



Notice of Availability of a Draft Environmental Impact Report Madera High-Speed Rail Station Full-Build Project Phase 3

DATE: April 14, 2025
TO: Agencies, Organizations, and Interested Parties
FROM: San Joaquin Joint Powers Authority
SUBJECT: Notice of Availability of a Draft Environmental Impact Report (Draft EIR) for the Madera High-Speed Rail Station Full-Build Project Phase 3

Notice is hereby given that a Draft Environmental Impact Report (Draft EIR) (State Clearinghouse Number #2023110616) for the Madera High-Speed Rail (HSR) Station Full-Build Project Phase 3 is available for public review during the public comment period beginning Monday, April 14, 2025, and concluding at 5:00 p.m. on Wednesday, May 28, 2025. The public is also invited to attend an in-person open house meeting on April 30, 2025, from 5:30 p.m. until 7:30 p.m. More information, including how to access the Draft EIR, is provided below.

The San Joaquin Joint Powers Authority (SJJPA), as lead agency, has prepared the Draft EIR to analyze environmental impacts associated with implementation of the Project; to discuss alternatives; and to propose mitigation measures for identified potentially significant impacts that will minimize, offset, or otherwise reduce or avoid those environmental impacts.

Project Location: The Project is located southeast of the City of Madera and is primarily within the boundaries of the Madera Transit Station Specific Plan (MTSSP) boundary. It is less than two miles from the city limits and accessed by exiting SR 99 at Avenue 12 and traveling two and a half miles east (**Figure 1**). The Project sits approximately one-mile northeast of the Madera Community College Center and just under one-mile north of Avenue 12. The station facilities are located within a wedge-shaped site defined by the existing BNSF Stockton Subdivision Corridor (BNSF Corridor) to the east and the HSR Project corridor to the west and is located on land primarily owned by the California High-Speed Rail Authority (CHSRA). The proposed access road connecting the station facilities to Avenue 12 would generally run along the HSR Project corridor.

Project Background: SJJPA prepared an Initial Study/Mitigated Negative Declaration (IS/MND), certified in January 2021, for the Relocated Madera Station (Phase 1) and the Madera HSR Station for the Early Operating Segment (EOS) (Phase 2). These projects would be in place when HSR commences as part of the planned “Merced-Bakersfield HSR Early Operating Segment” (as described in the 2020, 2022, and 2024 CHSR Business Plans). Final design of Phase 1 has been completed and is scheduled to begin construction in Fiscal Year 2025. Final design for Phase 2 is expected to begin in 2025, and construction is scheduled to be completed by 2030. The Madera HSR Station Full-Build Project Phase 3 will enable additional improvements to be implemented so that the station can accommodate fully expanded HSR service levels.

Project Description: The Project would support expanded HSR operations and service levels (beyond the EOS) associated with HSR Service (north to the Bay Area, south to Southern California, or both) and subsequently Phase 1 HSR service (San Francisco to Los Angeles) at the proposed Madera HSR Station.

As shown in **Figure 2**, the components of the Project include a new 1,410-foot westside platform and the extension of the previously cleared eastside platform by 410 feet to 1,410 feet to accommodate the full length of HSR trainsets. The Project would also construct a new approximately 14,600-foot station siding track. Three bridge structures would be constructed including a new single-track over Cottonwood Creek; a pedestrian overpass to allow passengers to access both platforms; and modifications to the existing roadway bridge over Avenue 12 and the siding track. An overhead contact system (CCS) would be constructed similar to the OCS poles being constructed as part of the CHSRA Project. A small traction power substation (TPSS) would be constructed near the northern end of the western platform. The surface

parking lot that is being constructed as part of Phase 2 would be extended north utilizing existing space between the HSR corridor and the BNSF Stockton Subdivision. The Project would expand or construct a new separate station building. Ten drainage culverts and two wildlife crossings originally constructed as part of Phase 2 of proposed Madera HSR Station would be extended. Pacific Gas and Electric Company (PG&E) is currently implementing the Borden-Gregg Transmission Line Re-Alignment Project (BGTLRP) in the vicinity of the Project. The Poles 003 and 004 from the BGTLRP would need to be relocated slightly to the west.

