



Madera High-Speed Rail Station Full-Build Project Phase 3

APPENDIX F

NOTICE OF PREPARATION
AND SCOPING MEMORANDUM

April 2025

Notice of Preparation and Scoping Memorandum

Madera HSR Station Full-Build Project Phase 3

Prepared for:

San Joaquin Joint Powers Authority
949 Channel Street
Stockton, CA 95202

Prepared by:

AECOM

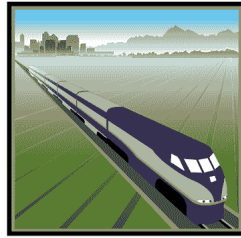
Kaiser Center
300 Lakeside Dr
Oakland, CA 94612

April 2025

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Scoping Memorandum



San Joaquin
Joint Powers Authority

Scoping Memorandum

To:	Michael Hanebutt, SJJPA
From:	Cathy Paskin, Vidya Bhamidi and Joey Goldman, Kearns & West
Cc:	Danielle Pena and Mohammad ElHocheimi, RailPros; David DeRosa, AECOM
Date:	January 18, 2024
Re:	Phase 3 Madera HSR Station Full-Build Project - Scoping Summary

The San Joaquin Joint Powers Authority (SJJPA), serving as the lead agency under the California Environmental Quality Act (CEQA) for the Phase 3 Madera HSR Station Full-Build Project (Project), issued a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Project on November 22, 2023 (**Attachment A**). The issuance of the NOP initiated an environmental scoping period for the Project from November 22, 2023, to January 5, 2024. This memorandum summarizes the scoping process and issues raised in scoping comments.

Scoping Notification

Agencies, organizations, and individuals directly or indirectly affected by the Project were notified of the preparation of the EIR and how to participate in and attend the online scoping meeting. Notification materials announced the dates of the scoping period, the date and time of the scoping meeting, an overview of the Project, and instructions for submitting scoping comments. A summary of the public notification process, the NOP, and the scoping meeting is included below. **Attachment A** includes the NOP.

NOP Mailing

Notification letters regarding the NOP were sent via U.S. Postal Service first-class mail to 188 responsible and trustee agencies as well as additional organizations, interested parties, nearby landowners, and nearby current residents. The letters were mailed on November 22, 2023, approximately two weeks before the scoping meeting. **Attachment B** includes a copy of the notification letter used for the NOP mailing. The NOP was also submitted to the State Clearinghouse and the Madera County Clerk on November 22, 2023, along with publication of the NOP.

Email Notification

On November 28, 2023, an email was distributed to individuals who requested to subscribe to the Project email list, as well as organizations that were identified by SJJPA and the consulting team. Another reminder email was distributed on December 12, 2023. **Attachment C** includes copies of the email notifications.

Website Updates

A Project webpage was published at sjjpa.com/madera-station-relocation-project/. The webpage includes Project overview information, scoping materials, the NOP, other Project documents, and additional information. During the scoping period, the webpage provided details on how to submit comments as well as how and when to attend the online scoping meeting. The webpage also continues to provide an option for individuals to sign up for the Project Stakeholder Database.

Social Media

SJJPA used their social media platforms (Facebook and Instagram) to publicize the scoping meeting. **Attachment D** includes copies of the social media posts on December 11, 2023.

Online Scoping Meeting

The scoping meeting for the Project took place via Zoom on December 13, 2023, between 9:30am and 11:30am. A total of 23 individuals attended the scoping meeting. **Attachment E** includes the presentation. Spanish language interpretation was provided throughout the meeting.

The Project team and SJJPA staff led a PowerPoint presentation that began at 9:30am. The presentation provided an overview of the Project and the CEQA process, with the purpose of informing attendees that SJJPA is evaluating the Project under CEQA and soliciting public comment regarding the type and extent of environmental analyses to be prepared for the Project.

Following the presentation, attendees had the opportunity to ask questions of staff related to the project and the environmental review process. Attendees were informed that scoping comments could be submitted via mail or email through January 5, 2024.

Summary of Key Issues Raised

Between November 22, 2023, and January 5, 2024, scoping comments were received from the California Department of Fish and Wildlife. **Attachment F** includes the full letter submitted by them. Their main points were:

Special-Status Species Impacts

- Several special-status plant and animal species have been identified near the Project area. CDFW recommends that the EIR prepared for the Project analyze potential impacts to these species and provide measurable mitigation measures that will reduce impacts to less than significant levels. CDFW also recommends consulting with USFWS on potential impacts to federally listed species.

Lake or Streambed Alteration

- CDFW recommends that any potential lake or streambed alteration that may result from Project activities be described, and avoidance, minimization, and mitigation measures be developed as part of the EIR.

Attachment A: Notice of Preparation

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Madera High Speed Rail (HSR) Station Full-Build Project (Phase 3)

SCOPING PERIOD: WEDNESDAY, NOVEMBER 22, 2023 – FRIDAY, JANUARY 5, 2024

DATE: November 22, 2023
TO: Agencies, Organizations, and Interested Parties
FROM: San Joaquin Joint Powers Authority
SUBJECT: Notice of Preparation of an Environmental Impact Report for the Madera HSR Station Full-Build Project (Phase 3)

NOTICE IS HEREBY GIVEN that the San Joaquin Joint Powers Authority (SJPPA) intends to prepare an environmental impact report (EIR), consistent with requirements of the California Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the environmental issues associated with the proposed improvements in the Madera High-Speed Rail (HSR) Station Full-Build Project (Phase 3) (Project). SJPPA will serve as the lead agency under CEQA for the EIR. In addition, at a later time, the Project will comply with the requirements of the National Environmental Policy Act (NEPA).

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that SJPPA plans to prepare the EIR and to request input on the scope of the environmental analysis to be performed. From public agencies, we are inviting comments on the scope and context of the environmental information relevant to each agency's statutory responsibilities for the Project. SJPPA is also requesting interested individuals' or organizations' views on the scope of what environmental topics the EIR will evaluate and what alternatives are to be evaluated.

A. Scoping Period

The public scoping period will begin on Wednesday, November 22nd, 2023. Written responses and comments on the scope of the Project will be accepted until 5:00 pm on Friday, January 5th, 2024. Please send written comments to:

San Joaquin Joint Powers Authority
Attn: Madera HSR Station Full-Build Project (Phase 3)
949 East Channel Street
Stockton, CA 95202

Your comments may also be sent by email to info@maderastation.com. Please include "Madera HSR Phase 3 Project" in the subject line.

B. Scoping Meeting

The scoping meeting for the Project will take place online:

- Date and Time: December 13, 2023 (9:30 am – 11:30 am)
- Meeting Details: <https://kearnswest.zoom.us/j/82159113485>

Visit the Project webpage at <https://sjppa.com/madera-station-relocation-project/> to sign up to receive email reminders for the scoping meeting. The scoping meeting will be held virtually and will begin with a presentation providing an overview of the Project and the CEQA process. Following the presentation,

interested agencies, organizations, and individuals will have the opportunity to visit informational open house stations and ask questions related to the scope and content of the EIR.

C. Project History

At the November 2016, SJJPA Board Meeting, SJJPA staff presented an assessment of the existing connectivity between the San Joaquins and local transit services. During this assessment, SJJPA identified that the Madera Turlock/Denair San Joaquins Station and Madera San Joaquins Station (Madera Station) had connectivity challenges compared to other San Joaquins stations due to the lack of local or regional bus services. SJJPA worked with Madera County, the City of Madera, the Madera County Transportation Commission (MCTC), the California State Transportation Agency (CalSTA), and the California High Speed Rail Authority (CHSRA) to identify the site at Avenue 12, southeast of the City of Madera, as the best service option for a relocated San Joaquins Amtrak station and a future HSR station to serve Madera County.

With new funding opportunities provided by California's Transit and Intercity Rail Capital Program (TIRCP), SJJPA identified an opportunity to obtain State resources to relocate the Madera Station. In 2018, CalSTA announced an award of \$500.5 million to the SJJPA/San Joaquin Regional Rail Commission (SJRRC) application (Valley Rail Program) that included funding for the Relocated Madera San Joaquins Station (Phase 1). Following the TIRCP award, SJJPA prepared an Initial Study/Mitigated Negative Declaration (IS/MND^{1,2}). The IS/MND was certified in January 2021 and analyzed Phases 1 and 2: San Joaquins Relocated Station (Phase 1) and HSR Interim Operating Segment Station (Phase 2). SJJPA is the expected initial operator for the HSR Early Operating Segment (EOS) and is responsible for securing funding and implementing the Madera HSR Station for the HSR EOS.

The current HSR program map, included in the 2022 CHSRA Business Plan, is shown in **Figure 1**. The CHSRA Board approved an extension of Construction Package 1³ by approximately 2.72 miles northward in March 2016, within the environmentally cleared Merced-Fresno Project Section Environmental Impact Report/Environmental Impact Statement (EIR/EIS) (CHSRA and FRA, 2012).⁴ The SJJPA's subsequent CEQA IS/MND document provided clearance for the Madera HSR Station (Phase 2) for the EOS with service of 18 trains per day round trip (36 total trains). These improvements would be in place when HSR commences as part of the planned "Merced-Bakersfield CHSR Early Operating Segment" (as described in the 2020 and 2022 CAHSR Business Plans) in 2030-2033.

During 2018 and 2019, SJJPA developed preliminary engineering plans for the Relocated Madera San Joaquins Station (Phase 1).⁵ Design was coordinated with CHSRA and CalSTA to ensure the relocated station could accommodate future HSR service and minimize construction impacts. It is included in the MCTC

¹ *Final Initial Study/Mitigated Negative Declaration Documents*. (n.d.). San Joaquin Joint Powers Authority. Retrieved October 26, 2023, from <https://sijpa.com/final-initial-study-mitigated-negative-declaration-documents/>

² *Ridership Technical Memorandum Madera Station Relocation Project*. https://cdn.sijpa.com/wp-content/uploads/MaderaStn_FinalISMND_ApxG_RidershipTechMemo_Jan2021.pdf

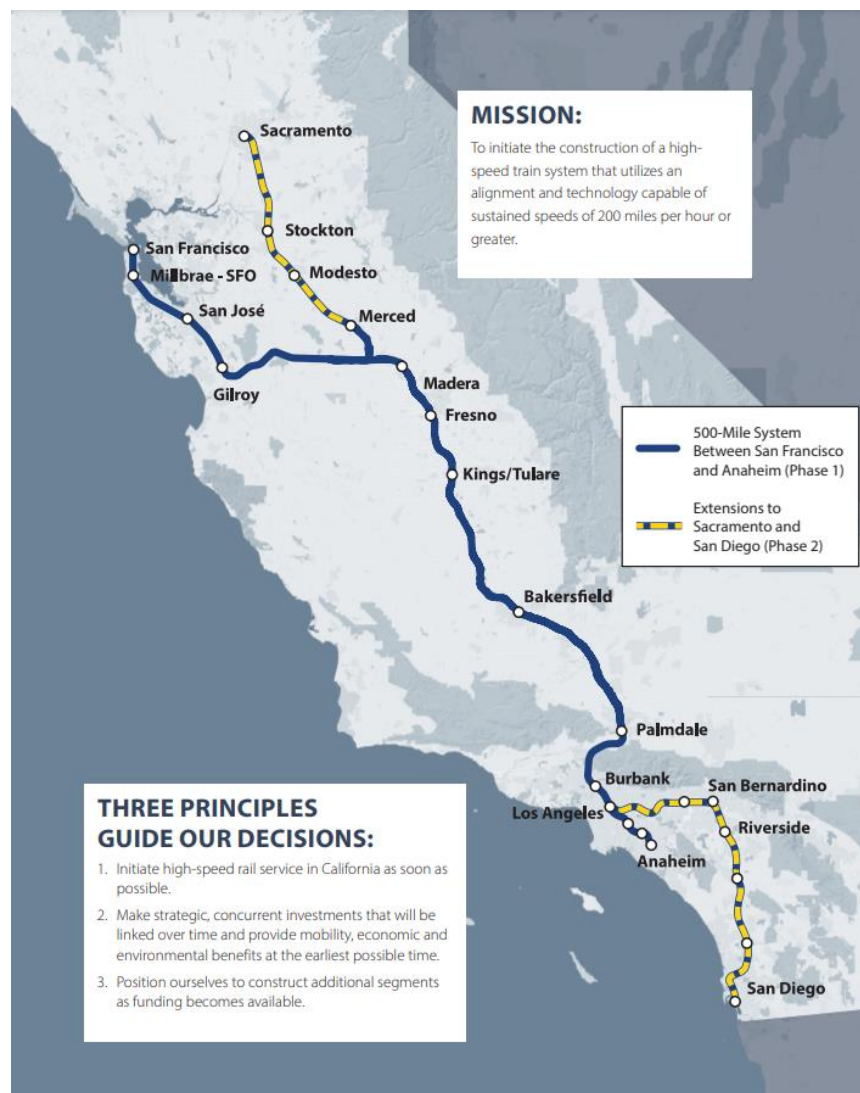
³ High-Speed Rail Program. (n.d.). *Construction Package 1/BuildHSR*. BuildHSR: High-Speed Rail Projects. <https://buildhsr.com/construction-packages/construction-package-1/>

⁴ High Speed Rail. (2012, September 18). *California High-Speed Train Merced to Fresno Section*. California High Speed Rail Authority. https://hsr.ca.gov/wp-content/uploads/docs/programs/merced-fresno-eir/final_EIR_MerFres_FRA09182012.pdf

⁵ SJJPA. (2022). *Madera Station Plans Phase 2*. San Joaquin Joint Powers Authority (SJJPA). <https://cdn.sijpa.com/wp-content/uploads/Phase-2-Madera-Station-Plans-5-17-22.pdf>

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS⁶). It was also added to the MCTC 2019 Federal Transportation Improvement Program (FTIP) as part of Amendment #14 and adopted by the MCTC in May 2020.⁷ In 2020, Amendment #14 was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Figure 1 Service Map



⁶ Madera CTC. (2019, March 20). *2018 Regional Transportation Plan/ Sustainable Communities Strategy*.
https://www.maderactc.org/sites/default/files/fileattachments/transportation/page/5651/mctc_2018_rtp_am_1_technical_revision.pdf

⁷ *Madera County Transportation Commission (MCTC) / Caltrans*. (n.d.). Dot.ca.gov. Retrieved October 25, 2023, from
<https://dot.ca.gov/programs/financial-programming/ftip-fstip-amendment-approvals/mctc>

According to the 2022 CHSRA Business Plan, following interim operations, CHSRA would implement the “Valley to Valley” service, extending HSR to the San Francisco Bay Area. HSR Phase 1 plans include an extension to Southern California. With these proposed service expansions, the Madera HSR Station will need to be expanded to allow higher frequency service and non-stop express service not envisioned for interim operations.

SJJPA is now completing the final design of Phase 1 and is scheduled to complete the construction of the project by 2029 and begin operations by 2030-2033. The Madera HSR Station Full-Build Project (Phase 3) will enable the additional improvements to be implemented so that the station will meet all requirements needed for “Valley to Valley” and full-build HSR operations.

D. Project Location

The Project is located southeast to the City of Madera (36° 56' 5" N and 119° 59' 7" W) and is primarily within the boundaries of the Madera State Center Community College (SCCC) Specific Plan (July 1995) 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 2**). The main Project footprint 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 owned by CAHSR. The proposed access road connecting the station facilities to Avenue 12 would generally run along the HSR Project corridor.

