



San Joaquin
Joint Powers Authority

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

April 30, 2025

Madera, California



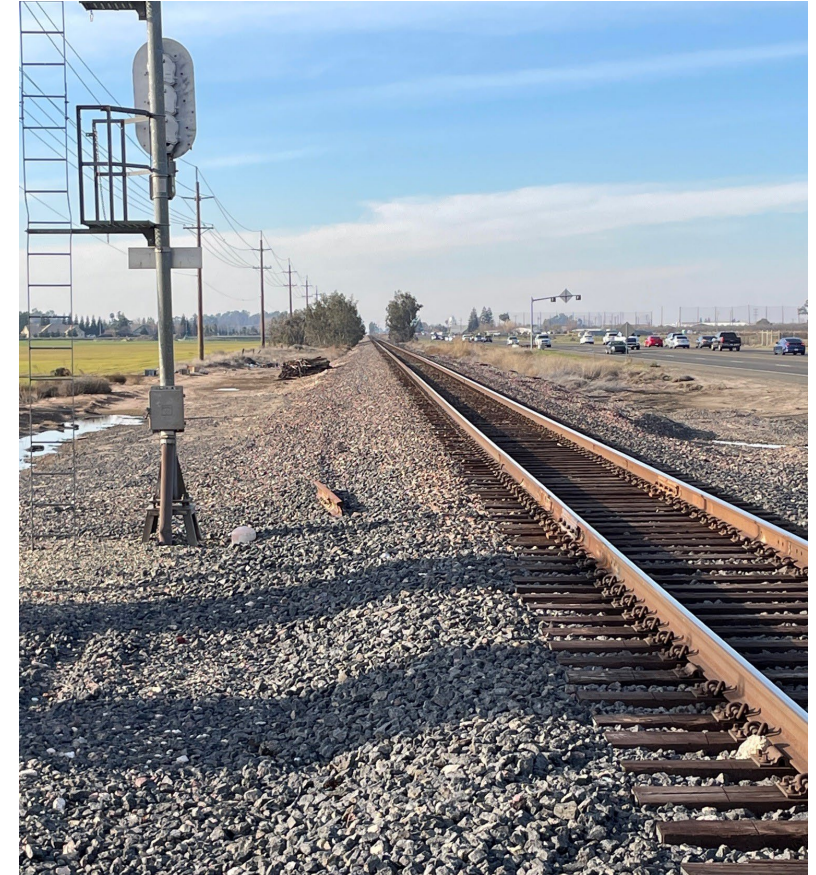
Meeting Format and Purpose

Meeting format:

- Open House
- Brief presentation
- Open House

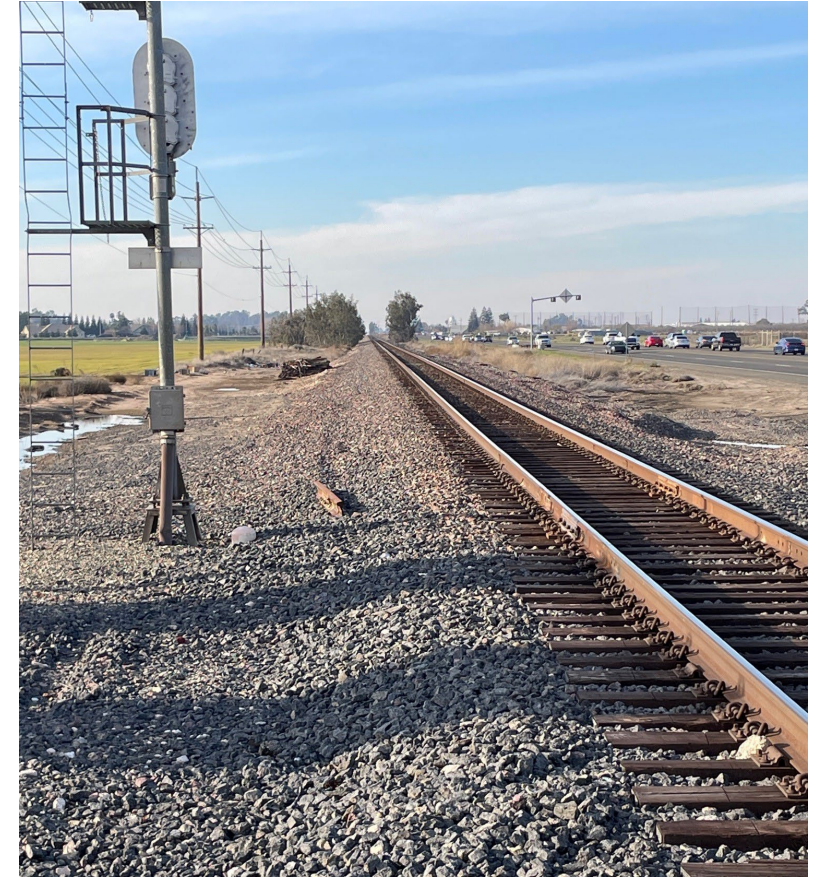
The purpose of this meeting is to provide:

- Project overview
- Summarize potential environmental impacts
- Opportunity to ask questions
- Instructions on how to submit public comments on the Draft Environmental Impact Report (EIR)



Presentation Agenda

- Introduction to the Project Team
- Project Background
- Project Overview
- Project Impacts
- Open House Stations & How to Submit Comments on Draft EIR



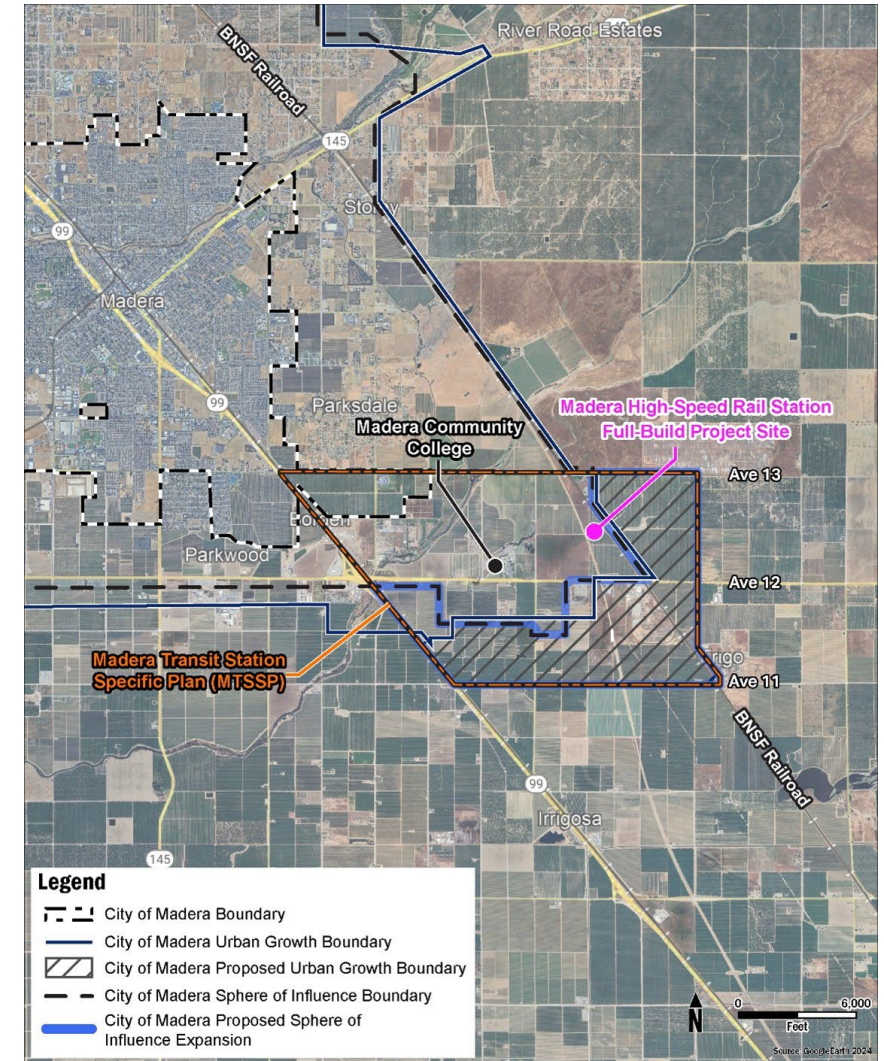
Project Background

- California High Speed Rail Authority (CHSRA) is developing the Merced–Bakersfield High-Speed Rail (HSR) Early Operating Segment (EOS).
- CHSRA identified Madera as a location for a HSR station in the 2016 Business Plan.
- Future San Joaquins improvements would increase service north of Merced, enhancing ongoing connections to/from Sacramento, the northern San Joaquin Valley, and the Bay Area.