Summary of Potential Environmental Impacts: The Draft EIR analyzed impacts associated with the Project to the following environmental topical areas: Agriculture; Air Quality and Greenhouse Gas Emissions; Biological Resources; Cultural Resources and Tribal Cultural Resources; Geology, Soils, and Paleontological Resources; Hazards and Hazardous Materials; Hydrology and Water Quality; Noise; and Transportation. As described in the Draft EIR, the Project would result in less than significant impacts with the implementation of mitigation measures, except for Agriculture Resources during construction. For Agriculture Resources, minimization of impacts is not feasible during construction, even with mitigation measures, and the impact on Agriculture Resources would remain significant and unavoidable.

Open House Meeting: SJJPA invites all interested members of the public to attend an in-person open house meeting to provide information about the Draft EIR and respond to general questions about the environmental analysis. A presentation summarizing the Project and Draft EIR will be provided, and staff will be available to answer questions of a general nature. All formal comments on the Draft EIR must be submitted in writing or verbally to a court reporter at the open house meeting or via mail or email (see below for details) for consideration. Spanish translation services will also be available. The open house meeting will be held at the Madera County Community College (30277 Ave 12, Madera, CA 93638) on **April 30, 2025, starting at 5:30 pm and ending at 7:30 pm.**

Document Availability: The Draft EIR will be available for review at the following locations:

- Madera County Library, 121 N. G Street, Madera, CA 93637
- San Joaquin Joint Powers Authority, 949 East Channel Street, Stockton, CA 95202
- Project Website: <https://siipa.com/madera-station-relocation-project/>

Public Comments: A 45-day public comment period will commence on **Monday, April 14, 2025, and will conclude at 5 p.m. on Wednesday, May 28, 2025.** Written comments should be addressed to:

Dan Leavitt
Manager of Regional Initiatives
San Joaquin Joint Powers Authority
949 East Channel Street
Stockton, CA 95202

Email: info@maderastation.com

Please include "Madera HSR Phase 3 Project" in the subject line.

All comments received during the public comment period will be considered by SJJPA, and compiled and responded to as part of the Final EIR.