E. Project Goals and Objectives

The Madera HSR Station Full-Build Project (Phase 3) builds upon SJJPA’s Phase 1- Madera San Joaquins Station Relocation Project, and Phase 2- Madera HSR Early Operating Segment (EOS) Station. The primary objective of the Project is to improve access to passenger rail service within Madera County and the San Joaquin Valley Region. The Project will provide unprecedented economic, mobility, and safety benefits for Madera County. The project goals and objectives are to enhance the following needs as identified in the previous IS/MND:

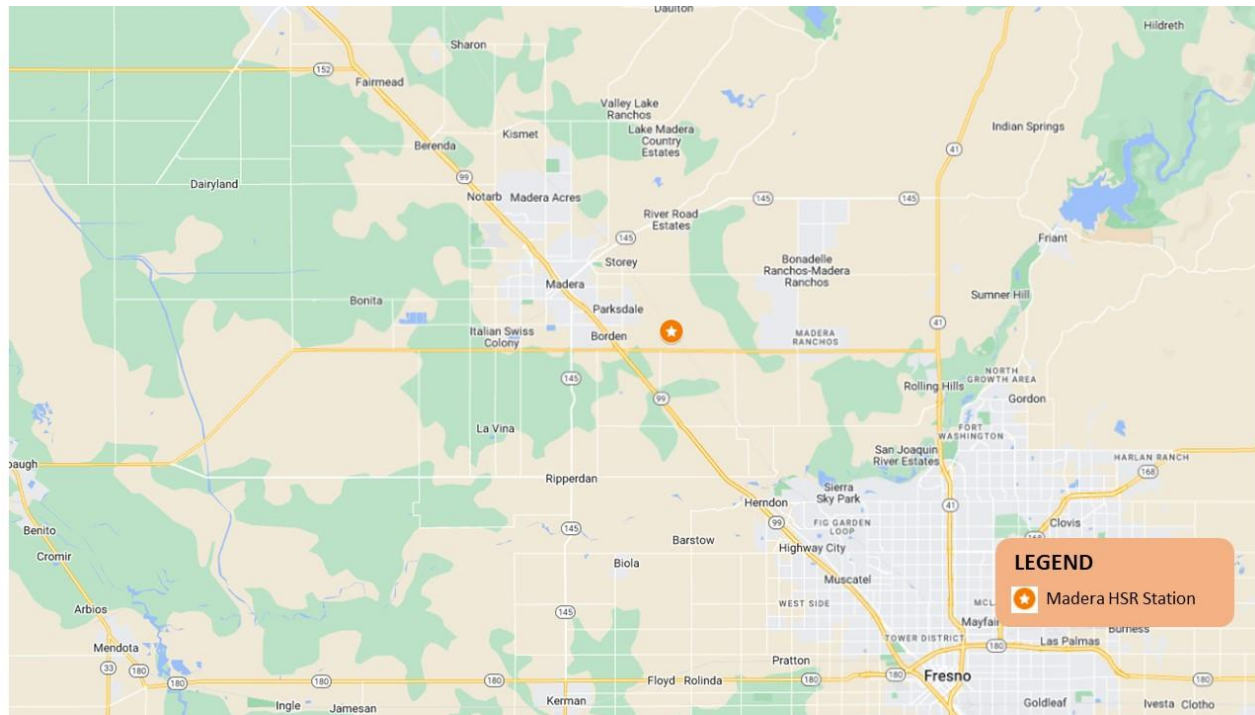
Climate Change, Resiliency, and the Environment

- Reduce emissions by providing a cleaner mode of transportation, reduces VMT, and promote increased transit use and transit-oriented development.

Equity, Multimodal Options, and Quality of Life:

- Improve rail and transit transportation access for Historically Disadvantaged Communities and Areas of Persistent Poverty
- Enhance mobility and accessibility by providing an improved mode of state-wide transportation

Figure 2 Project Location Map



Economic Impacts and Job Creation:

- Provide employment opportunities related to the construction, operation, and maintenance of the staffed facilities
- Connect travelers to destinations throughout California
- Enhance connection to educational and employment centers

Safety

- Lessen auto travel/vehicle miles travelled (VMT) by shifting travel to a safer mode of transport – rail

F. Project Description

The Madera HSR Station Full-Build (Phase 3) Project (Project) is necessary to enable a high-speed rail (HSR) station in Madera County, California, for expanded HSR operations beyond the Merced-Bakersfield California HSR Early Operating Segment. This project is required to facilitate continued service in Madera County, as an HSR Station, once HSR extends to the Bay Area and “Silicon Valley to Central Valley” service has begun. A Madera HSR Station is critical for providing better connectivity, and economic and sustainability opportunities for Madera County.

The Project would include the following series of improvements, which can also be seen in **Figure 3**:

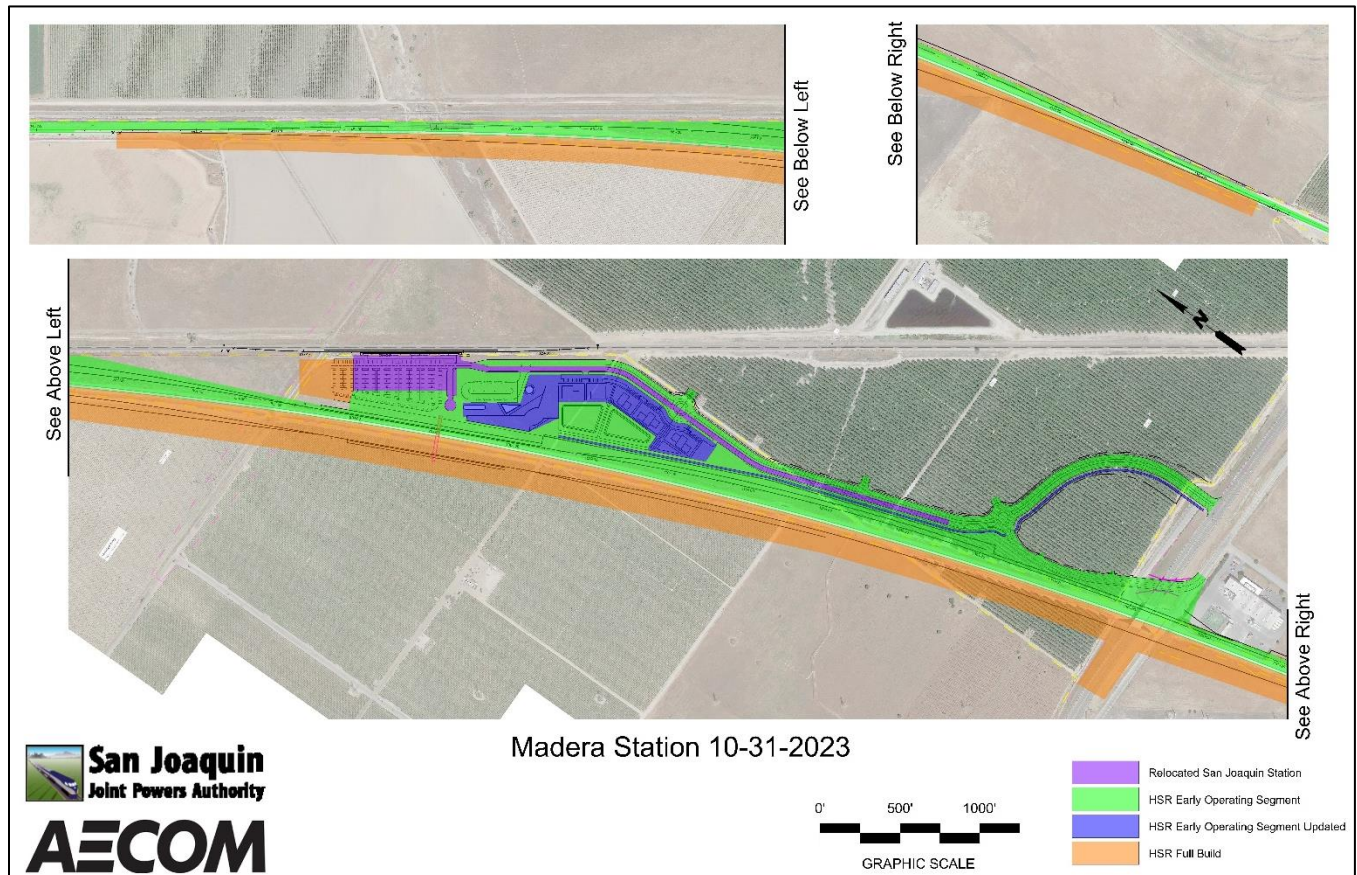
- **Platform:** A single side-loaded platform would be constructed parallel to, and west of the HSR trackwork (under construction) and immediately adjacent to the proposed station siding track. The platform would be approximately 1410 feet long, include canopies, and the height would accommodate trainsets for the HSR system. Additionally, in order to provide access for passengers to the side loaded platform on the west side, a pedestrian bridge would be constructed to connect the east side station area to the west side station platform.
- **Trackwork and Overhead Contact System:** To access the HSR platform, a new station siding track would be constructed to the west of the two-track HSR mainline tracks (under construction). The length of the new station siding track, from the turnout locations at the north and south, would be approximately 14,600 feet. The station siding track would include a new rail bridge over Cottonwood Creek. The proposed bridge would be a single track, 5-span continuous cast-in-place, reinforced concrete slab structure. Two storage tracks for HSR trains would be constructed. The first would extend approximately 1,900 feet north from the station siding track and the second would extend south from the station siding track, approximately 1,900 feet.

The station siding track would also require modification of the newly constructed Avenue 12 grade separation. To accommodate the new track behind the existing western abutment, a new Avenue 12 bridge will be required west of the existing bridge. Additionally, due to the new station siding track, the project would extend existing drainage culverts and wildlife crossings underneath the new track.

An overhead contact system (OCS) would be constructed along the length of the station siding and storage tracks to provide power to electrified trainsets. A small transmission power substation (TPSS) may be needed to provide power to the OCS system.

- **Parking:** Additional parking would be provided to accommodate the demand of Phase 3.

Figure 3 Madera HSR Full-Build Project By Phase



H. Potential Environmental Effects

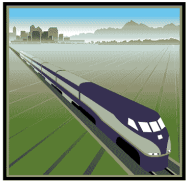
SJJPA has initially determined that the following topics will be included for evaluation in the EIR for the Project:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology, Soils, and Paleontological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

The EIR will consider both temporary construction-period and permanent (operational) impacts. The EIR will also include a cumulative impact analysis of the impacts of the Project in combination with other planned projects, including railway projects, transportation improvements, and land use plans and projects along the Project corridor.

SJJPA is seeking comments from agencies, stakeholders, and the public regarding the scope of the environmental topics that will be analyzed and alternatives to be considered in the EIR.

Attachment B: Mailed Letters



San Joaquin
Joint Powers Authority

MADERA HIGH SPEED RAIL STATION FULL BUILD OUT PROJECT (PHASE 3)

Notice of Preparation for an Environmental Impact Report and Scoping Meeting

Project Overview

The San Joaquin Powers Authority (SJPA) intends to prepare an Environmental Impacts Report (EIR), consistent with requirements of the California Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the environmental impacts associated with the proposed improvements from the implementation of the Madera Highspeed Rail Full Build Project (Project). SJPA will serve as the lead agency under CEQA for the EIR. In addition, at a later time, the Project will be evaluated for compliance with and requirements of the National Environmental Policy Act (NEPA).

The Project, for which the Notice of Preparation (NOP) is being released, is intended to integrate new components that would be constructed in addition to the project elements from the previously approved Madera station project under Phases 1 and 2. This project is Phase 3 of the station development and is a part of the California High Speed Rail (HSR) Early Operating Segment and is intended to improve rail connectivity, improve multi-modal transportation, and facilitate ridership.

Project Elements

The Project only includes the construction of the ancillary facilities, and it does not include the construction of the integrated station or the main line tracks. Project elements would consist of the following:

- Single side-loaded platform, approximately 1,410 feet in length, parallel to the HSR trackwork and including canopies for passengers.
- Approximately 14,600 feet of new station siding track would provide access to the new side loading platform. The new track would include a bridge over Cottonwood Creek using a 5-span continuous cast-in-place crossing.
- Uptotwo additional 1,900-foot segments of storage tracks would be installed, one to the north and the other to the south, of the station for temporary train storage.
- Modify the existing Avenue 12 grade separation and install a new bridge and pedestrian crossing.
- Extend existing drainage culverts and wildlife crossings underneath the new track.
- New overhead contact system (OCS) along the new siding. Potentially powered by a new transmission power substation (TPSS).
- Additional parking would be provided to accommodate the demand of Phase 3.



The NOP provides a more detailed description of the Project and can be found online at sjjpa.com/madera-station-relocation-project or by following this QR code.

Scoping Meeting

SJJPA invites you to participate in a virtual scoping meeting, which includes an overview of the project, an opportunity to ask questions, and information about submitting comments.

The Scoping Meeting will be held on **Wednesday, December 13, 2023, from 9:30 AM to 11:30 AM** online and accessible on the Zoom app at <https://kearnswest.zoom.us/j/82159113485>

Visit the Project webpage at <https://sjjpa.com/madera-station-relocation-project> to view the full Notice of Preparation and to receive email reminders for the scoping meeting.

Comment Period

SJJPA is seeking comments from agencies, stakeholders, and the public regarding the scope of the environmental topics that will be analyzed and alternatives to be considered in the EIR. The public scoping period begins on Wednesday, November 22, 2023. Written responses and comments on the scope of the Project will be accepted until 5:00 pm on Friday, January 5, 2024.

Comments are accepted by mail or by email.

By mail: San Joaquin Joint Powers Authority
Attn: Madera HSR Station Full Build Project (Phase 3)
949 East Channel Street
Stockton, CA 95202

By email: info@maderastation.com
Include "Madera HSR Phase 3 Project" in the subject line

Reunion de Alcance del Proyecto

SJJPA lo invita participar en una reunion de alcance del Proyecto virtualmente, que incluye una descripcion general del Proyecto and una exhibicion informativa, y una oportunidad para que el publico envie comentarios escritos.

Martes, 23 de Noviembre de 2023

9:30 AM – 11:30 AM por Zoom:

<https://kearnswest.zoom.us/j/82159113485>

Visite la pagina web del Proyecto al <https://sjjpa.com/madera-station-relocation-project/> para mas informacion.

Para recibir esta informacion en espanol, envie un correo electronic a info@maderastation.com.

Attachment C: Email Notifications

From: [Madera Station Info](#)
To: [Madera Station Info](#)
Subject: Madera HSR Station/Scoping Meeting on December 13th!
Date: Tuesday, November 28, 2023 10:15:49 AM

Dear Stakeholders,

On November 22, 2023, the San Joaquin Joint Powers Authority (SJIPA) filed a *Notice of Preparation of an Environmental Impact Report* to move the Madera Station Relocation Project into the **environmental clearance stage for Phase 3, the Madera HSR Station Full-Build Project (Phase 3)**. Phase 3 builds upon SJIPA's Madera Station Relocation Project, which included Phase 1- Madera San Joaquins Station Relocation Project, and Phase 2- Madera HSR Early Operating Segment (EOS) Station. The primary objective of this Project is to improve access to passenger rail service within Madera County and the San Joaquin Valley Region. The Project will provide unprecedented economic, mobility, and safety benefits for Madera County. This project will enable a high-speed rail (HSR) station in Madera County, California, for expanded HSR operations beyond the Merced-Bakersfield California HSR EOS, and better connect existing intercity railroad services to economic and educational centers in Madera County. This project is required to facilitate continued service in Madera County, as an HSR Station, once HSR extends to the Bay Area and "Silicon Valley to Central Valley" service has begun.

The *Notice of Preparation (NOP) of an Environmental Impact Report* (EIR) which describes the project in detail can be found [here](#).

We invite you to attend our *Scoping Meeting* to learn more about the Project. The Scoping Meeting will be held virtually on Wednesday, December 13th from 9:30 AM to 11:30 AM. The main presentation will be from 9:30-10:00 AM, and presenters will be available to answer questions until 11:30 AM. You can join the meeting on your computer or phone through the Zoom app by clicking on this link: <https://kearnswest.zoom.us/j/82159113485>

Additionally, SJIPA is seeking comments from agencies, stakeholders, and the public regarding the scope of the environmental topics that will be analyzed and alternatives to be considered in the EIR. The public scoping period begins on Wednesday, November 22, 2023. Written responses and comments on the scope of the Project will be accepted until 5:00 on Friday, January 5, 2024.

More information about the project is available [here](#). Please feel free to contact us at any time at info@Maderastation.com with questions and to learn how to submit your comments into the public record.

Thank you,

From: [Madera Station Info](#)
Subject: Madera Station Scoping Meeting TOMORROW!
Date: Tuesday, December 12, 2023 1:34:27 PM

Dear Stakeholders,

This is a reminder that the San Joaquin Joint Powers Authority (SJJPA) invites you to a virtual *Scoping Meeting* to learn more about the environmental clearance stage for Phase 3, the Madera HSR Station Full-Build Project (Phase 3).

The meeting will be held on Zoom, **tomorrow morning** from 9:30 AM to 11:30 AM. Please note:

- The main presentation will be from 9:30-10:00 AM, and presenters will be available to answer questions till 11:30 AM.
- Live Spanish interpretation will be available.
- You can join the meeting on your computer or phone through the Zoom app by clicking on this link:
<https://kearnswest.zoom.us/j/82159113485>
- You can dial in to listen to the meeting using :
 - U.S Toll Free Number 888 475 4499
 - US Toll Free Number 833 548 0276
 - Webinar ID: 821 5911 3485
 - No Participant ID needed.

