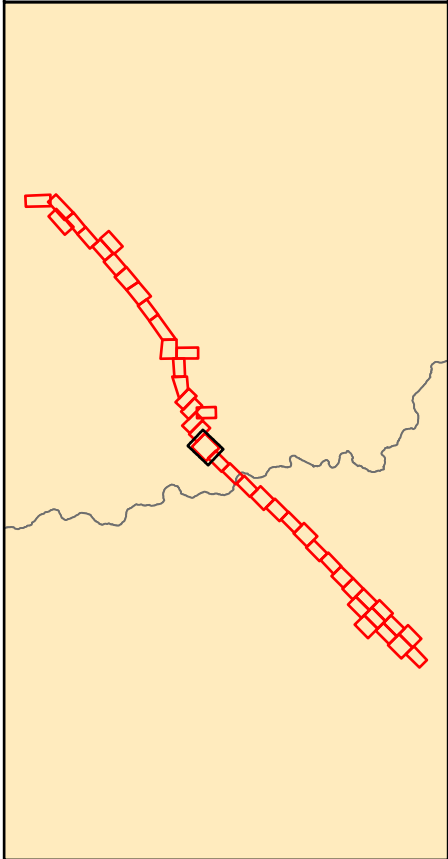
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Map 22 of 43

High-Speed Train Merced to Fresno Construction Footprint

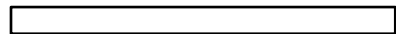
Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,000



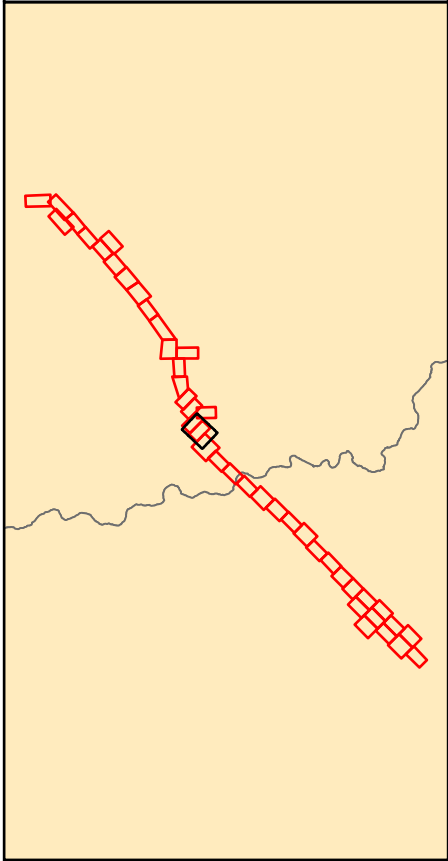
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Map 23 of 43

High-Speed Train Merced to Fresno Construction Footprint

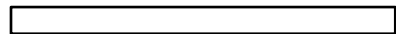
Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,000



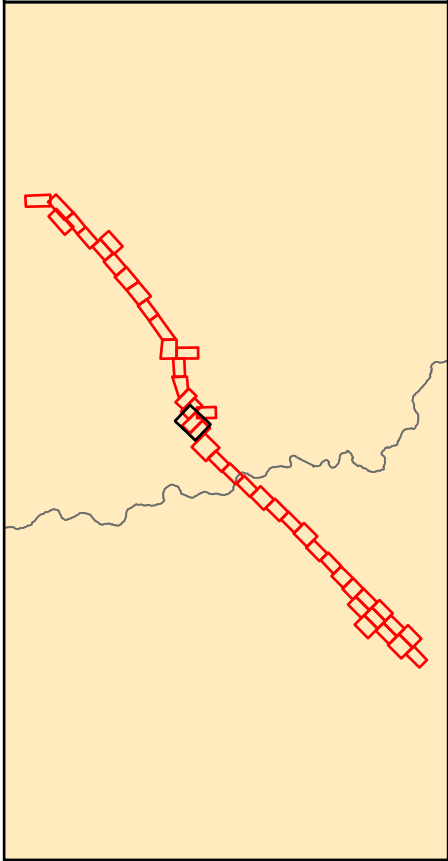
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Map 24 of 43

High-Speed Train Merced to Fresno Construction Footprint

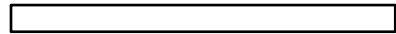
Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,000