Figure 1. Project Location

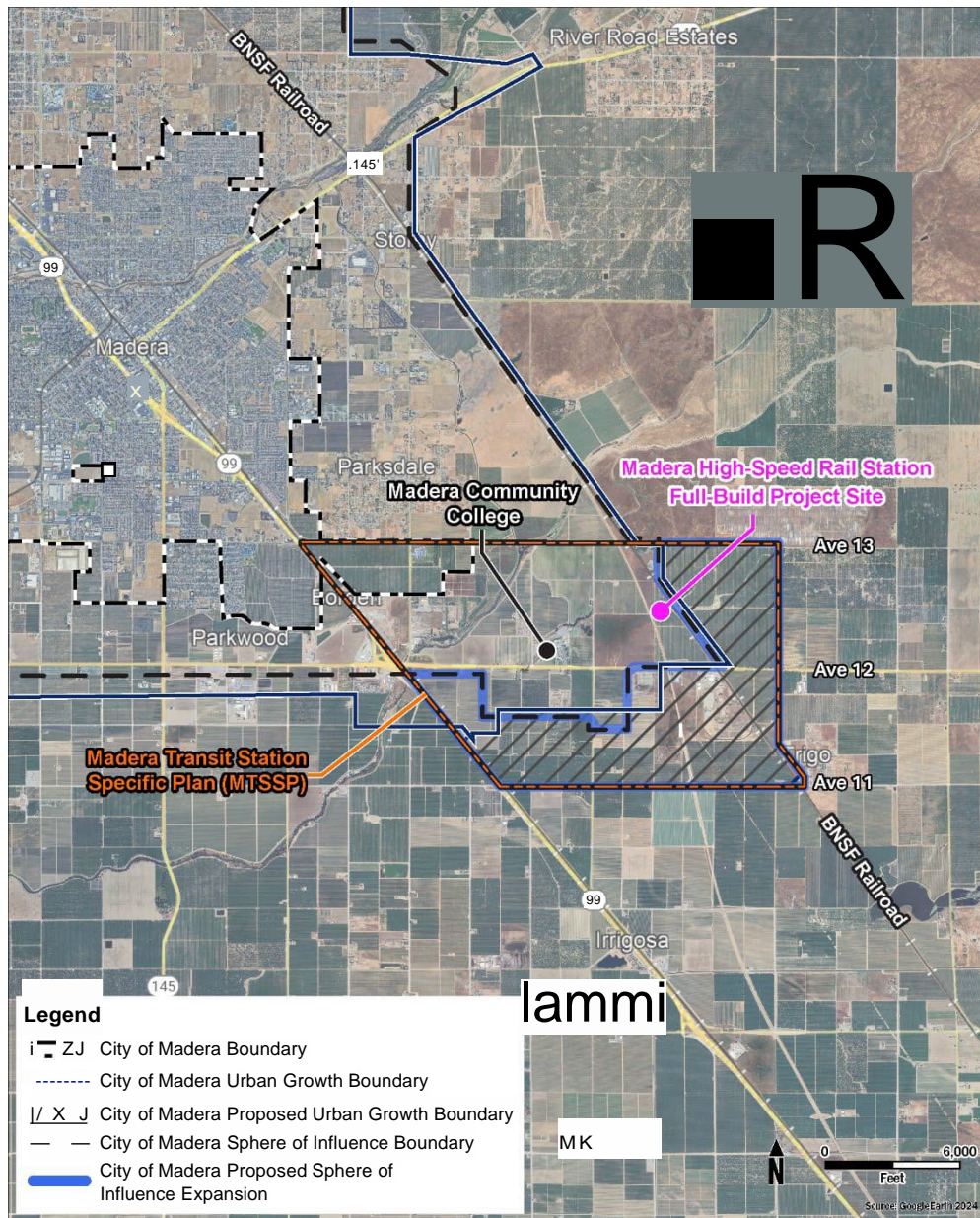
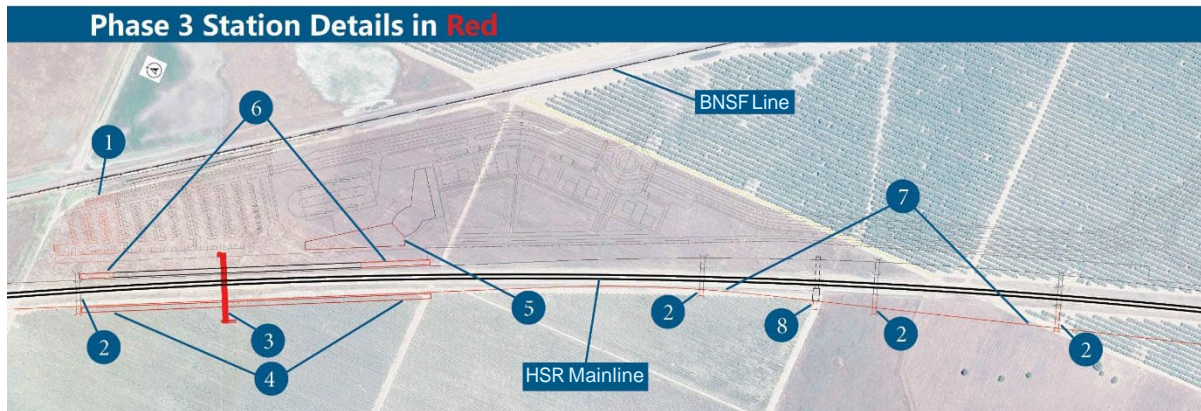
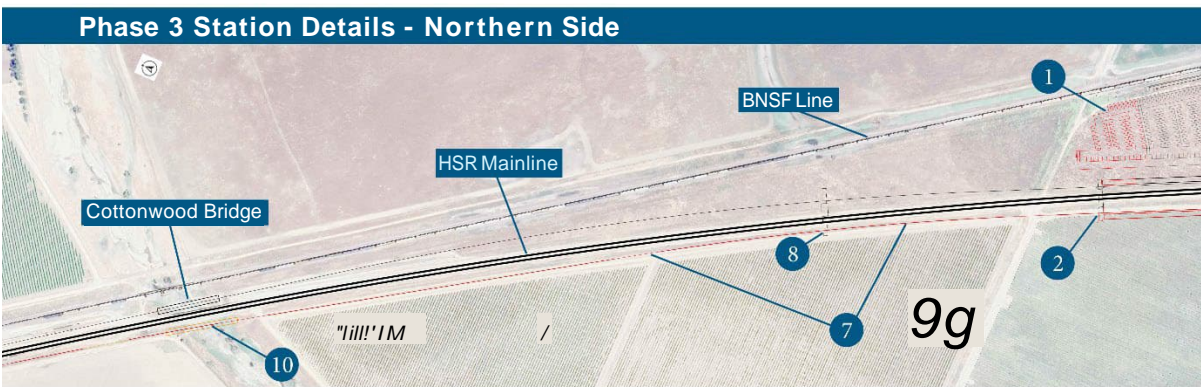