Additionally, SJJPA is seeking comments from agencies, stakeholders, and the public regarding the scope of the environmental topics that will be analyzed and alternatives to be considered in the Environmental Impact Report (EIR). The public scoping period begins on Wednesday, November 22, 2023. Written responses and comments on the scope of the Project will be accepted until 5:00 on Friday, January 5, 2024.

Please feel free to contact us at any time at info@Maderastation.com with questions and to learn how to submit your comments into the public record.

Thank you,

Madera Station Project Team

Attachment D: Social Media Posts



Attachment E: Scoping Meeting Presentation



San Joaquin

Joint Powers Authority

MADERA STATION SCOPING MEETING – DECEMBER 13, 2023

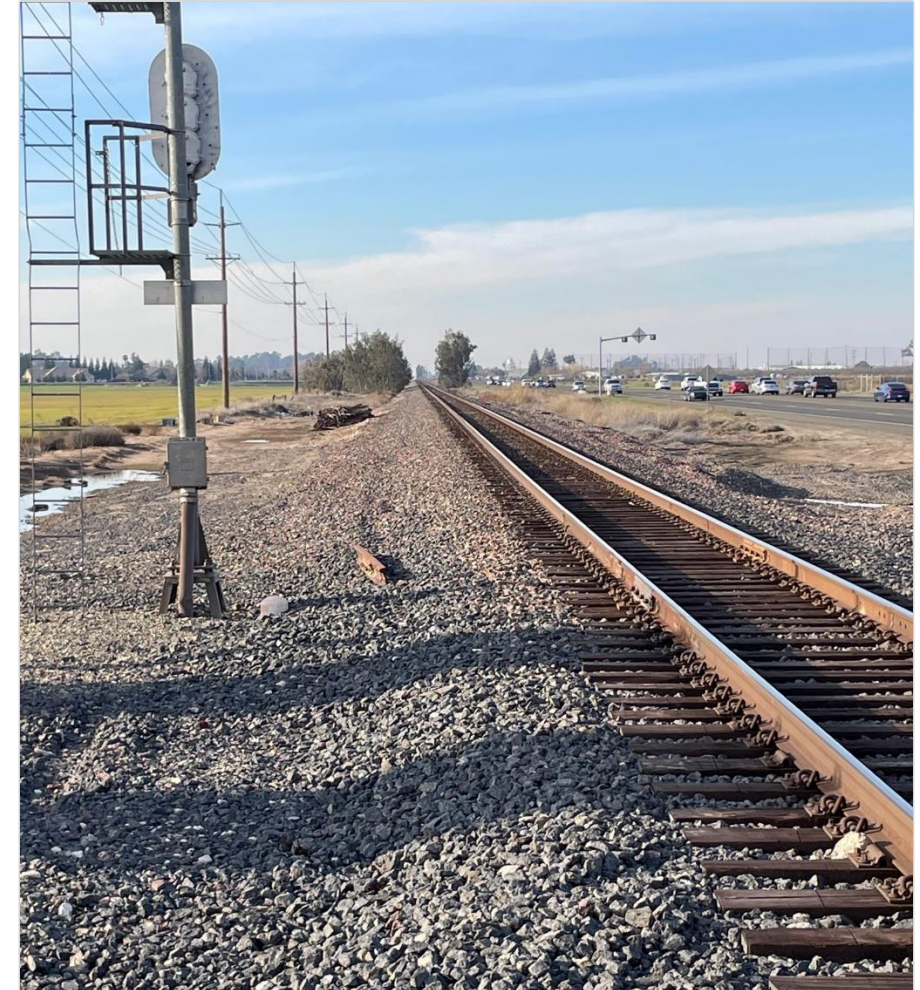


SCOPING MEETING PURPOSE

The purpose of this meeting is to:

- Inform you that the CEQA lead agency, the San Joaquin Joint Powers Authority (SJJPA), is evaluating the Phase 3 Project under the California Environmental Quality Act (CEQA)
- Solicit public comment regarding the type and extent of environmental analyses to be done for the Phase 3 Project

In addition, at a later time, the Project will comply with the requirements of the National Environmental Policy Act (NEPA).





OPENING REMARKS

- While the 171-mile Merced-Bakersfield line is already under construction, the California High Speed Rail Authority is also planning the connection from Gilroy to Central Valley, through the Pacheco Pass.
- Madera HSR Station will need to be expanded to allow higher frequency service and non-stop express service to meet future needs.





OPENING REMARKS

- Phase 1: Existing SJ station relocation
- Phase 2: Needed for initial HSR service frequency (18 round trips per day) between Merced and Bakersfield
- Phase 3: Project is needed when HSR expands service to the Bay Area



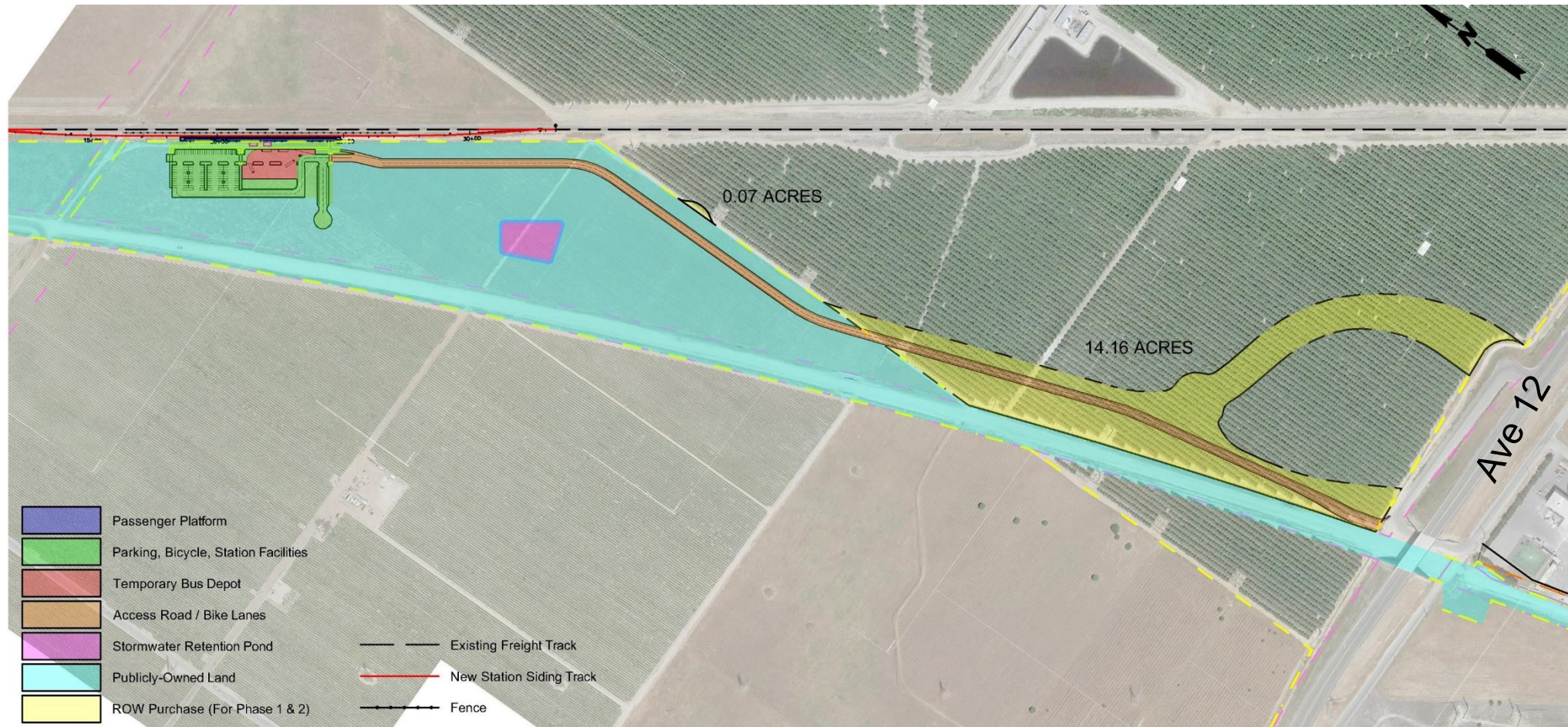


AGENDA

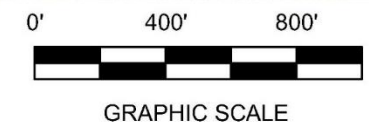
- Building on Phases 1 & 2
- Phase 3 Project Area
- Phase 3 Project Elements
- Goals and Objectives
- Environmental Review Process
- Potential Environmental Impacts
- Q&A



PHASE 1 – Relocated Station

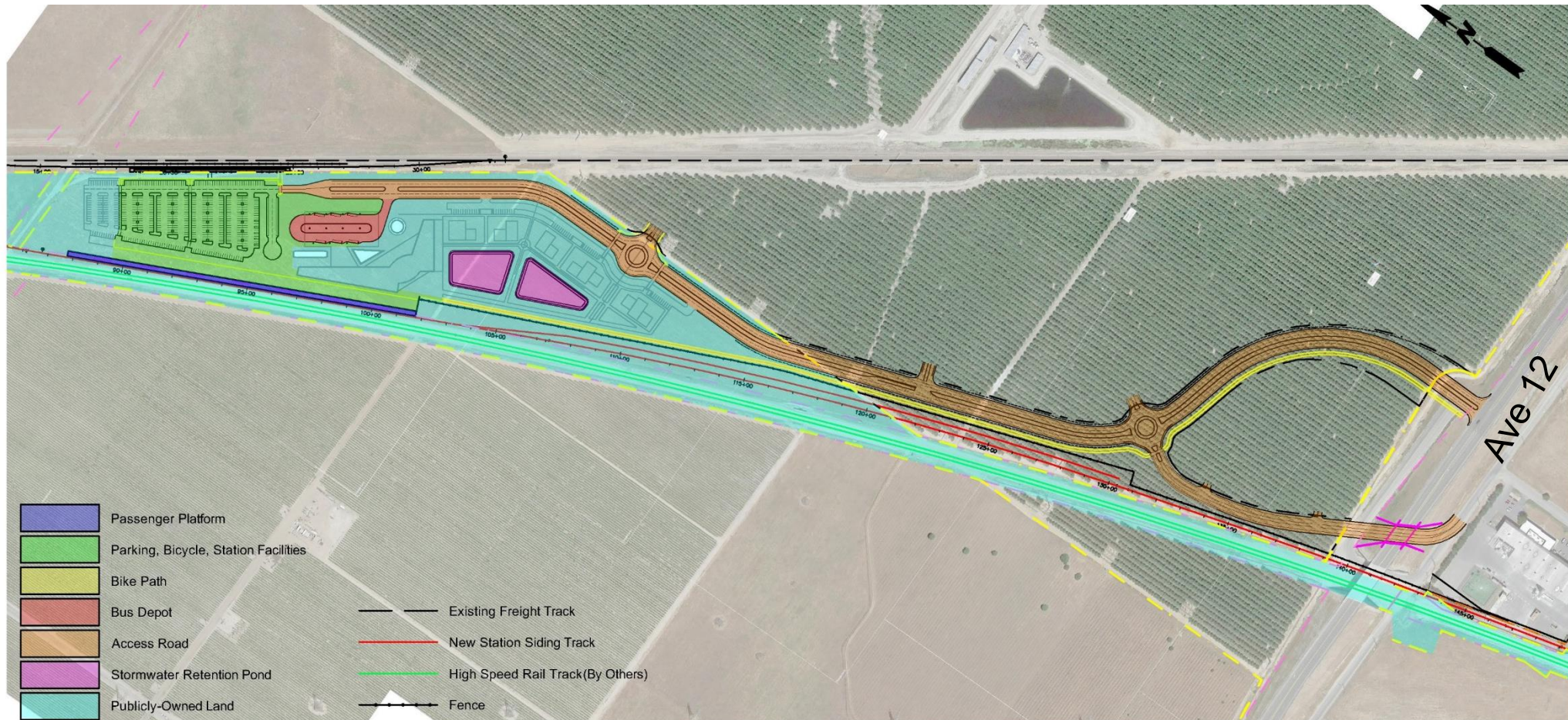


Parking Spaces - 102 spaces
Bus Stops - 2 spaces
Kiss and Ride - 150 lf

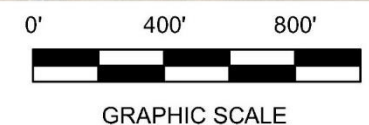




PHASE 2 – HSR Early Operating Segment

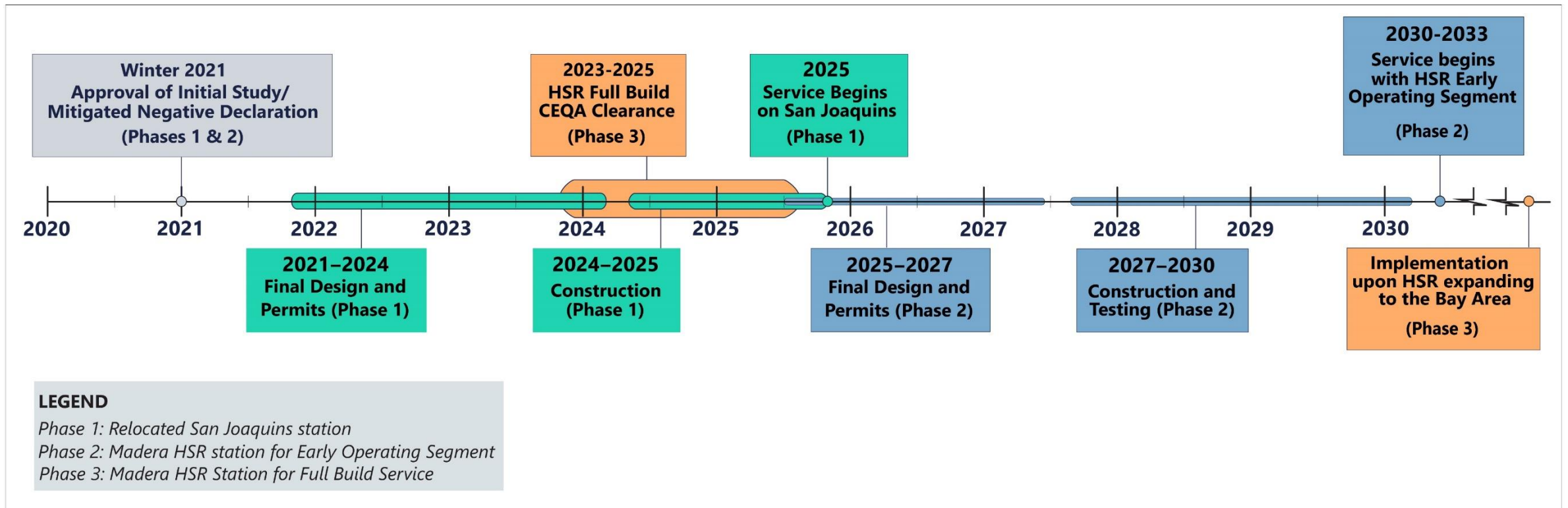


Parking Spaces - 400 spaces
Bus Stops - 6 spaces
Kiss and Ride - 300 lf
Future Building Footprint - 48,000 sf





BUILDING ON PHASES 1 AND 2





PHASE 3 – LOCATION



LEGEND:

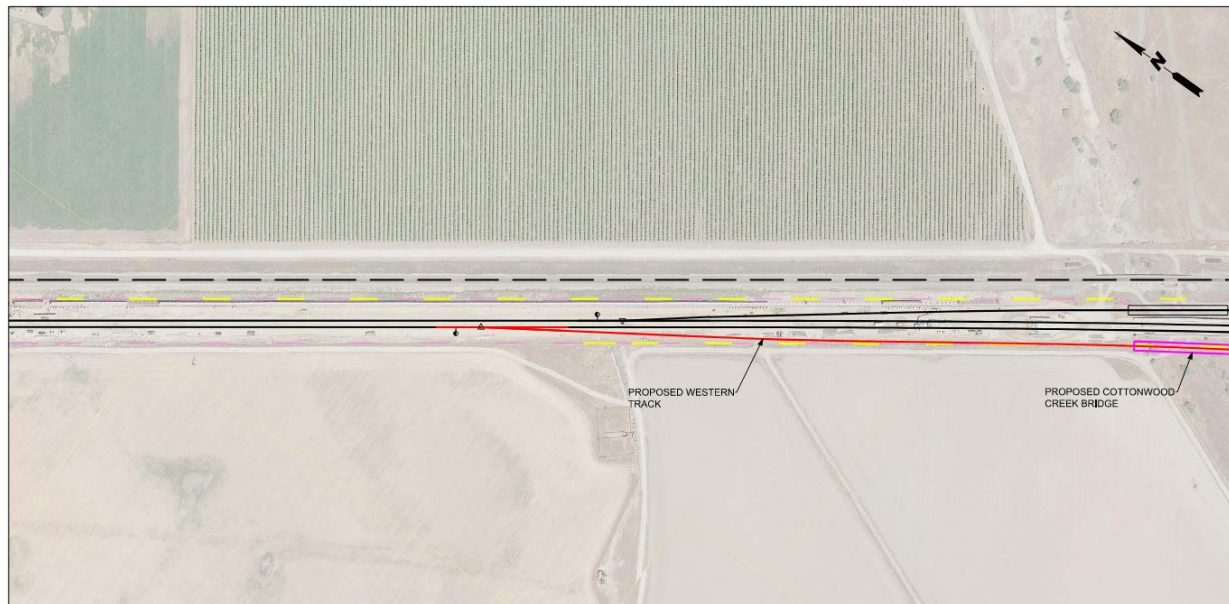
- PROPOSED MCC BUILD-OUT LIMITS
- ALTERNATIVE ROAD IMPROVEMENTS
- PUBLICLY OWNED LAND RIGHT OF WAY

NOTES:

1. OVERHEAD PEDESTRIAN WALKWAY PROVIDING ACCESS FROM MAIN PARKING LOT TO NEW NORTHBOUND TRAIN PLATFORM



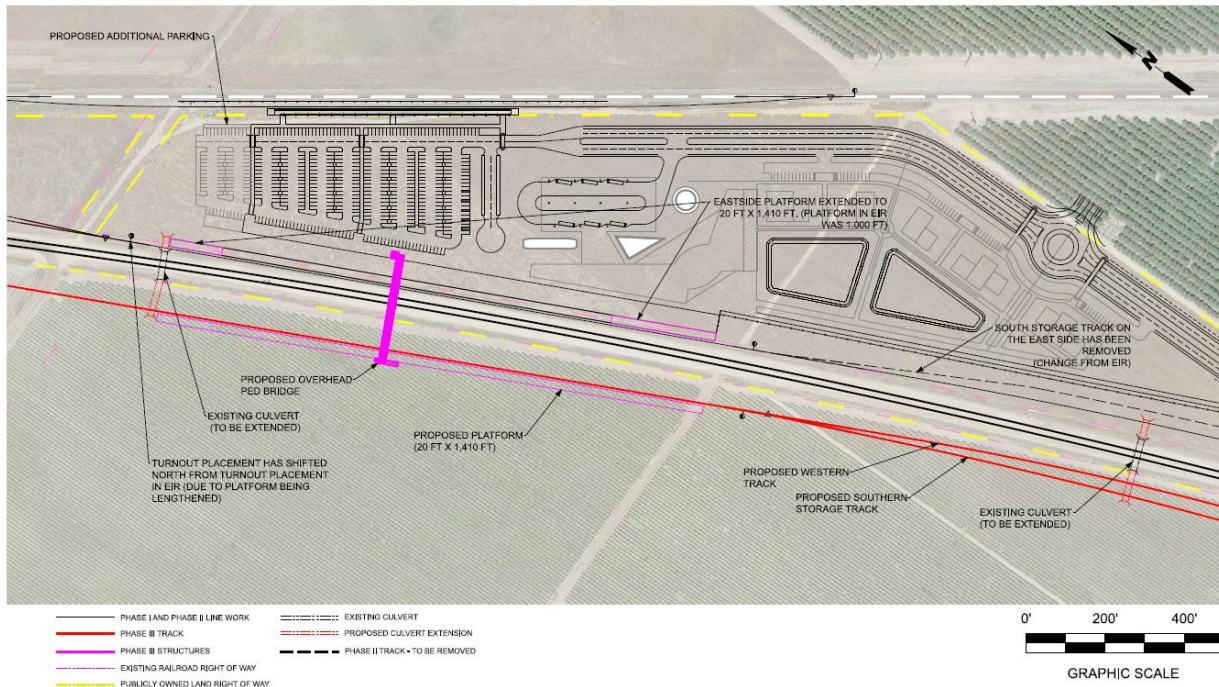
PHASE 3 – HSR FULL BUILD



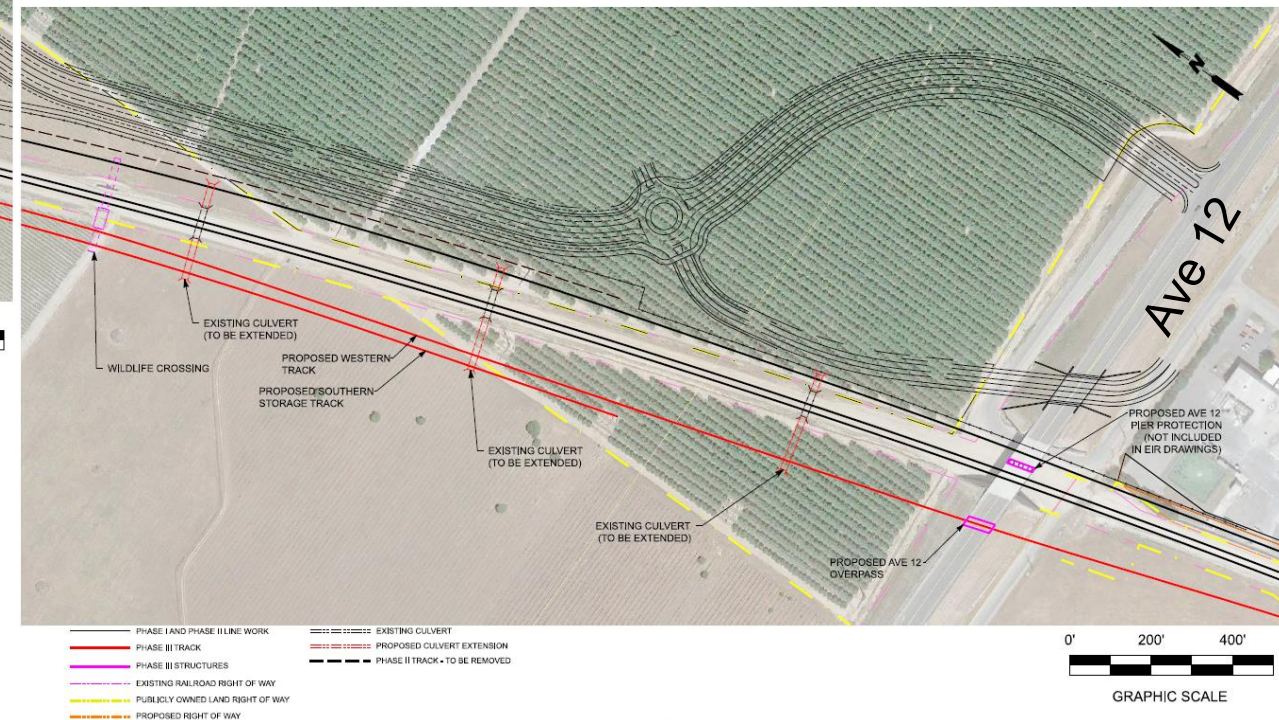
- Approximately 16,600 TF of new track
- 410' platform extension for eastside platform
- 1,410' new westside platform
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- 1 new roadway bridge at Ave 12
- 1 new railroad bridge at Cottonwood Creek
- 5 culvert extensions
- 2 new wildlife crossings



PHASE 3 – HSR FULL BUILD



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PHASE 3 – HSR FULL BUILD



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- 410' platform extension for eastside platform
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- 1 new railroad bridge at Cottonwood Creek
- 5 culvert extensions
- 2 new wildlife crossings



ENVIRONMENTAL REVIEW PROCESS

SJJPA will prepare an Environmental Impact Report (EIR) consistent with CEQA.
The Draft EIR will:

Identify Potential Impacts

Provide opportunity for public review and comment



Analyze potential environmental effects and identify ways to avoid or mitigate them



Identify significant environmental impacts (if any)



Propose Potential Mitigations

Evaluate reasonable alternatives that could avoid or reduce environmental impacts



Develop detailed mitigation (ways to reduce or avoid environmental impacts) if needed



Disclose to decision makers the impacts, mitigation, and public comments



GOALS AND OBJECTIVES

Goals and Objectives:

- Connectivity Options for Residents of Madera County
- Climate Change, Resiliency, and the Environment
- Equity and Quality of Life
- Economic Impacts and Job Creation
- Safety



POTENTIAL ENVIRONMENTAL IMPACTS

SJPA has initially determined that the following topics will be included for evaluation in the EIR, consistent with the CEQA Environmental Checklist Form ([link](#)):

- ☐ Aesthetics
- ☐ Agricultural and Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Energy
- ☐ Geology, Soils, and Paleontological Resources
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☐ Hydrology and Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire



POTENTIAL ENVIRONMENTAL IMPACTS

Considerations:

- The EIR will consider both temporary construction-period and permanent (operational) impacts.

- The EIR will also include a cumulative impact analysis of the potential impacts in combination with other planned projects along the Project corridor.



WHAT'S NEXT?

- ❑ Scoping Comment period closes at 5:00pm on January 5th.
- ❑ Environmental impact analysis begins, incorporating scoping comments received.
- ❑ Draft EIR released for public review – Winter 2024.
- ❑ Public comments received on the Draft EIR.
- ❑ Final EIR certified – Summer 2025.



SCOPING COMMENTS

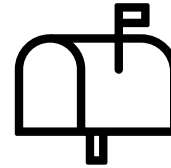
You can submit Scoping Comments through 5:00 pm on Friday, January 5, 2024.



BY EMAIL

info@maderastation.com

Include “Madera HSR
Phase 3 Project” in the
subject line



BY MAIL

San Joaquin Joint Powers Authority
Attn: Madera HSR Station Full Build Project
(Phase 3)
949 East Channel Street
Stockton, CA 95202

Attachment F: Comment Letter



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

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



January 5, 2024

San Joaquin Joint Powers Authority
Attn: Madera HSR Station Full-Build Project (Phase 3)
949 East Channel Street
Stockton, CA 95202
info@maderastation.com

**Subject: Madera High-Speed Rail Station Full-Build Project Phase 3 (Project)
Notice of Preparation (NOP)**

Dear Dan Leavitt:

The California Department of Fish and Wildlife (CDFW) received a NOP from the San Joaquin Joint Powers Authority (SJPPA) for the above -referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Dan Leavitt
San Joaquin Joint Powers Authority
January 5, 2024
Page 2

exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code may be required.

Nesting Birds: CDFW has jurisdiction over actions with the potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

PROJECT DESCRIPTION SUMMARY

Proponent: San Joaquin Joint Powers Authority

Objective: Proposed activities involve the construction of the Madera Station for the High-Speed Rail (HSR) Project (Project), approximately 2 miles southeast from the City of Madera in Madera County. The Project consists of a single side-loaded platform, west of HSR trackwork, additional trackwork and overhead contact systems, additional parking, culvert work, and wildlife crossings. The trackwork further involves the construction of a new rail bridge over Cottonwood Creek and modifications to the existing Avenue 12 grade separation. The Cottonwood Creek bridge consists of a 5-span reinforced concrete slab structure, and modifications to the existing Avenue 12 grade separation involve the construction of a new Avenue 12 bridge.

The Project goals and objectives serve to reduce emissions by reducing vehicle miles travelled, improve transportation access to historically disadvantaged communities, and enhance connection to educational and employment centers.

Location: The Project site is located approximately 2 miles southeast of the City of Madera, centered near latitude 36.934722, longitude -119.985278 the County of Madera.

Timeframe: The Project is expected to be operational by 2033.

COMMENTS AND RECOMMENDATIONS

The NOP indicates that the Environmental Impact Report (EIR) for the Project will evaluate potential impacts resulting from Project activities. The EIR will identify construction-period impacts and operational impacts to biological resources.

When an EIR is prepared, the specifics of mitigation measures may be deferred, provided the lead agency commits to mitigation and establishes performance standards for implementation. Several special-status plant and animal species that have been documented near the Project area per the California Natural Diversity Database (CNDDB),

Dan Leavitt
San Joaquin Joint Powers Authority
January 5, 2024
Page 3

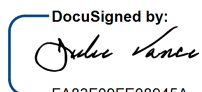
include but are not limited to the State and federally threatened California tiger salamander (*Ambystoma californiense*), the State threatened Swainson's hawk (*Buteo swainsoni*), the State endangered and federally endangered hairy Orcutt grass (*Orcuttia pilosa*), the State endangered and federally threatened succulent owl's clover (*Castilleja campestris* var. *succulenta*), the federally threatened vernal pool fairy shrimp (*Branchinecta lynchi*), and State species of special concern, western spadefoot (*Spea hammondi*). While this list may not include all special-status species potentially present within the Project Area, it does provide a robust source of information as to which species could potentially be impacted. CDFW recommends the EIR prepared for the Project analyze potential impacts to these species, and provide measurable mitigation measures that, as needed, will reduce impacts to less than significant levels. More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (<https://www.wildlife.ca.gov/Conservation/Survey-Protocols>).

CDFW also recommends consulting with the USFWS on potential impacts to federally listed species including, but not limited to, California tiger salamander, hairy Orcutt grass, succulent owl's clover, and vernal pool fairy shrimp. Take under the Federal Endangered Species Act (FESA) is more broadly defined than CESA; take under FESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. Consultation with the USFWS to comply with FESA is advised well in advance of any ground disturbing activities.

In addition to potential species impacts, it is likely that some Project activities will be subject to CDFW's regulatory authority pursuant Fish and Game Code section 1600 et seq. If a Lake or Streambed Alteration Agreement (LSAA) is needed, CDFW is required to comply with CEQA in the issuance of an LSAA. Therefore, for efficiency in environmental compliance, CDFW recommends that any potential lake or stream alteration that may result from Project activities be described and avoidance, minimization, and mitigation measures for the disturbance be developed as part of the EIR. If inadequate or no environmental review has occurred for Project activities subject to notification under Fish and Game Code section 1602, it should be noted that CDFW will not be able to issue the Final LSAA until a CEQA analysis for the Project is complete, which could lead to considerable Project delays.

CDFW is available to meet with you ahead of DEIR preparation to discuss potential impacts and possible mitigation measures for some or all of the resources that may be analyzed in the EIR. If you have any questions, please contact Javier Mendez – Senior Environmental Scientist, Specialist, at the address provided on this letterhead, or by electronic mail at javier.mendez@wildlife.ca.gov.

Sincerely,

DocuSigned by:

FA83F09FE08945A...
Julie A. Vance
Regional Manager

Dan Leavitt
San Joaquin Joint Powers Authority
January 5, 2024
Page 4

LITERATURE CITED

CDFW. 2023. Biogeographic Information and Observation System (BIOS).
<https://www.wildlife.ca.gov/Data/BIOS>.

**Madera County Transportation Commission
Board Meeting Materials**



STAFF REPORT
Board Meeting of October 23, 2024

AGENDA ITEM: 5-B

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

Madera High-Speed Rail Station Project Update

Enclosure: Yes

Action: Information and Discussion Only

SUMMARY:

On September 23, 2024, U.S. Senator Alex Padilla announced Bipartisan Infrastructure Law funding will be awarded to construct a high-speed rail station in Madera County. The funding is awarded through an application prepared by the San Joaquin Joint Powers Authority for the U.S. Department of Transportation's National Infrastructure Project Assistance (Mega) Program.

The Madera High-Speed Rail Station Project will receive over \$54 million to construct a high-speed rail station for the Merced-Bakersfield California High-Speed Rail Interim Service. The project will design and construct the Madera Station through improvements at the relocated Madera Amtrak Station, including new platforms, trackwork, an overhead contact system, a bus depot, expanded auto parking, an access roadway network, a multi-use path, and a station building.

The competitive Mega Grant program funds major projects that are too large or complex for traditional funding programs and are likely to generate national or regional economic, mobility, or safety benefits.