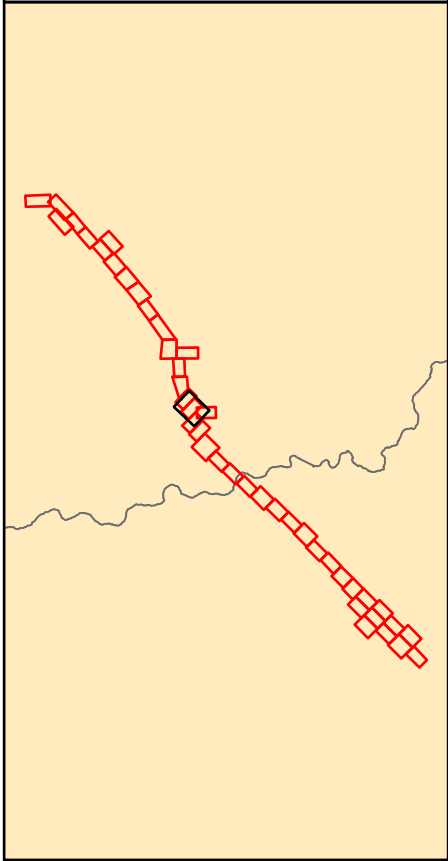
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Map 25 of 43

High-Speed Train Merced to Fresno Construction Footprint

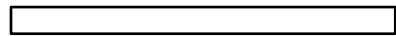
Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

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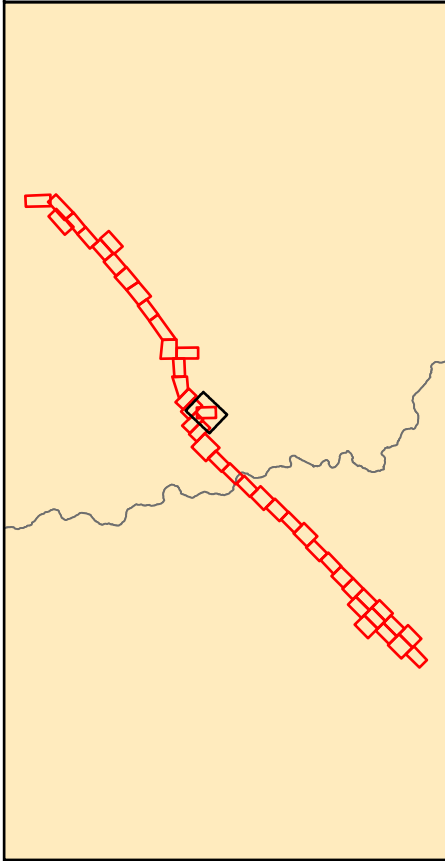
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Map 26 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,100

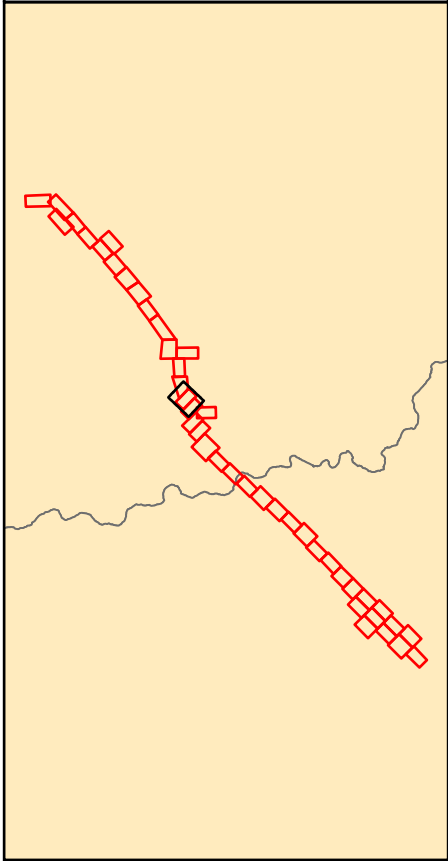
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Map 27 of 43

High-Speed Train Merced to Fresno Construction Footprint

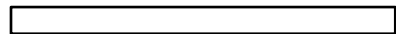
Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,000