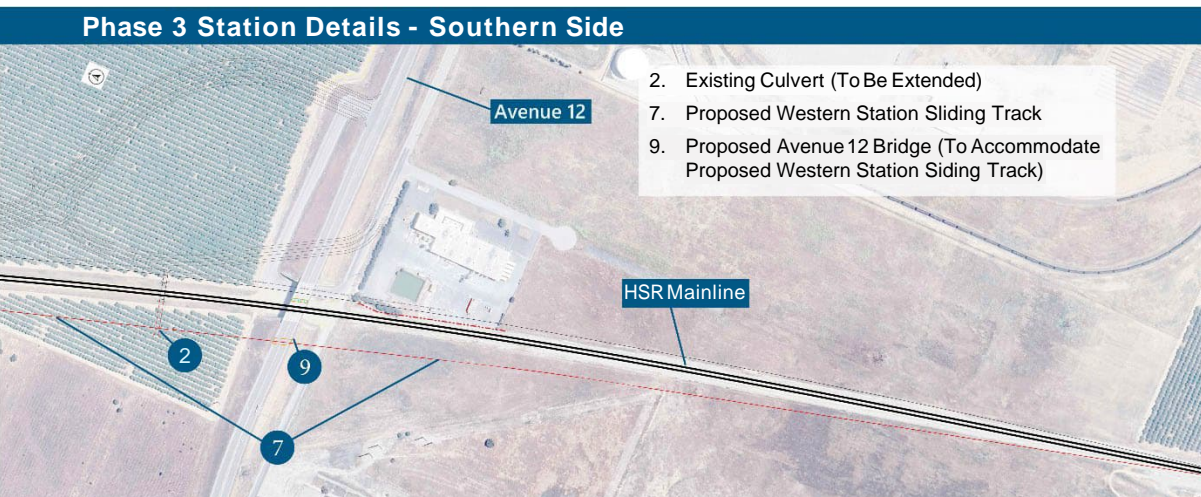
Figure 2. Project Components



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| 1. Proposed Additional Parking | 5. Proposed Station Building/Canopy |
| 2. Existing Culvert (To Be Extended) | 6. Eastern Station Platform Extended to 1,410ft. (Platform In Previous Phase 2 Was 1,000 ft > |
| 3. Proposed Overhead Pedestrian Bridge | 7- Proposed Western Station Sliding Track |
| 4. Proposed Western Station Platform (20 ft. x 1,410ft.) | 8. Existing Wildlife Crossing (To Be Extended) |



1. Proposed Additional Parking
2. Existing Culvert (To Be Extended)
7. Proposed Western Station Sliding Track
8. Existing Wildlife Crossing (To Be Extended)
10. Proposed Cottonwood Bridge



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| 2. Existing Culvert (To Be Extended) |
| 7. Proposed Western Station Sliding Track |
| 9. Proposed Avenue 12 Bridge (To Accommodate Proposed Western Station Sliding Track) |