This is the latest among numerous funding partnerships the Madera Station Project has garnered. Prior funding has included the State Transit and Intercity Rail Capital Program, the California Interregional Transportation Investment Program, and Caltrans Sustainable Planning Grant Program.

FISCAL IMPACT:

No fiscal impact to the approved 2024-25 Overall Work Program and Budget.

Madera High-Speed Rail Station Project

Item 5-5-B.

San Joaquin
Joint Powers Authority

Project Overview

What is the Madera High-Speed Rail Station Project?

The project will construct a new station in Madera County for California's Interim High-Speed Rail (HSR) Service between Merced and Bakersfield. Located along Avenue 12, the station will provide Madera County with direct access to HSR service and better connect it with Fresno, the larger Central Valley region, and the rest of California. Future transit-oriented development along the Avenue 12 Corridor, together with improved transit connectivity, will ensure that Madera County can capture the full economic and environmental benefits of HSR and sustainable growth patterns.

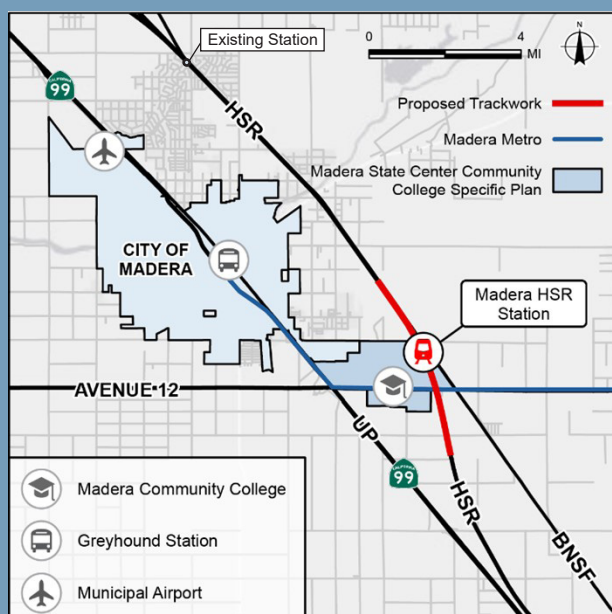
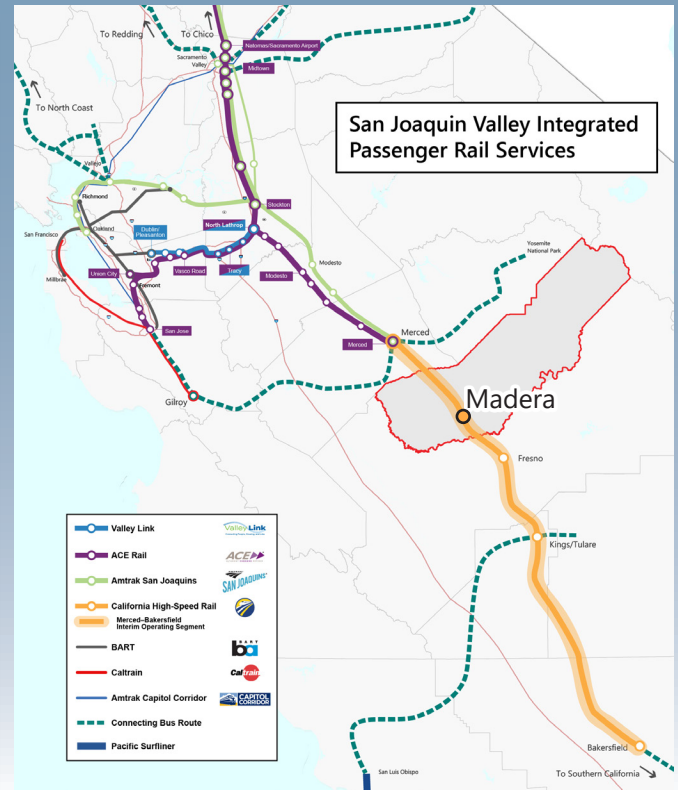
Madera County received a Sustainable Communities Grant from Caltrans to develop a new Transit Area Specific Plan focusing on the Avenue 12 Corridor that began in late 2022.

What has been completed to date?

SJJPA completed environmental review for the improvements needed for the Madera HSR Station for Interim Service in accordance with the California Environmental Quality Act (CEQA) on January 22, 2021.

Who is the Lead Agency?

SJJPA manages the San Joaquins rail service and is expected to be the Operating Agency for HSR Interim Service. SJJPA is responsible for implementing the improvements needed for the Madera HSR Station. SJJPA is working in partnership with the Madera County Transportation Commission, Madera County, City of Madera, Caltrans, the California State Transportation Agency (CalSTA), and the California High-Speed Rail Authority (CHSRA).



Funding

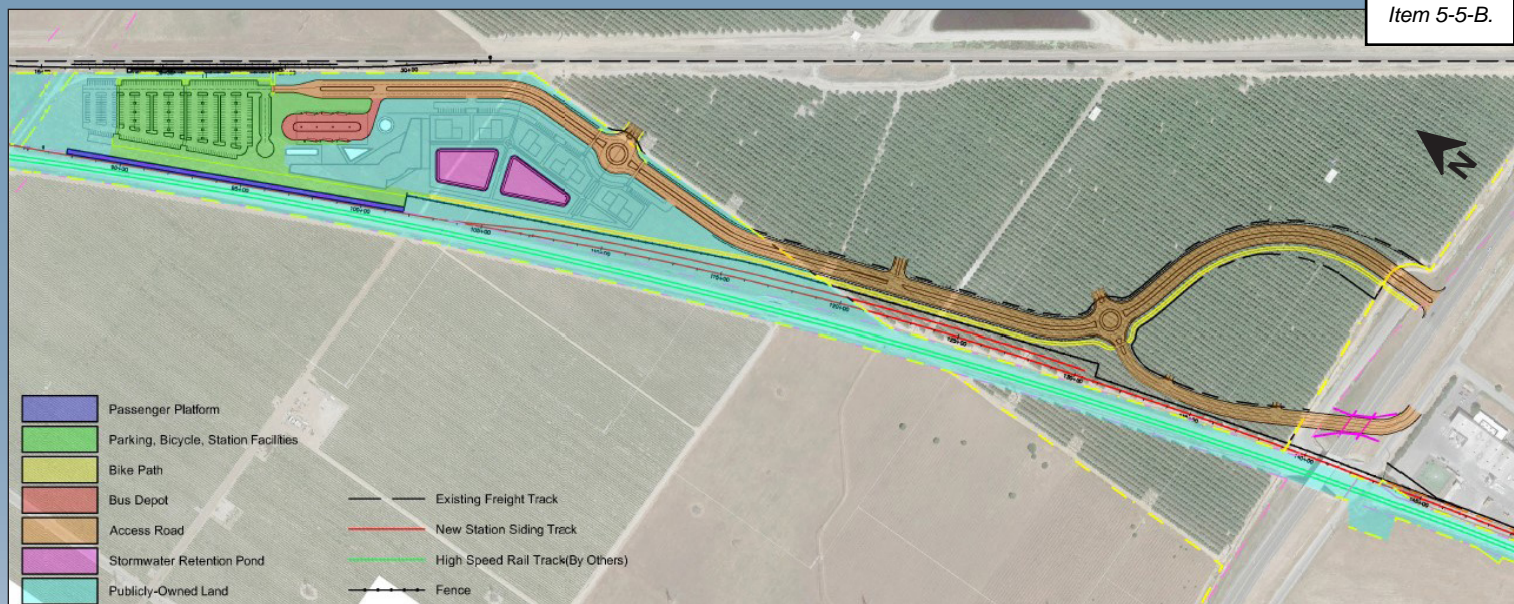
In partnership with SJJPA, Caltrans is requesting \$80 million in ITIP funding for the Madera HSR Station Project to be approved by the CTC for 2024 ITIP. Caltrans also submitted a joint application with SJJPA on August 21, 2023 for a 2023-24 MPDG Federal grant for the Madera HSR Station Project which combined with ITIP funds will fully fund the improvements needed for the Madera HSR Station to serve the HSR early operating segment (EOS) between Merced and Bakersfield.

New Station Location








- Approximately 1 mile north of Avenue 12 along the BNSF railroad and HSR corridor, and 2 miles from the Madera Community College Center
- Primarily on publicly-owned land within the Transit Area Specific Plan, which will guide future development in the area and provide opportunity for transit-oriented development
- Close to approved future growth areas of Madera County

Station Site Plan

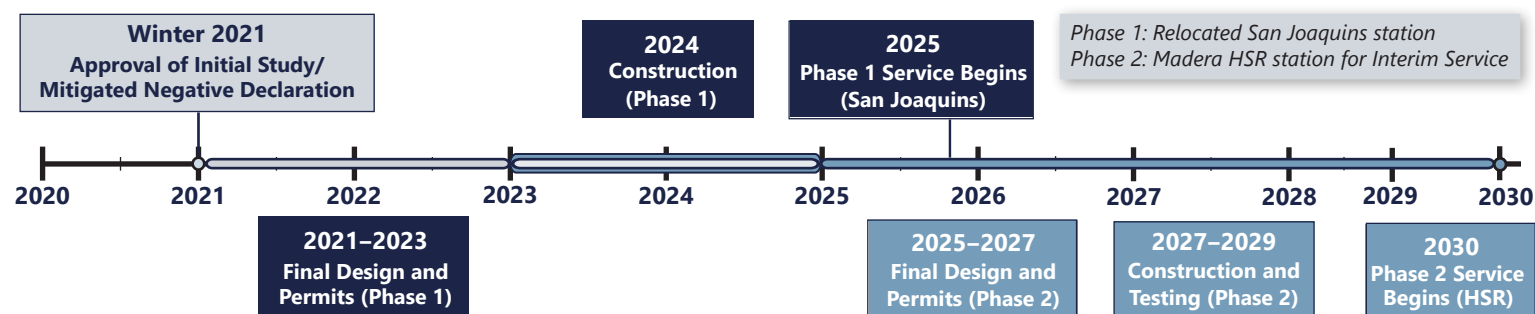
Item 5-5-B.



Benefits of New Avenue 12 Station Location

-  Avenue 12 is a primary transit route for Madera County
-  Excellent access to State Route 99 with a recently updated interchange at Avenue 12 while continuing to provide access to central Madera with similar travel times
-  Improves access times for riders from neighborhoods in southern Madera County
-  Accommodates anticipated growth in southeast Madera County and north Fresno
-  Supports transit-oriented development (TOD) as part of the Transit Area Specific Plan being conducted by Madera County, which will guide design and land use in the surrounding areas
-  Location near Madera Community College Center will allow easy access for staff, students, and visitors
-  Will enable future high-speed rail service to access the Madera Station

What is the anticipated timeline for the Madera Station?



For More Information

Visit the website below to view additional project materials:
www.sjjpa.com/madera-station-relocation-project

Stay Connected

Join SJJPA on our social media platforms for the most up to date information.

 facebook.com/AmtrakSanJoaquins

 @SanJoaquins

Contact:

Dan Leavitt
 Manager of Regional Initiatives
 San Joaquin Joint Powers Authority
dan@sjjpa.com
 (209) 944-6266



Newsroom (</newsroom/>) • Press Releases (</newsroom/press-releases/>)

SEPTEMBER 23, 2024

Padilla Announces Over \$220 Million for I-680 Improvements and Central Valley High-Speed Rail

WASHINGTON, D.C. — Today, U.S. Senator Alex Padilla (D-Calif.) announced that the Contra Costa Transportation Authority and the California Department of Transportation (Caltrans) will receive a combined \$220.6 million in *Bipartisan Infrastructure Law* funding to improve mobility along the Interstate 680 (I-680) corridor and to construct a high-speed rail station in Madera. The investments were made through the U.S. Department of Transportation's [National Infrastructure Project Assistance \(Mega\) Program](https://www.transportation.gov/rural/grant-toolkit/national-infrastructure-project-assistance-mega-program) (<https://www.transportation.gov/rural/grant-toolkit/national-infrastructure-project-assistance-mega-program>).

Over \$166 million will go toward Contra Costa's INNOVATE 680 Program to complete the northbound I-680 express lane gap from California State Route (SR) 24 to SR-242 and to convert the existing northbound high-occupancy vehicle (HOV) lane from SR-242 to north of Arthur Road into an express lane. The project will also construct a braided ramp system between the North Main Street and Treat Boulevard interchanges in Walnut Creek to address an existing bottleneck caused by weaving, implement Coordinated Adaptive Ramp Metering for a 19-mile segment of Northbound I-680, and include a Caltrans truck scale/weigh station.

The Madera High-Speed Rail Station Project will receive over \$54 million to construct a high-speed rail station for the Merced-Bakersfield California High-Speed Rail Interim Service. The project will design and construct the Madera Station through improvements at the relocated Madera Amtrak Station, including new platforms, trackwork, an overhead contact system, a bus depot, expanded auto parking, an access roadway network, a multi-use path, and a station building.

"Thanks to the *Bipartisan Infrastructure Law*, California commuters will get where they need to go faster, and we will improve connectivity across the Bay Area and San Joaquin Valley," **said Senator Padilla**. "Decongesting I-680 is essential to preventing delays and bolstering driver safety and efficiency along this busy corridor. The Madera high-speed rail station is a key component of the upcoming Merced-Bakersfield high-speed rail service and will create better transportation options, good-paying construction jobs, and cleaner air for Central Valley residents."

"This is a monumental award for Contra Costa County and the greater Bay Area. We extend our heartfelt thanks to Senator Alex Padilla and our federal delegation for their invaluable support in securing this crucial federal grant. Interstate 680 (I-680) is critical to the region's economy and prosperity. It provides for the movement of goods, services, and people throughout northern California and beyond. Thousands rely on this corridor and increased congestion has led to unacceptable delays. The Contra Costa Transportation Authority is excited to advance the I-680 corridor through focused modernizations that will maximize efficiency and promote shared transportation," **said Tim Haile, Executive Director, Contra Costa Transportation Authority**.

"Partnering with state and local agencies, California is using its transportation dollars to provide travelers with more options that will help us reduce planet-warming pollution, improve air quality, and combat climate change," **said Caltrans Director Tony Tavares**.

"This award is crucial for the San Joaquin Valley and California. We are extremely grateful to Senator Alex Padilla and our federal delegation for supporting this integral and transformational grant funding. The Madera station project would improve the connection to the Madera community and serve as a multi-modal connection hub, allowing transfers between the San Joaquins service and the future high-speed rail line. In addition, this project will help aid the region and the state in its goals to reduce transportation-related pollution and allow for the continued development of passenger rail in California," **said Stacey Mortensen, Executive Director of the San Joaquin Joint Powers Authority (SJJPA)**.

The highly competitive Mega Grant program funds major projects that are too large or complex for traditional funding programs and are likely to generate national or regional economic, mobility, or safety benefits. More information on the program is available [here](https://www.transportation.gov/rural/grant-) (<https://www.transportation.gov/rural/grant->

Senator Padilla has secured billions for California infrastructure improvements from the *Bipartisan Infrastructure Law*, including for high-speed rail. Last year, Padilla supported (<https://www.padilla.senate.gov/newsroom/press-releases/padilla-applauds-historic-6-billion-federal-investment-in-high-speed-rail-service-in-california/>), the Department of Transportation's announcement of \$3.1 billion for the California High-Speed Rail Authority, as well as over \$200 million (<https://www.padilla.senate.gov/newsroom/press-releases/padilla-feinstein-announce-nearly-300-million-in-rail-grants-for-california/>), for the agency from the Consolidated Rail Infrastructure and Safety Improvements Grant Program. He and the late Senator Dianne Feinstein previously announced \$25 million (<https://www.padilla.senate.gov/newsroom/press-releases/padilla-feinstein-announce-over-119-million-in-raise-grants-to-support-california-transportation-infrastructure-projects%ef%bf%bc/>), for the California High-Speed Rail Authority's Merced Extension Design Project through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. Additionally, Padilla announced \$28.94 million (<https://www.padilla.senate.gov/newsroom/press-releases/padilla-feinstein-announce-nearly-133-million-to-improve-roadway-safety-in-california-communities%ef%bf%bc/>), last year for the Contra Costa Transportation Authority to implement five safety projects in areas with the largest concentration of pedestrian crashes. He also championed (<https://www.padilla.senate.gov/newsroom/press-releases/padilla-announces-over-280-million-federal-investment-in-port-of-long-beach/>), more than \$283 million from the Mega Program for the Port of Long Beach to complete the final phase of the Pier B On-Dock Rail Support Facility by expanding the North and South Rail Yards.