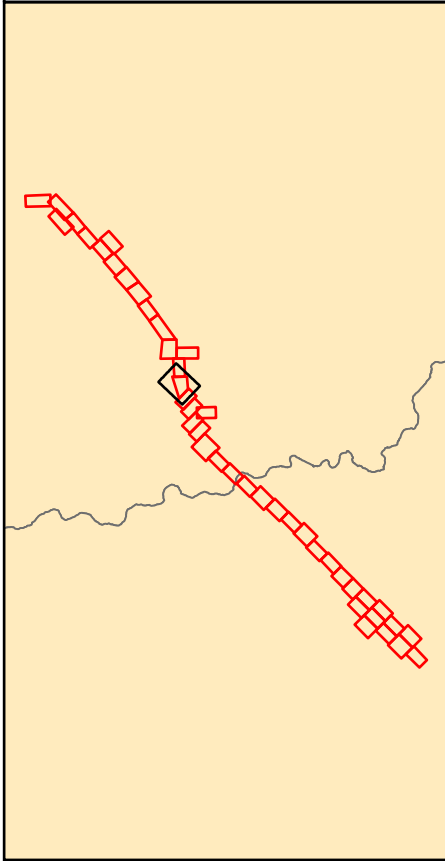
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Map 28 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,100

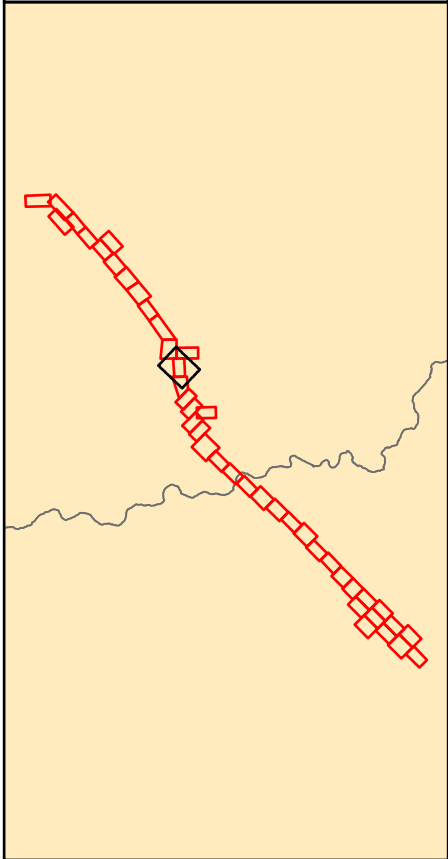
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Map 29 of 43

High-Speed Train Merced to Fresno Construction Footprint

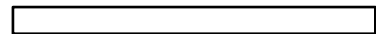
Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,100



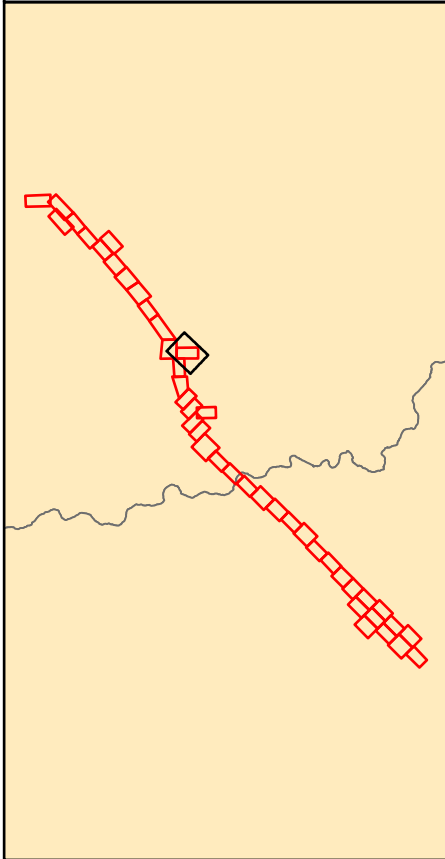
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Map 30 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,100