Project Background

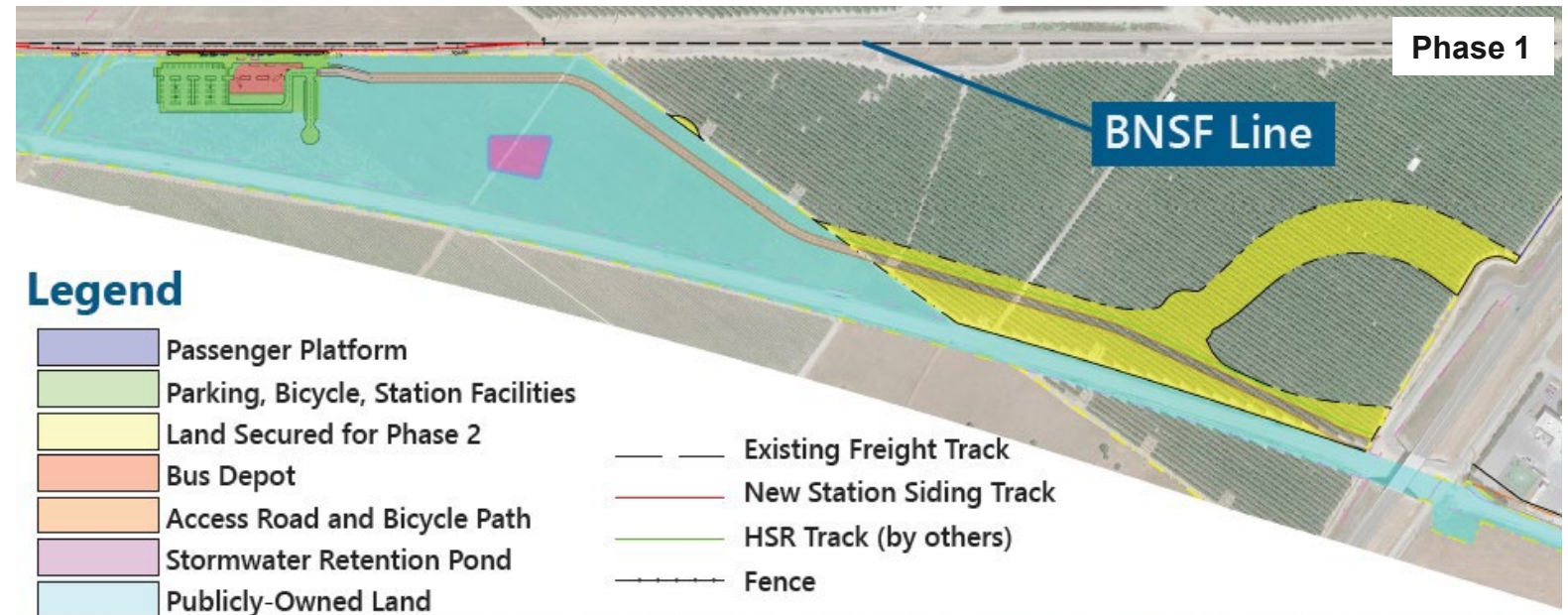
- **Phase 1:** Relocation of existing San Joaquins station
- **Phase 2:** Implementation of partial-build HSR station to enable Merced-Bakersfield Early Operations Segment (EOS) HSR service
- **Phase 3:** Implementation of this Project – Madera Full-Build HSR Station (to accommodate expanded HSR to the north and south)