###

Related Issues

TRANSPORTATION AND INFRASTRUCTURE

([HTTPS://WWW.PADILLA.SENATE.GOV/ABOUT/ISSUES/TRANSPORTATION-AND-INFRASTRUCTURE/](https://www.padilla.senate.gov/about/issues/transportation-and-infrastructure/))



San Joaquin

Joint Powers Authority

MADERA HSR STATION – October 23, 2024



Network Integration with High-Speed Rail



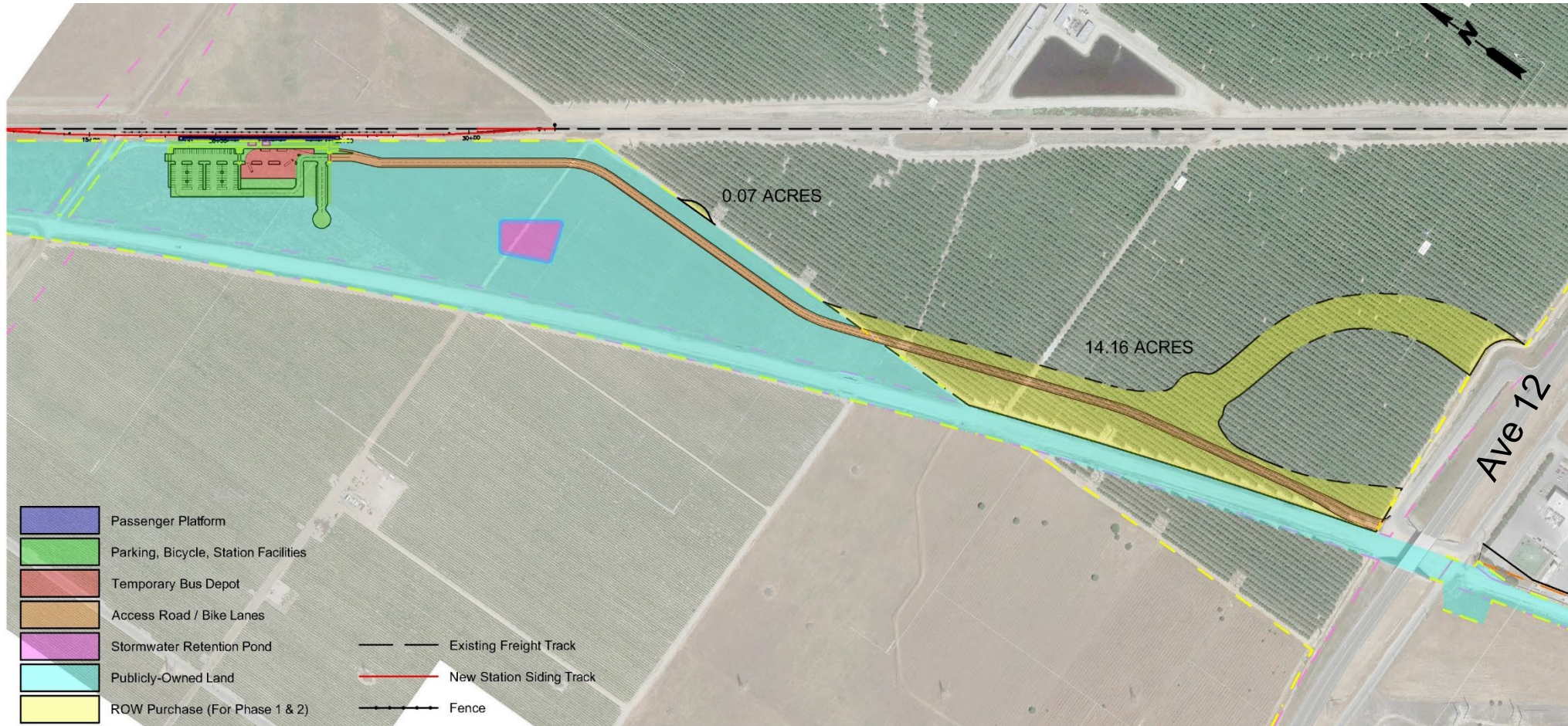
Madera HSR Station Phases Overview

- Phase 1: Existing SJ station relocation
- Phase 2: Needed for initial HSR service frequency (18 round trips per day) between Merced and Bakersfield
- Phase 3: Project is needed when HSR expands service to the Bay Area

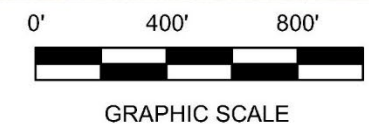




PHASE 1 – Relocated Madera San Joaquins Station

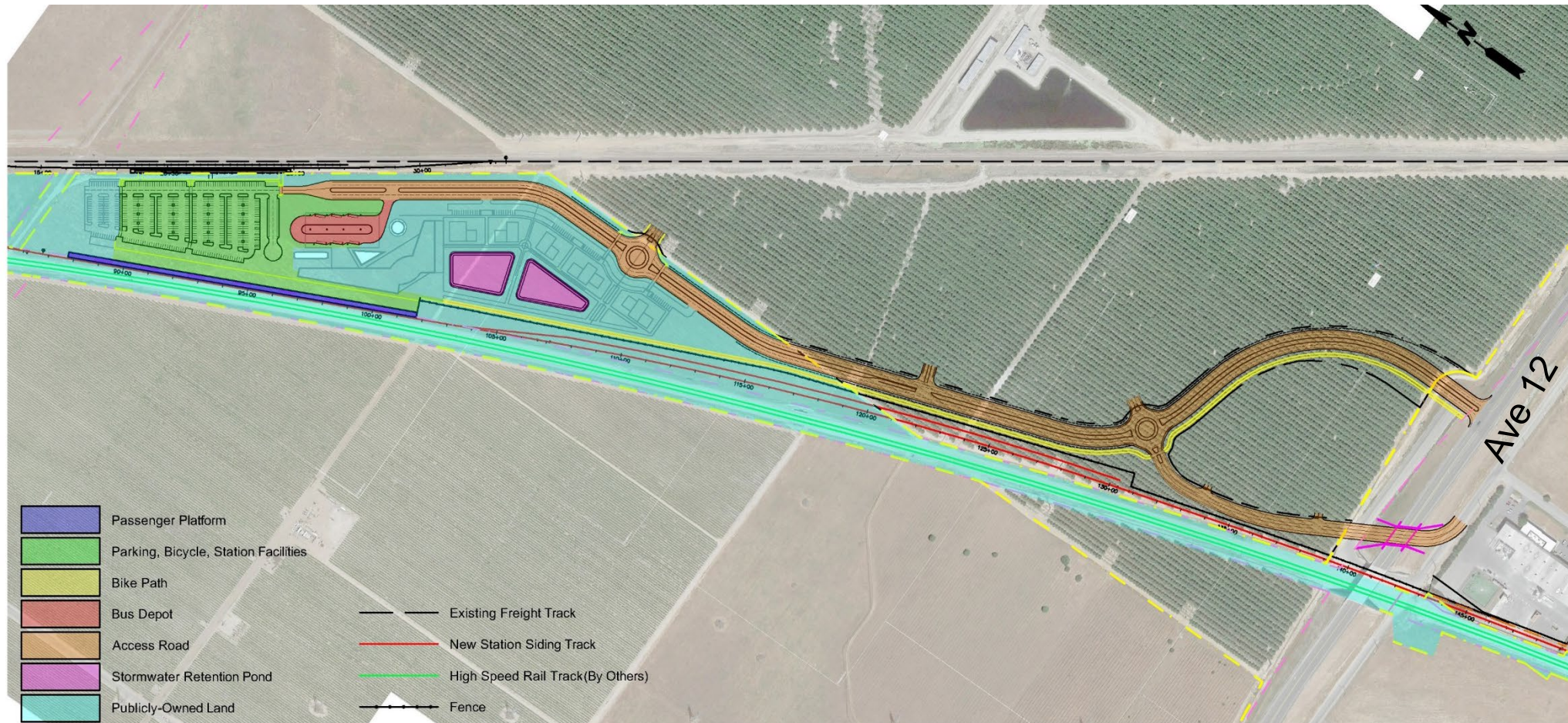


Parking Spaces - 102 spaces
Bus Stops - 2 spaces
Kiss and Ride - 150 lf

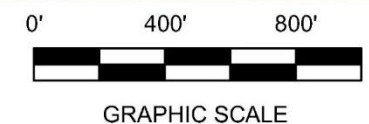




PHASE 2 – HSR Early Operating Segment

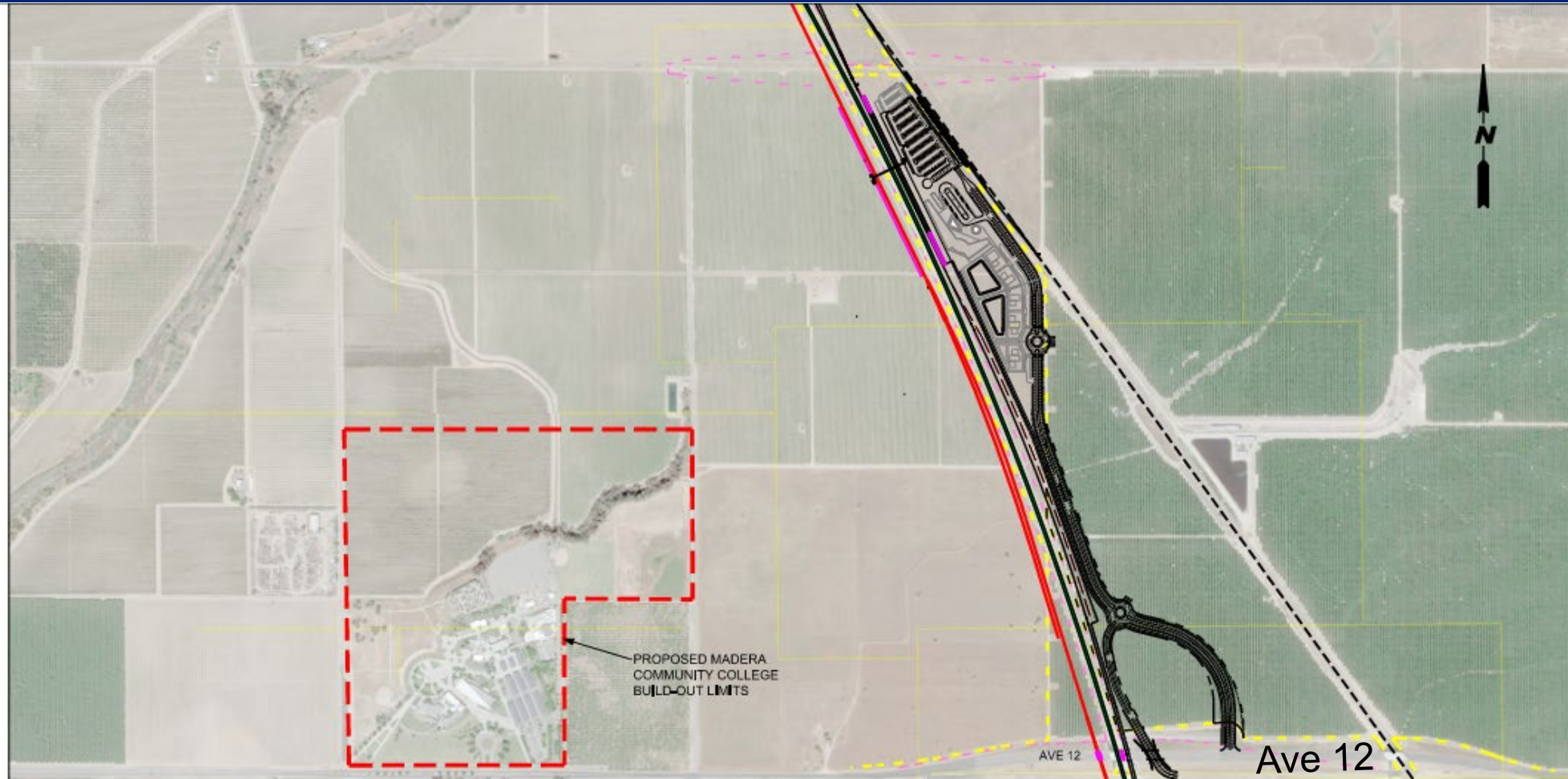


Parking Spaces - 400 spaces
Bus Stops - 6 spaces
Kiss and Ride - 300 If
Future Building Footprint - 48,000 sf





PHASE 3 – LOCATION



LEGEND:

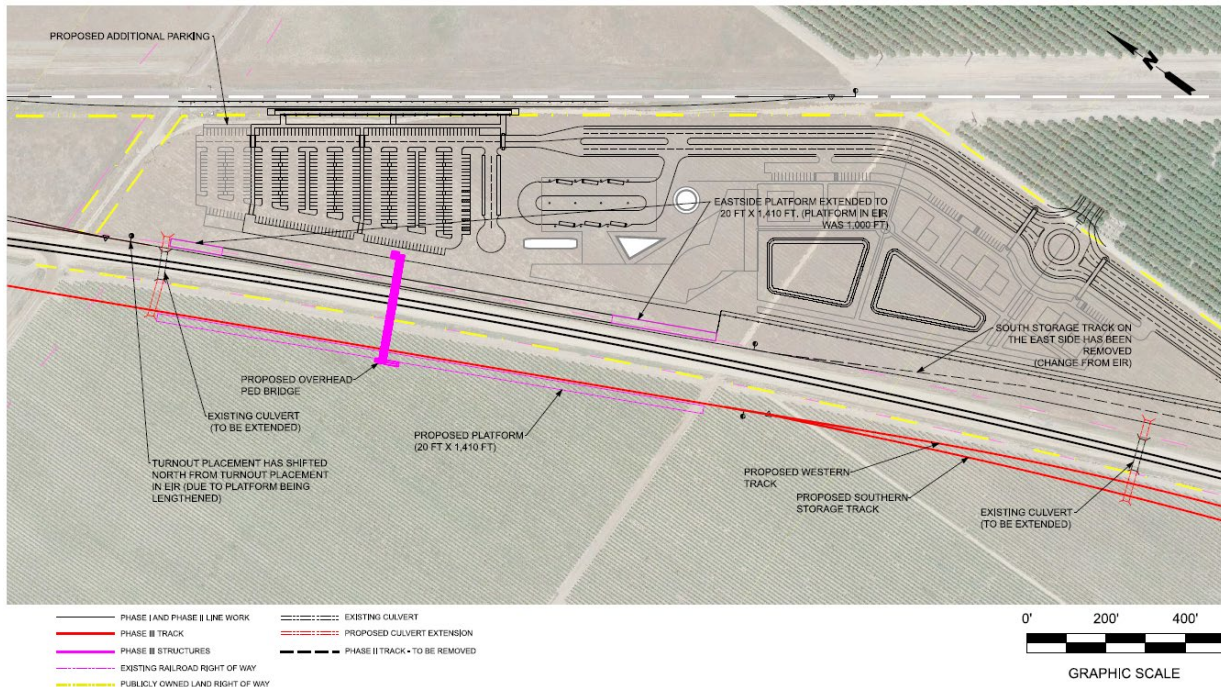
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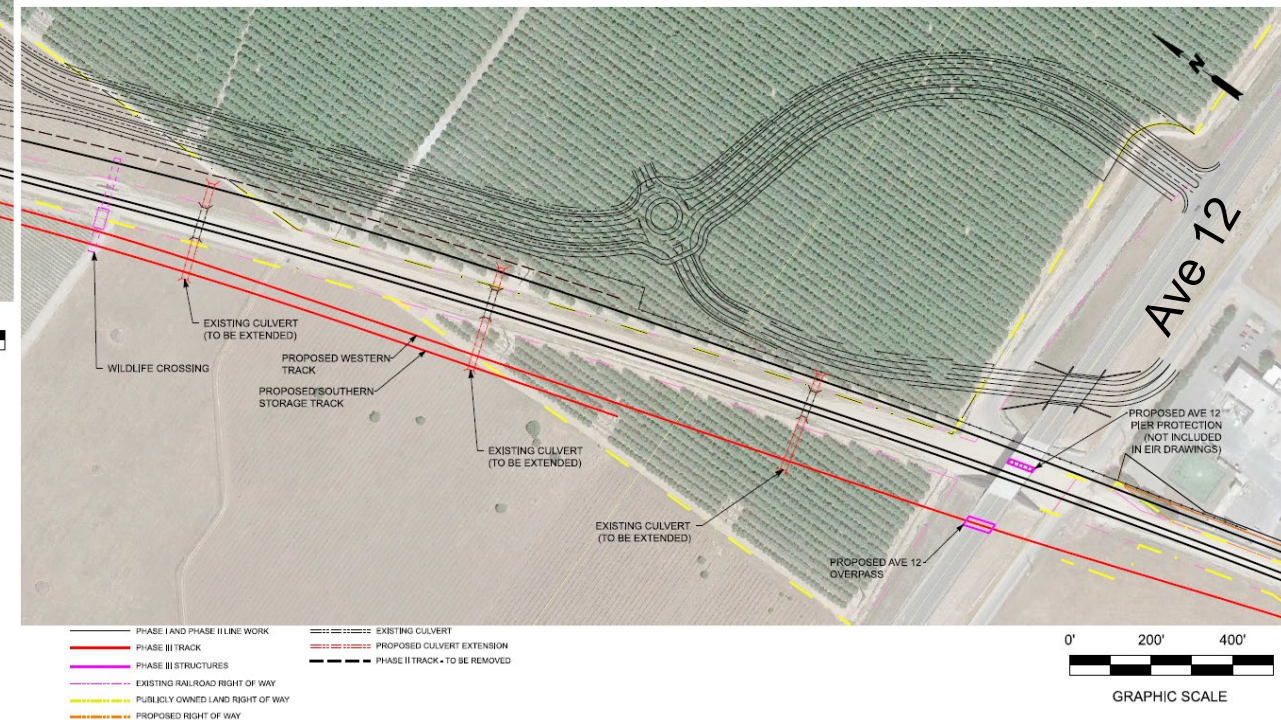
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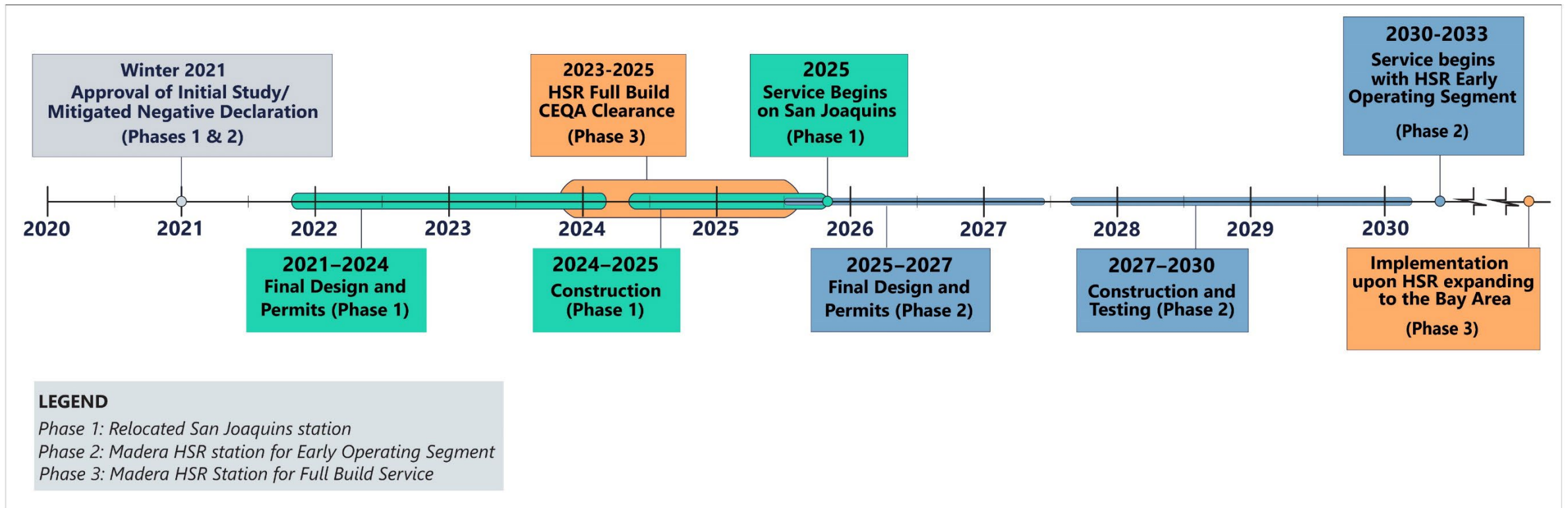


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- 1 new pedestrian bridge
- 1 new roadway bridge at Ave 12
- 1 new railroad bridge at Cottonwood Creek
- 5 culvert extensions
- 2 new wildlife crossings





PHASES 1, 2, 3 Timeline (Dec 2023)





WHAT'S NEXT?

- Construction of the Madera Station Relocation Project (Phase 1)
 - ▣ Initiate San Joaquins Operations at relocated station along Ave. 12
- Competitive Bid for Final Design for Madera HSR Station Phase 2 – for Early Operating Segment
 - ▣ Complete R/W Acquisition
 - ▣ Initiate NEPA
 - ▣ Initiate Final Design
- Complete CEQA for Madera HSR Station Phase 3
 - ▣ Initiate NEPA for Phase 3

**Curran Family Limited Partnership Properties
Meeting Materials**



San Joaquin

Joint Powers Authority

MADERA HSR STATION PHASE 3 – October 24, 2024



AGENDA

- ☐ Introductions
- ☐ Meeting Purpose
- ☐ Madera Phasing and Background
- ☐ Phase 3 Detailed Elements



MEETING PURPOSE

The purpose of this meeting is to:

- Review the impacts from Phase 3 to Parcels owned by Curran Family Limited Partnership

Project Status:

- The Project is at the preliminary design and environmental clearance phase
 - ▣ Draft Environmental Impact Report (EIR) Summer 2025
 - ▣ Final Environmental Impact Report (EIR) by end of 2025



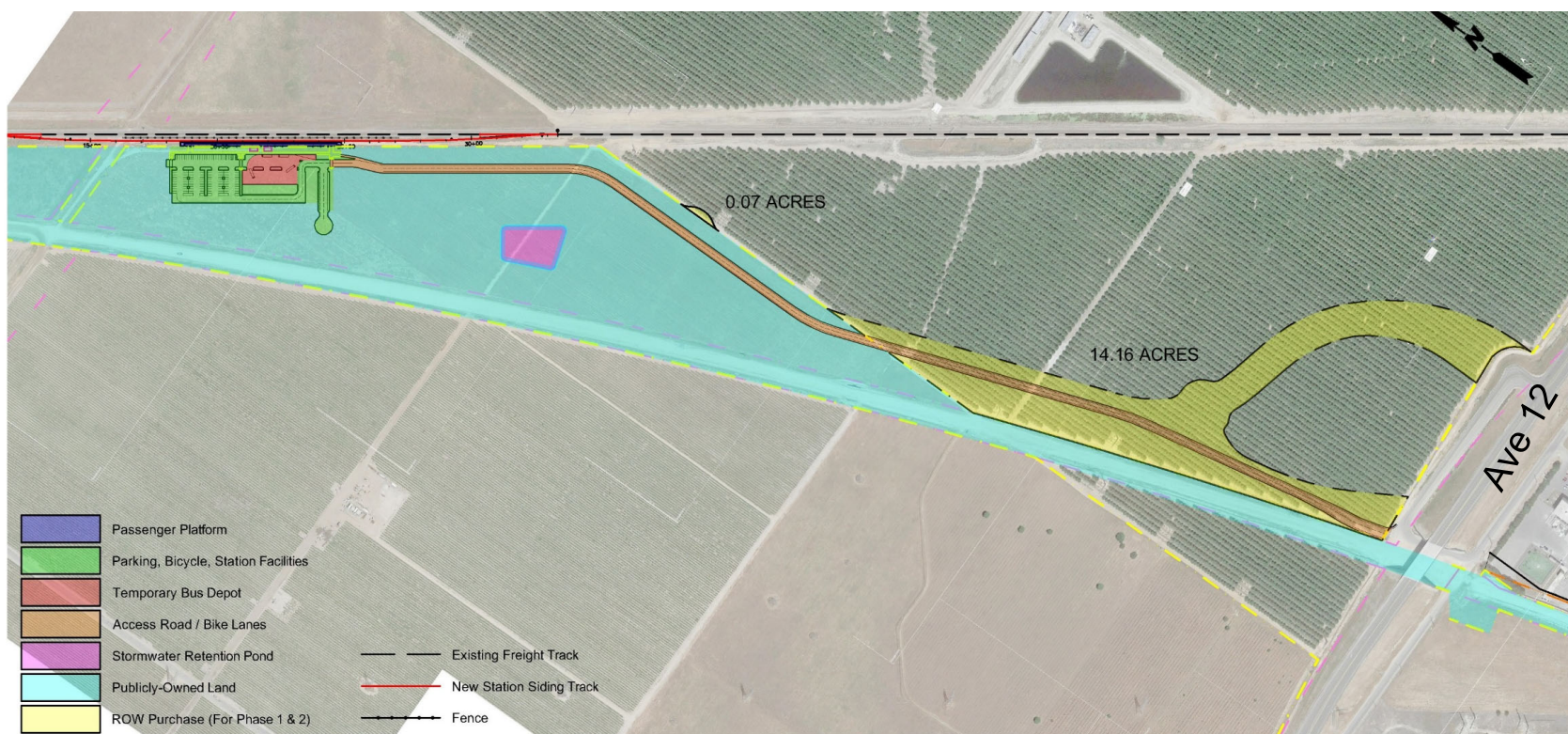
Madera Station Phasing

- Phase 1: Existing SJ station relocation
- Phase 2: Needed for initial HSR service frequency (18 round trips per day) between Merced and Bakersfield
- Phase 3: Project is needed when HSR expands service to the Bay Area and Southern California