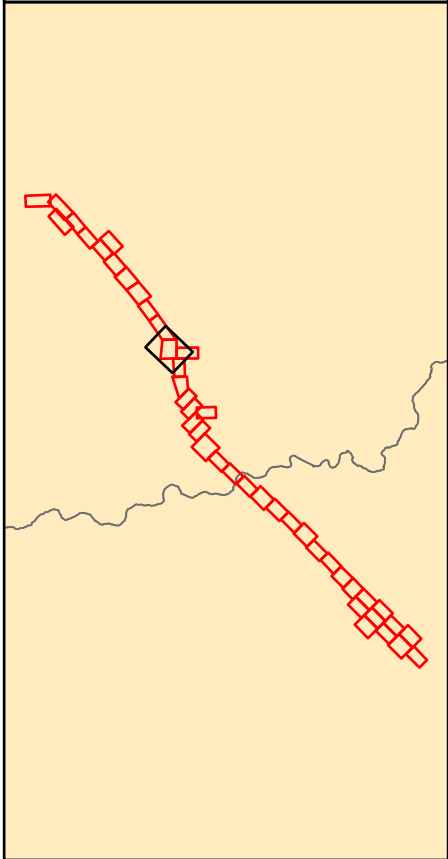
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Map 31 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,300

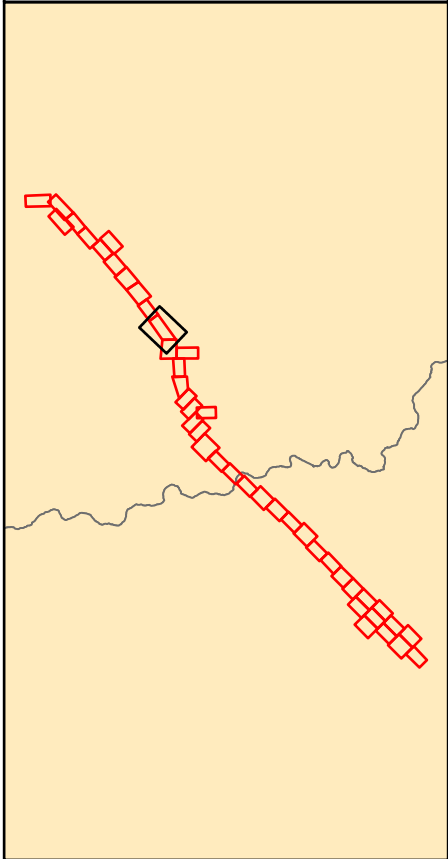
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Map 32 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,300

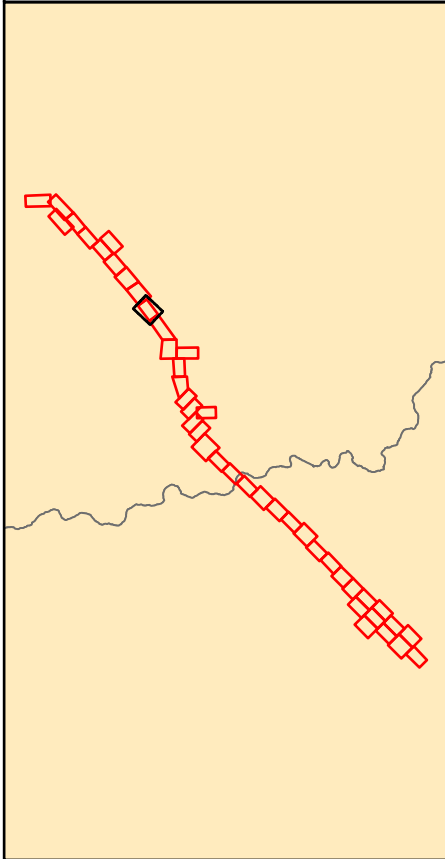
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Map 33 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

825

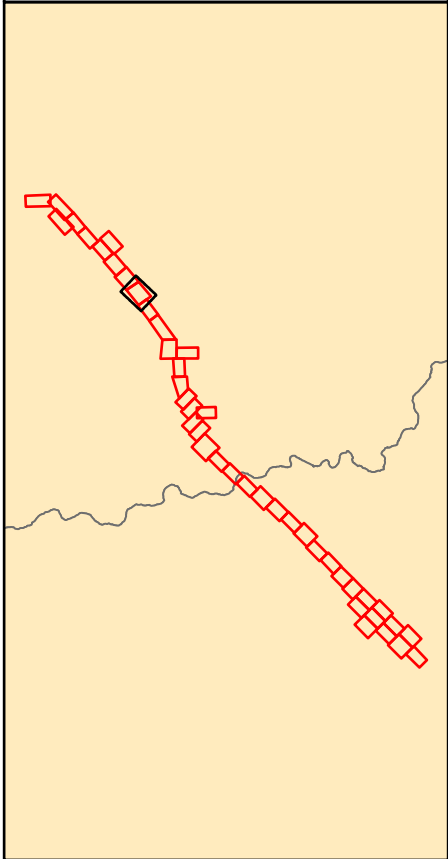
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Map 34 of 43