Project Background

Phase 1

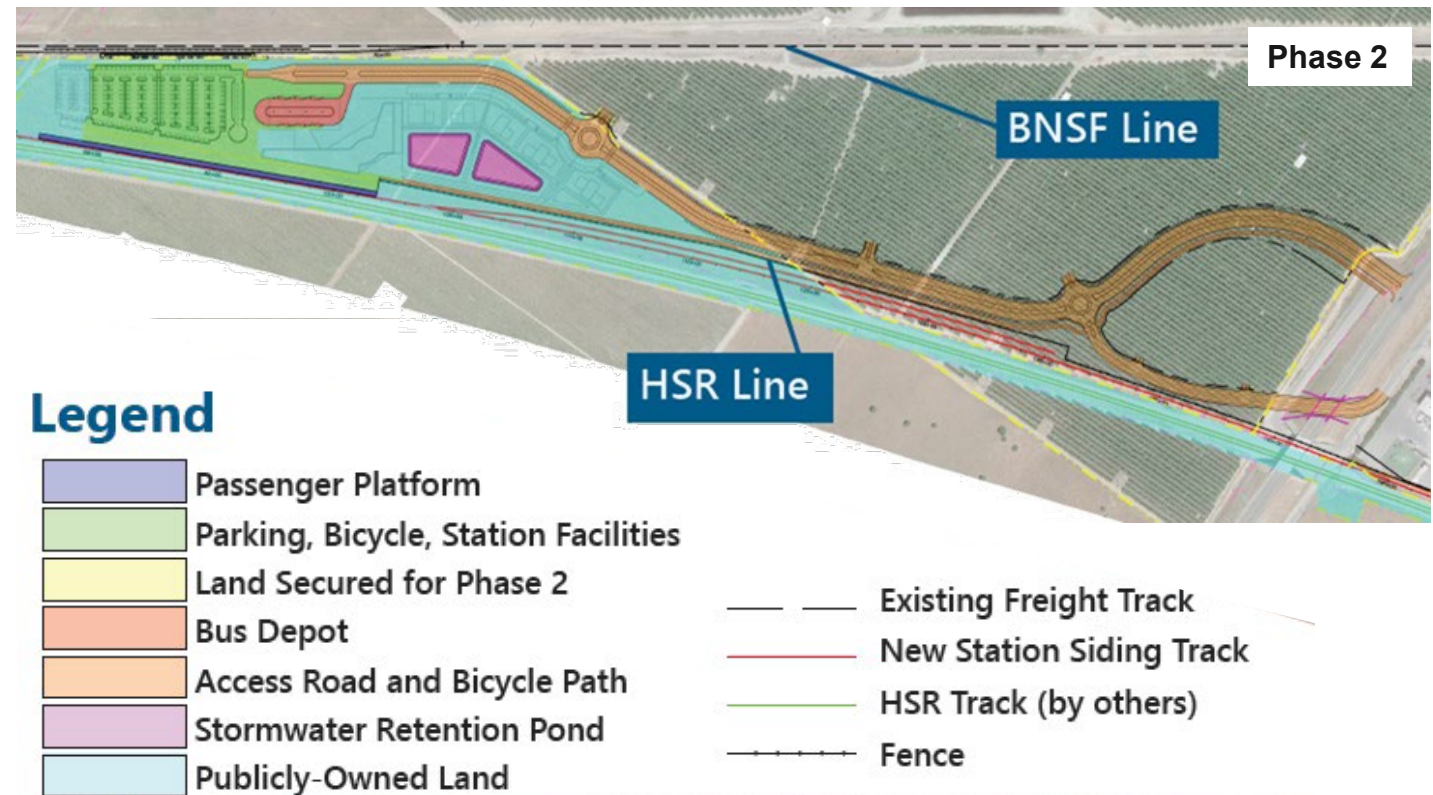
- Phase 1 was environmentally cleared through the preparation and adoption of an Initial Study/Mitigated Negative Declaration (IS/MND) in 2021.
- Phase 1/Phase 2 IS/MND Addendum approved March 2025.
- Final design has been completed and construction for Phase 1 will begin in Fiscal Year 2025.