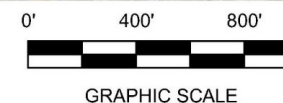




PHASE 1 – Relocated Station

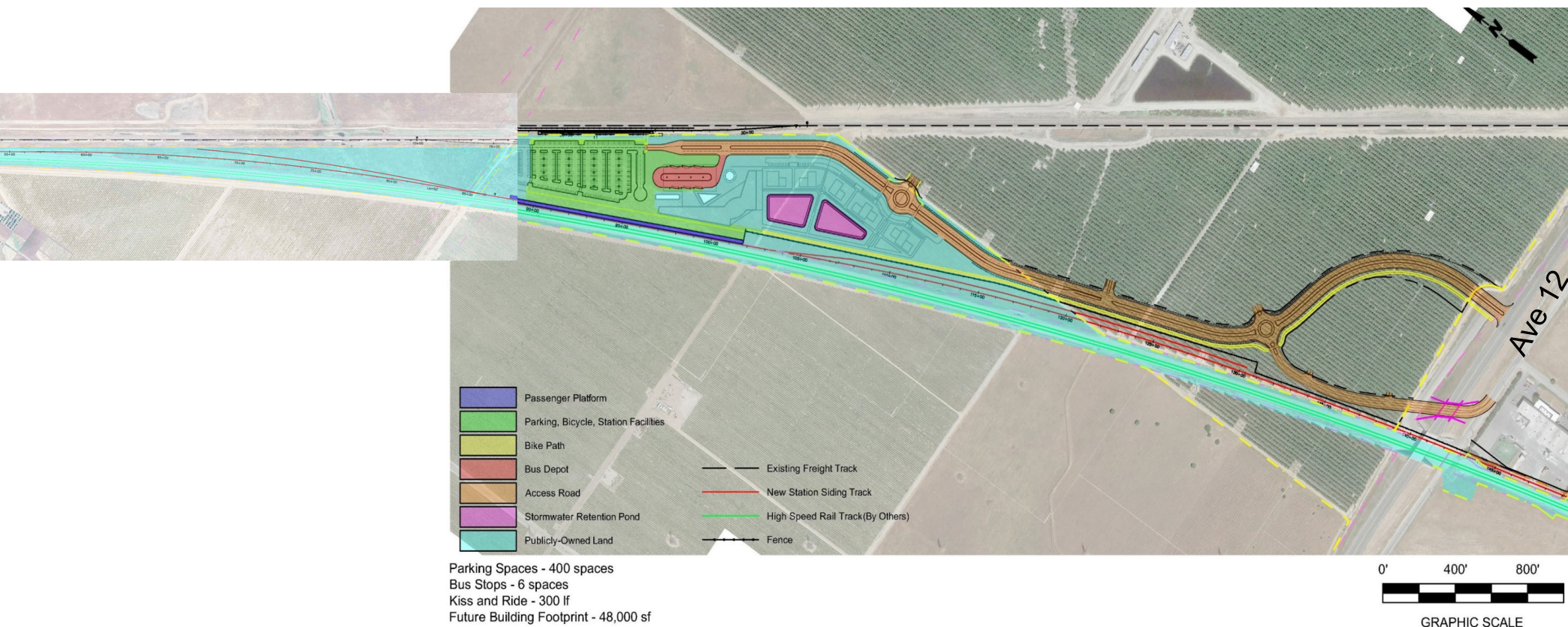


Parking Spaces - 102 spaces
 Bus Stops - 2 spaces
 Kiss and Ride - 150 lf





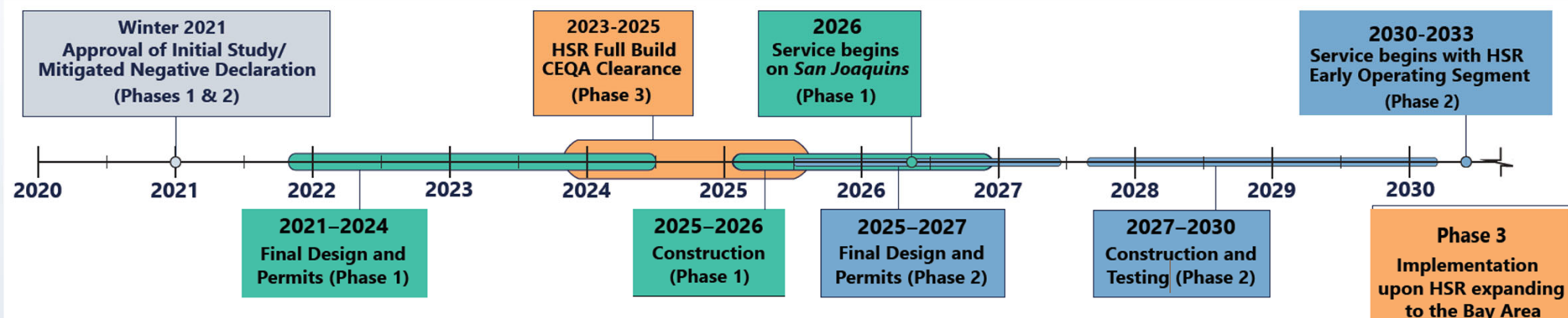
PHASE 2 – HSR Early Operating Segment





BUILDING ON PHASES 1 AND 2

Key Milestones and Timeline



LEGEND

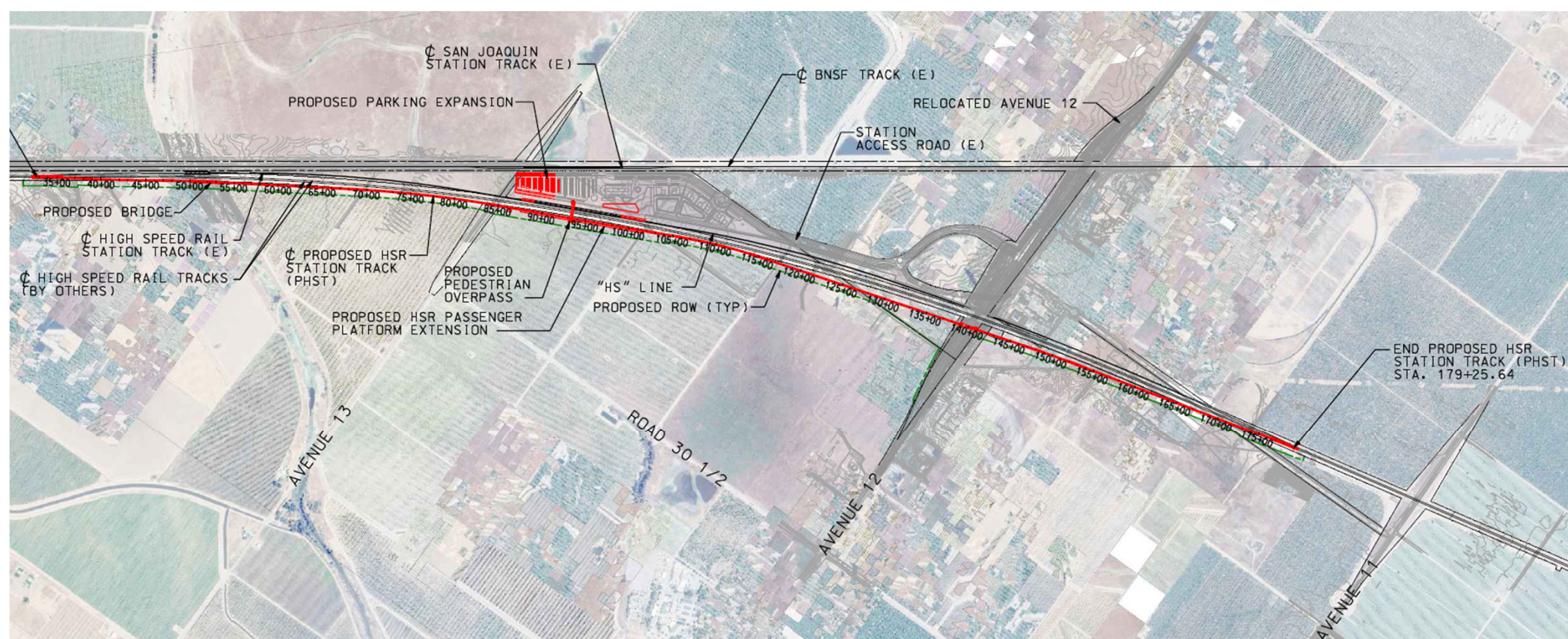
Phase 1: Relocated San Joaquins station

Phase 2: Madera HSR station for Early Operating Segment

Phase 3: Madera HSR station for Full-Build Service



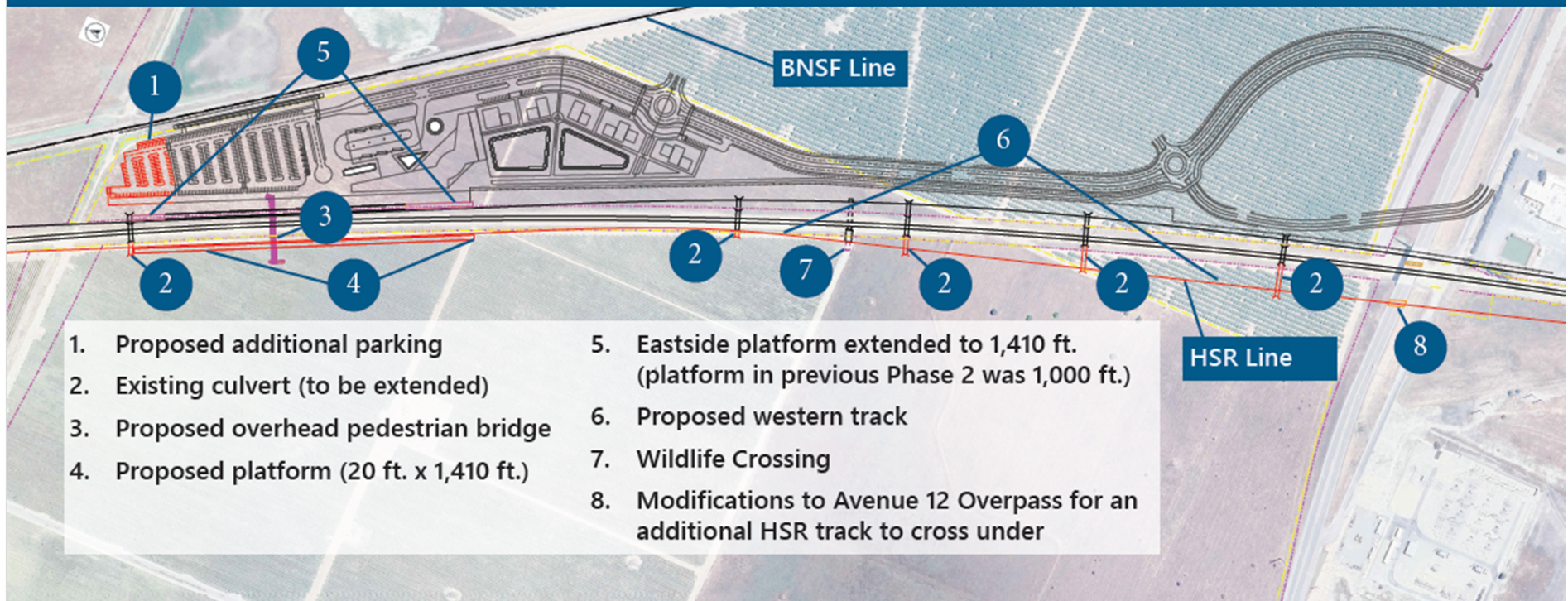
Phase 3 Overview





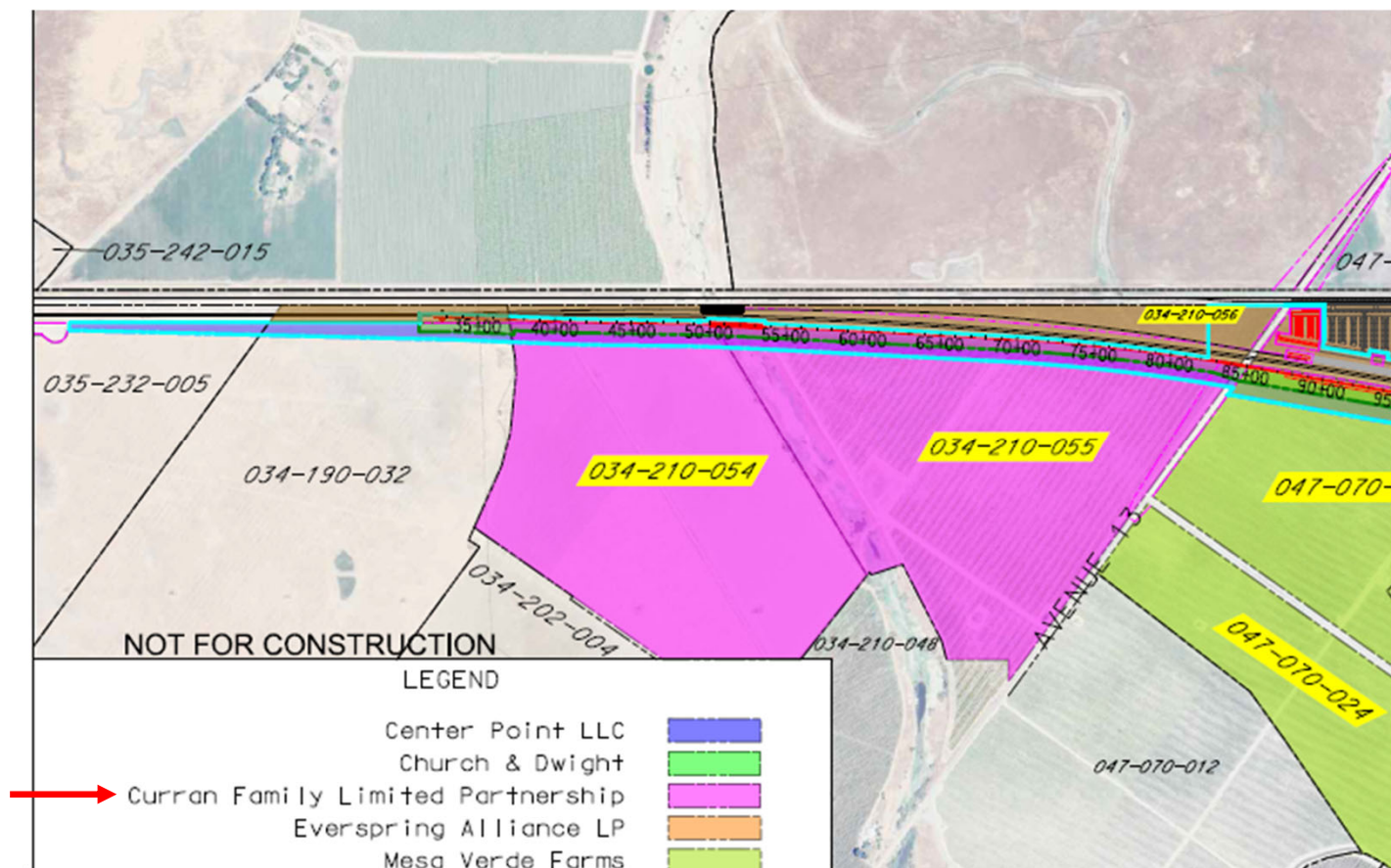
Phase 3 Details

Phase 3 Station Details in Red/Pink



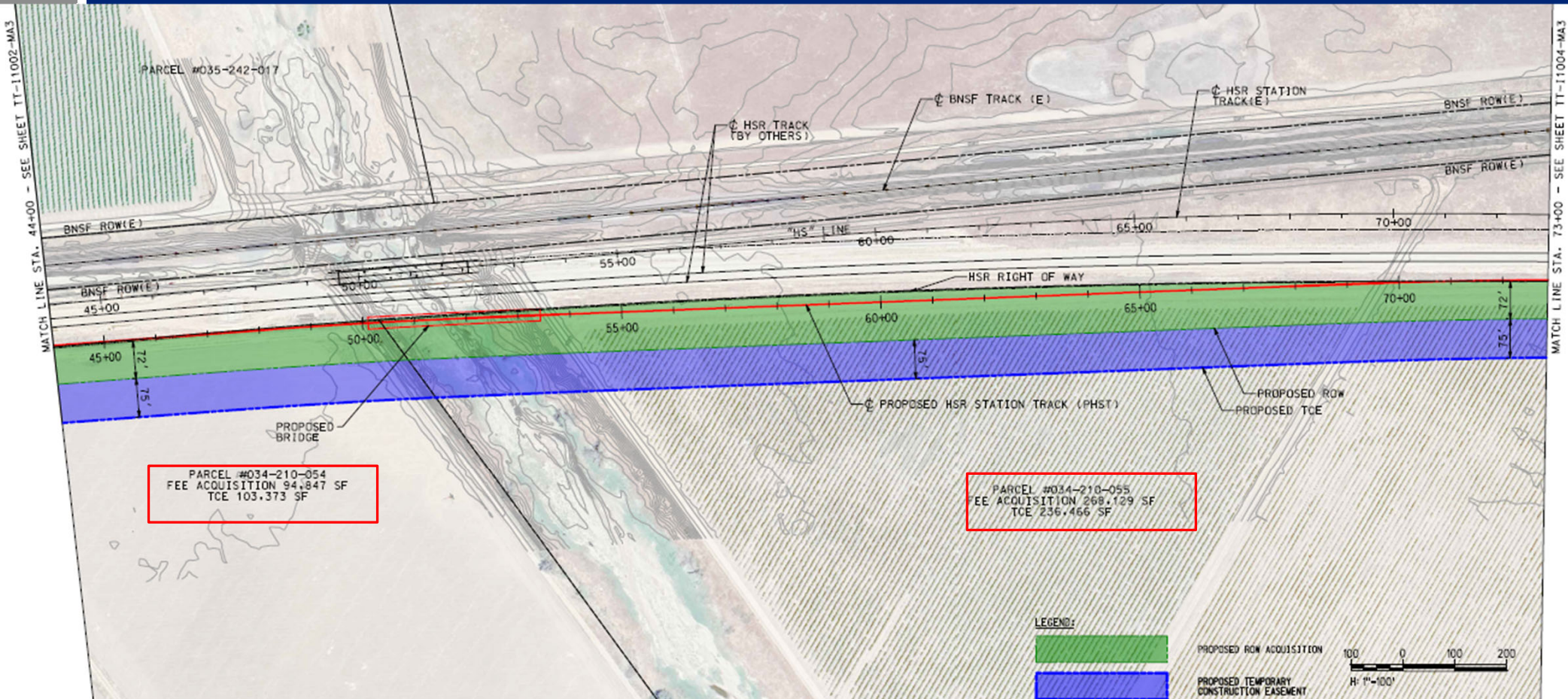


Curran Family Limited Partnership Properties



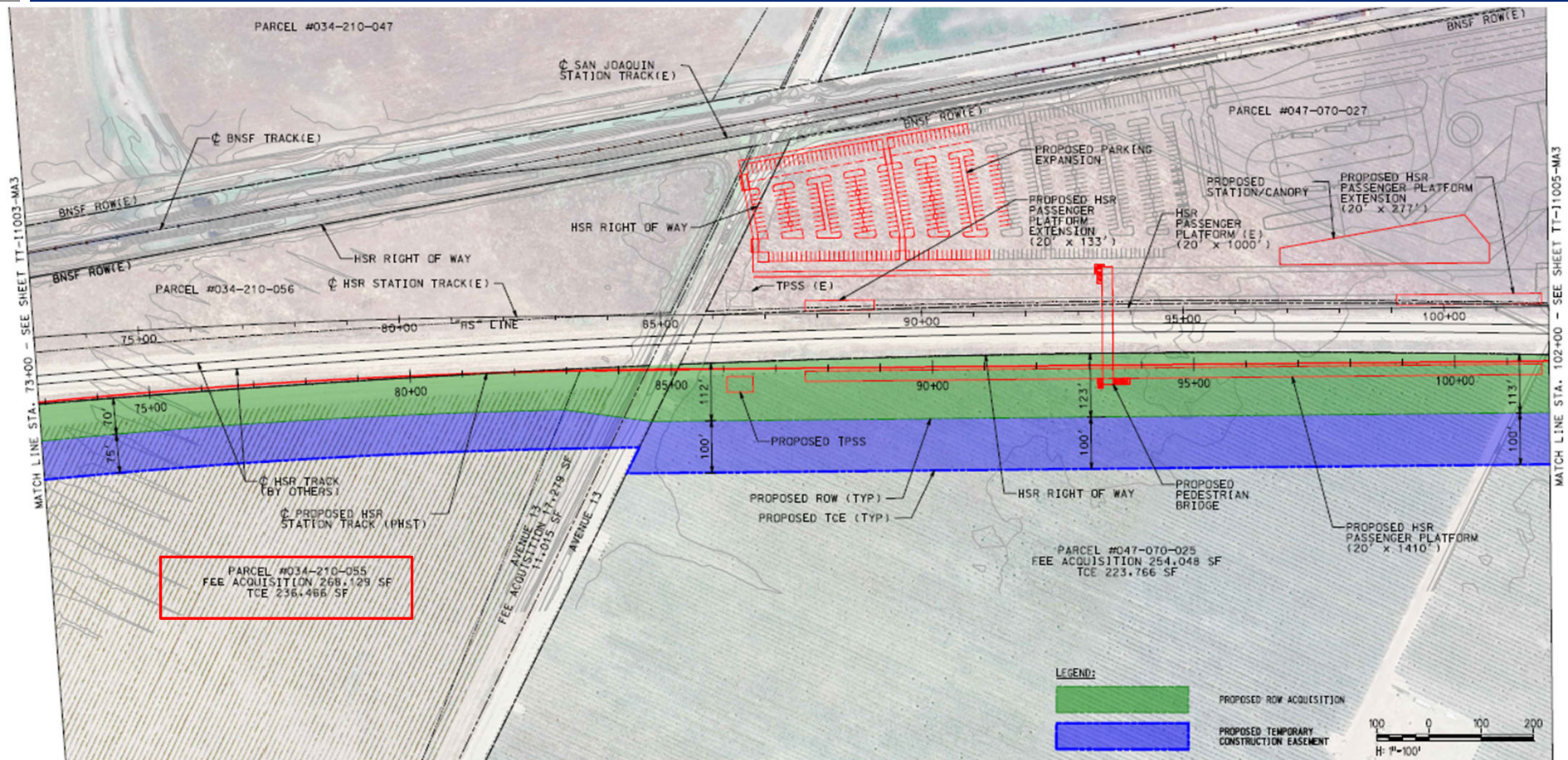


Curran Family Limited Partnership Properties





Curran Family Limited Partnership Properties





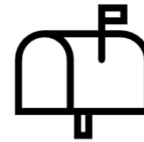
QUESTIONS



BY EMAIL

info@maderastation.com

Include “Madera HSR
Phase 3 Project” in the
subject line



BY MAIL

San Joaquin Joint Powers Authority
Attn: Madera HSR Station Full Build Project
(Phase 3)
949 East Channel Street
Stockton, CA 95202