High-Speed Train Merced to Fresno Construction Footprint

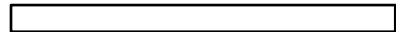
Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,000



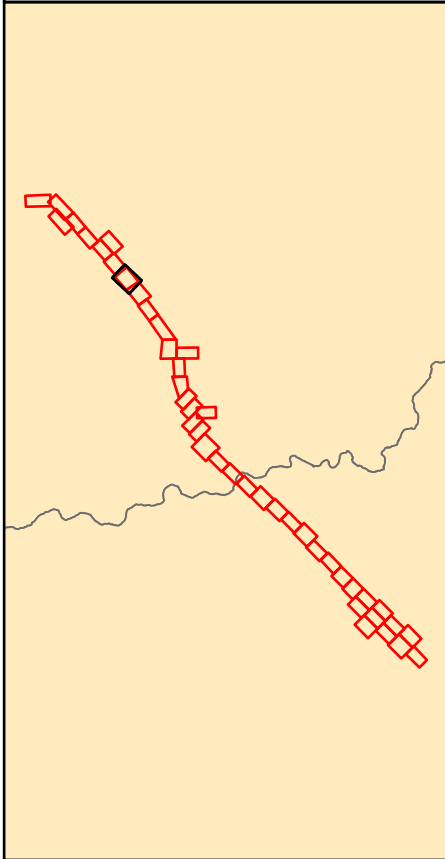
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Map 35 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