Project Background

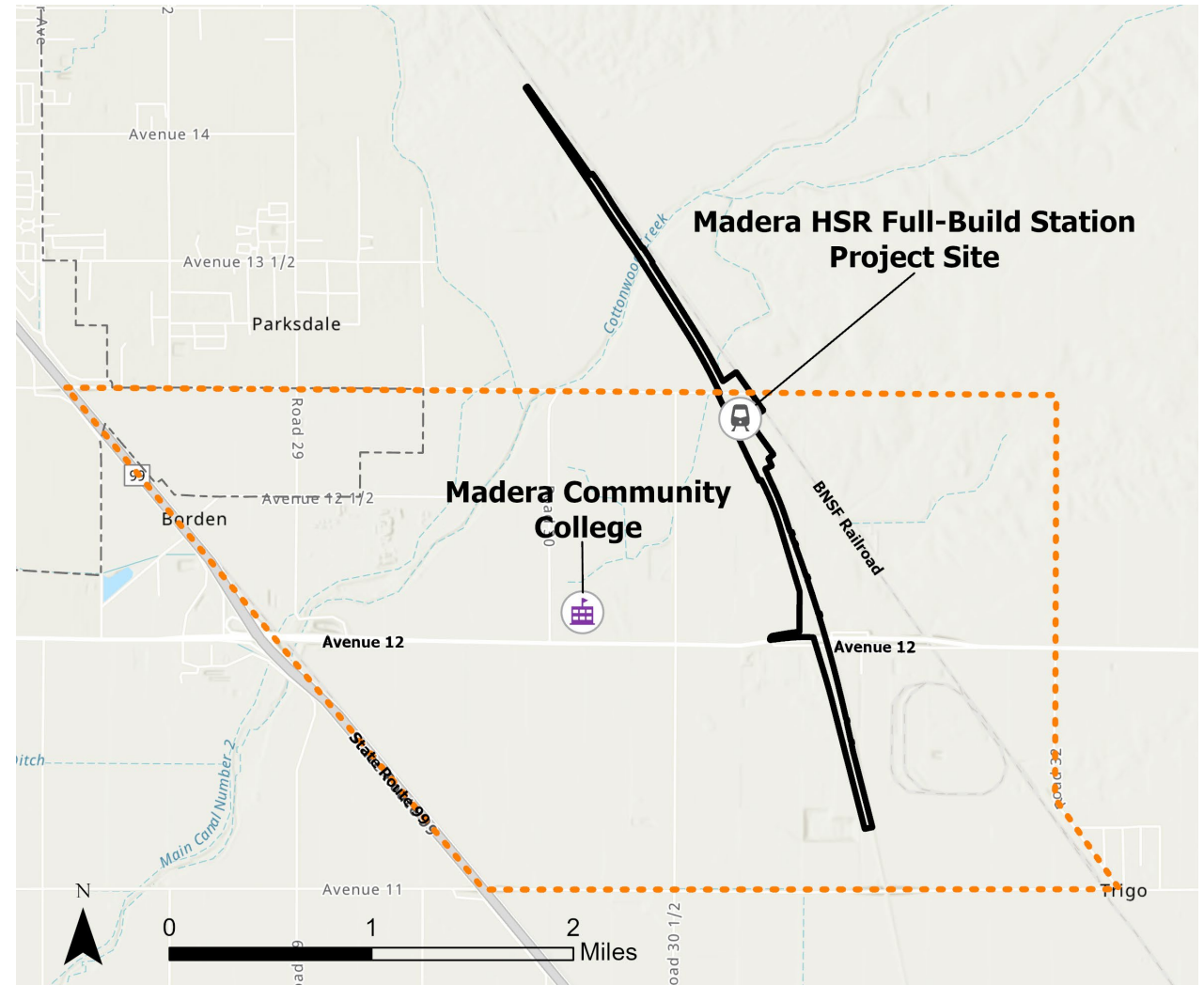
Phase 2

- Improvements would accommodate Merced–Bakersfield HSR EOS service.
- Phase 2 CEQA completed in 2021.
- Phase 1/Phase 2 IS/MND Addendum approved March 2025.
- Final design and NEPA expected to begin in 2025.