825

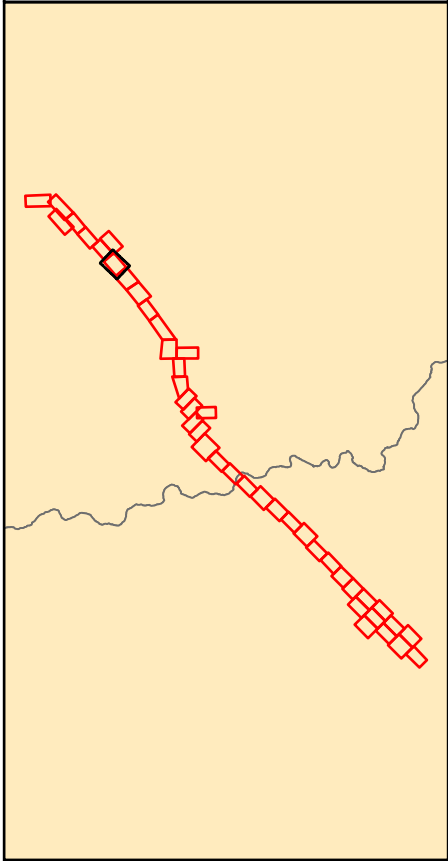
Feet



Map 36 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

825

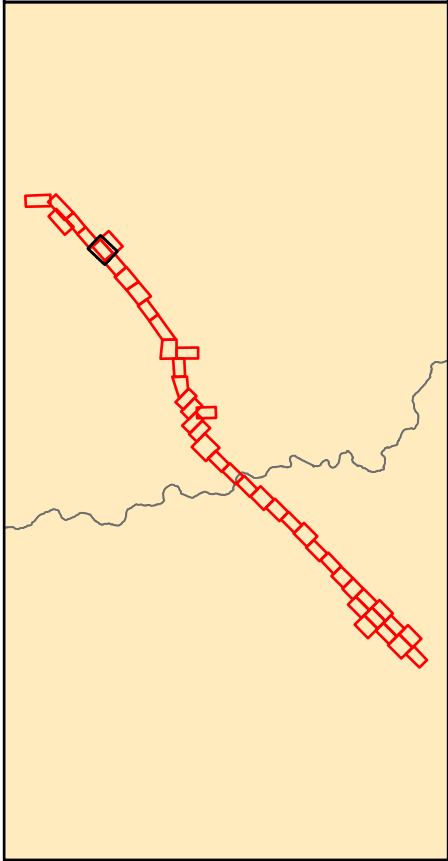
Feet



Map 37 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

825

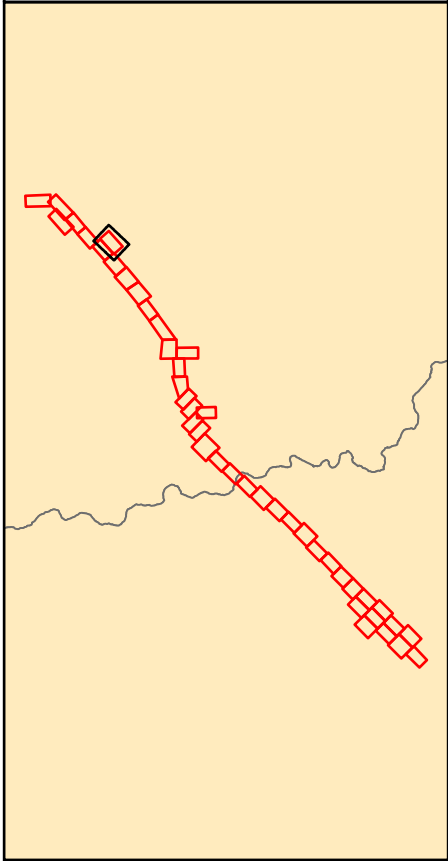
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Map 38 of 43

High-Speed Train Merced to Fresno Construction Footprint

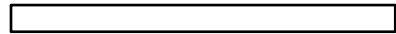
Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,000



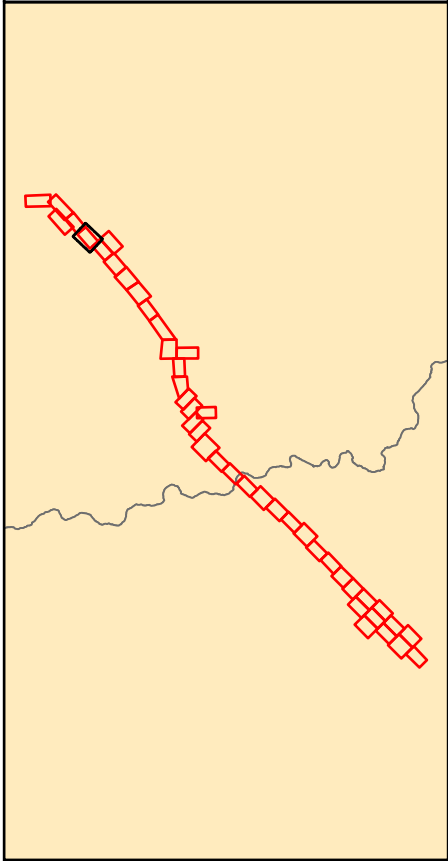
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Map 39 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

825

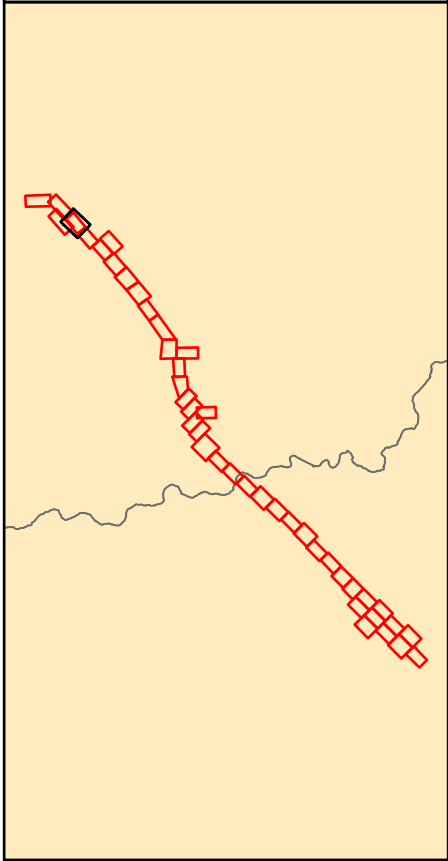
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Map 40 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