Project Overview

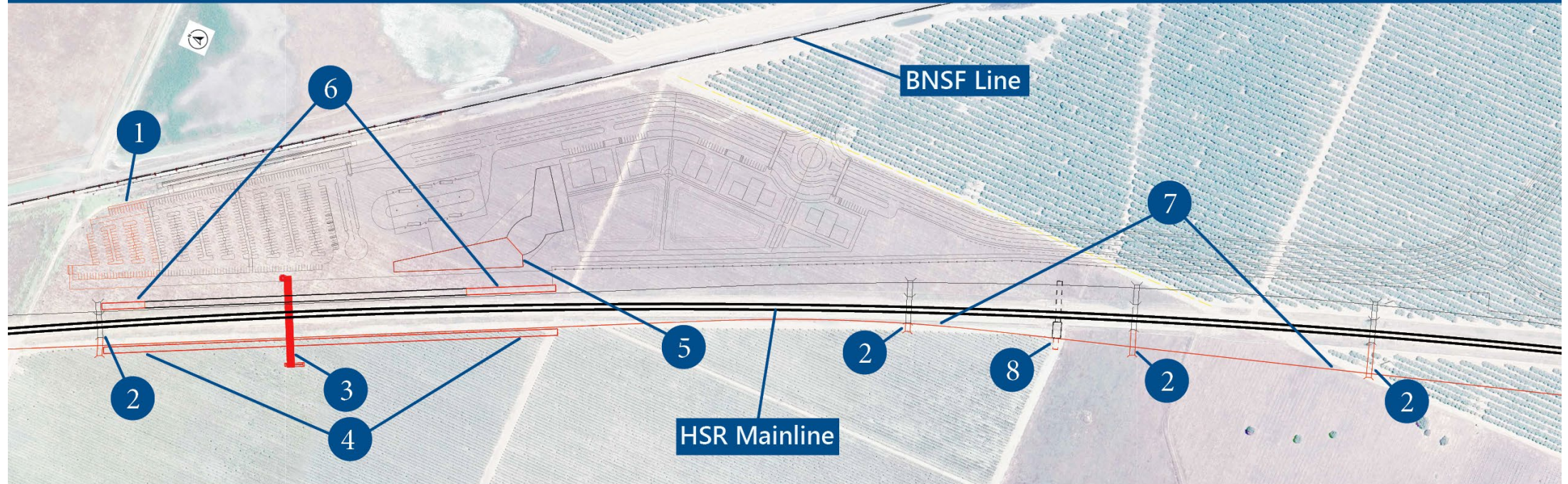
- The Project is approximately 1 mile northeast of Madera Community College and approximately 1 mile north of Avenue 12.
- The Project would support expanded HSR operations and service levels (beyond the Early Operating Segment) at the Madera HSR Station.
- The Project Footprint consists of temporary and permanent areas that may be disturbed during construction activities.
- The station will be a key component of the Madera Transit Station Specific Plan.



- Project Footprint
- - - Madera Transit Station Specific Plan
- - - City of Madera Boundary