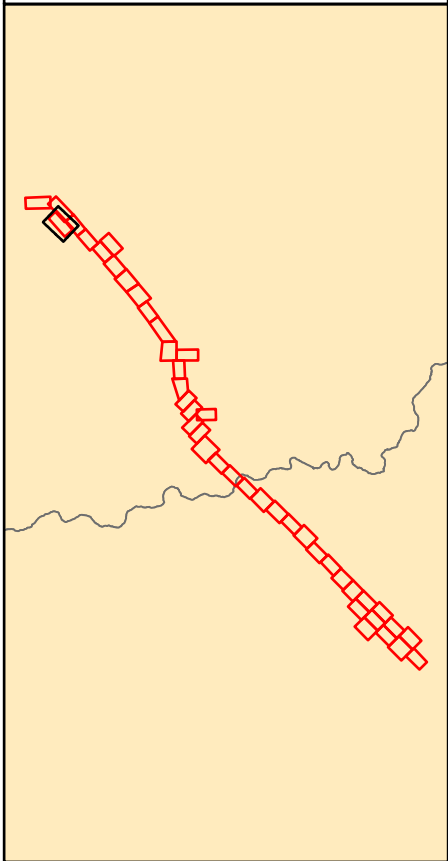
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Feet



High-Speed Train Merced to Fresno Construction Footprint

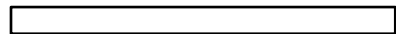
Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

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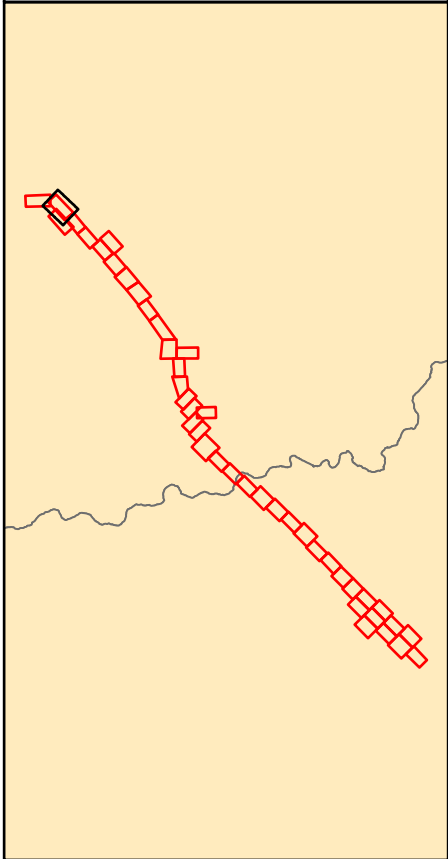
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Map 42 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

- Construction Footprint
- Amendment 22

1,000

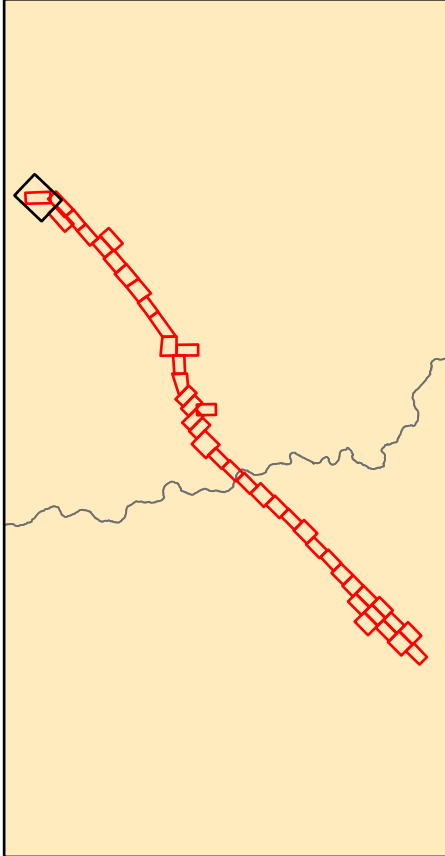
Feet



Map 43 of 43

High-Speed Train Merced to Fresno Construction Footprint

Index Map



ITP Footprint

-  Construction Footprint
-  Amendment 22

1,300

Feet