Project Components

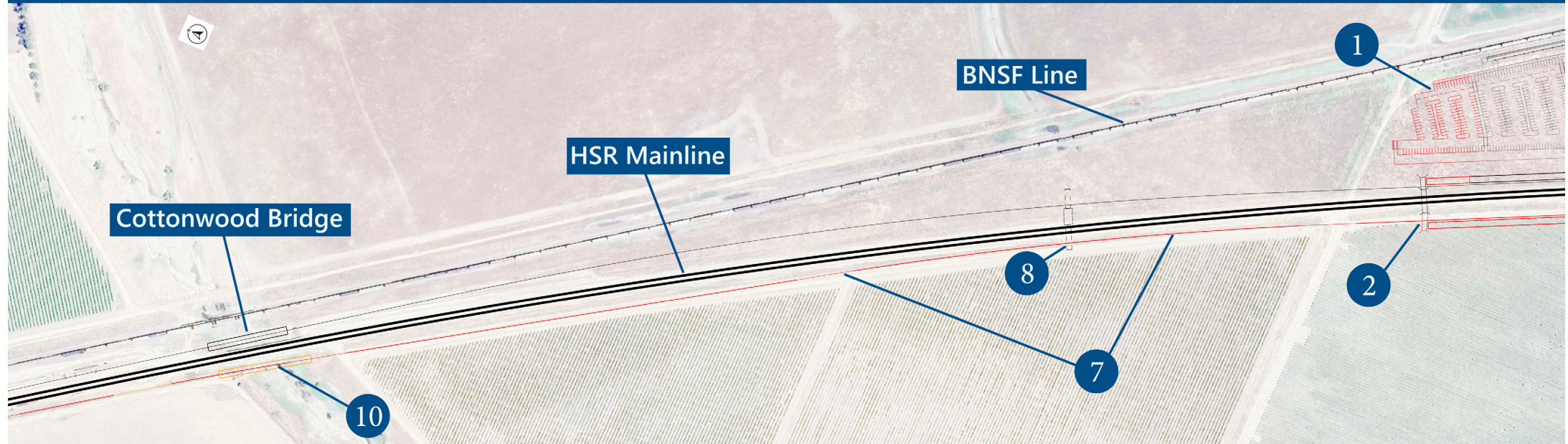
Phase 3 Station Details in Red



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

Northern Side

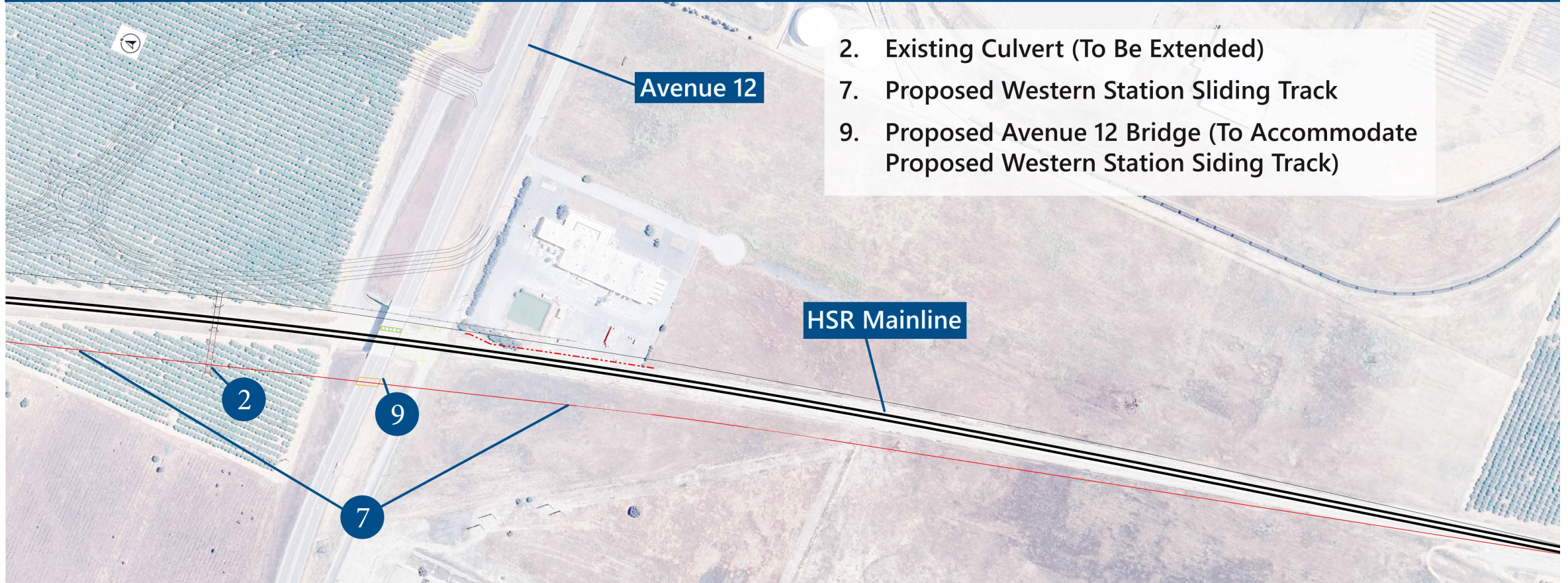
Phase 3 Station Details - Northern Side



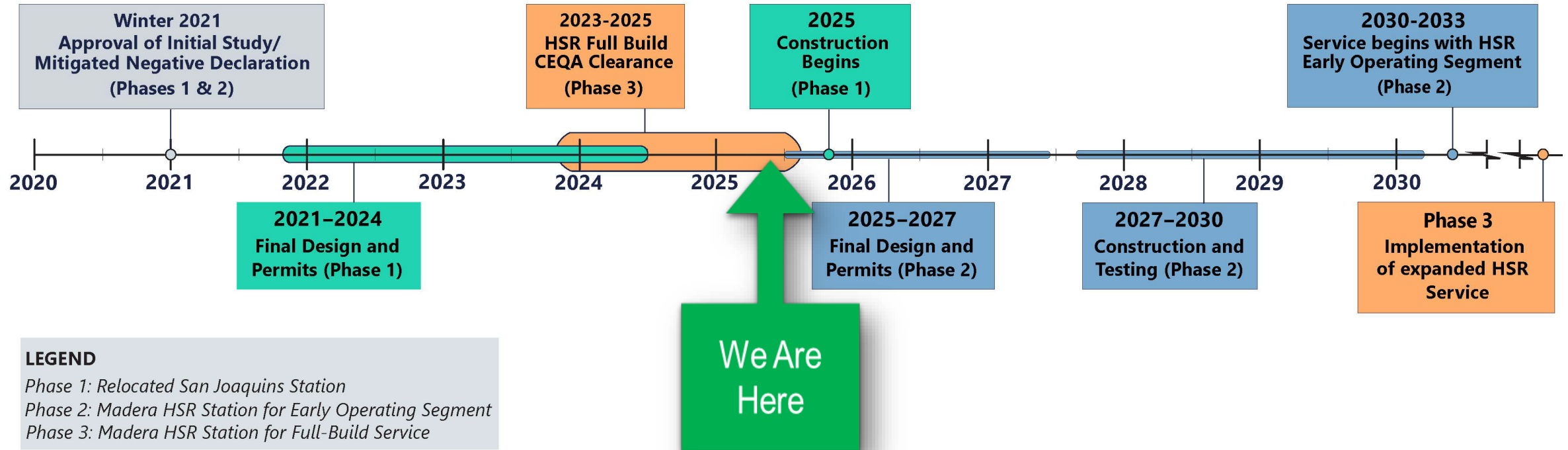
1. Proposed Additional Parking
2. Existing Culvert (To Be Extended)
7. Proposed Western Station Sliding Track
8. Existing Wildlife Crossing (To Be Extended)
10. Proposed Cottonwood Bridge

Southern Side

Phase 3 Station Details - Southern Side

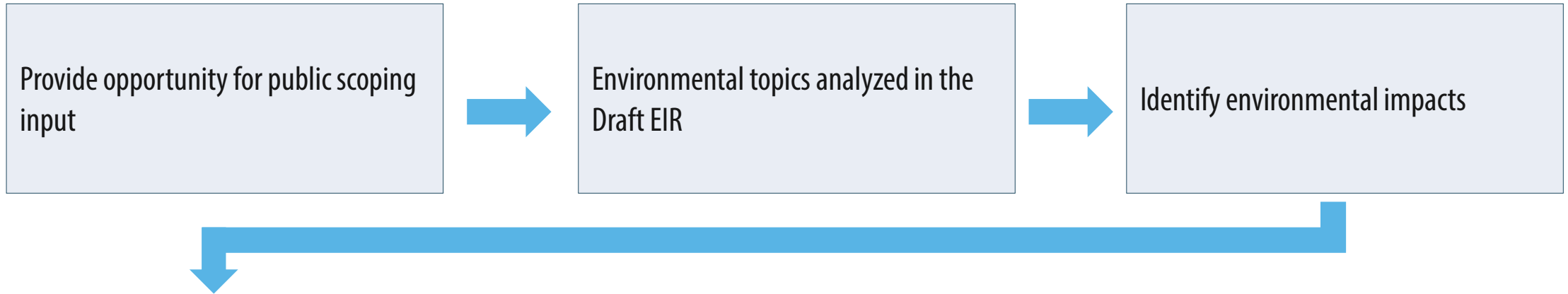


Madera High-Speed Rail Station Project Timeline



What is in the Draft EIR?

Identify Potential Impacts

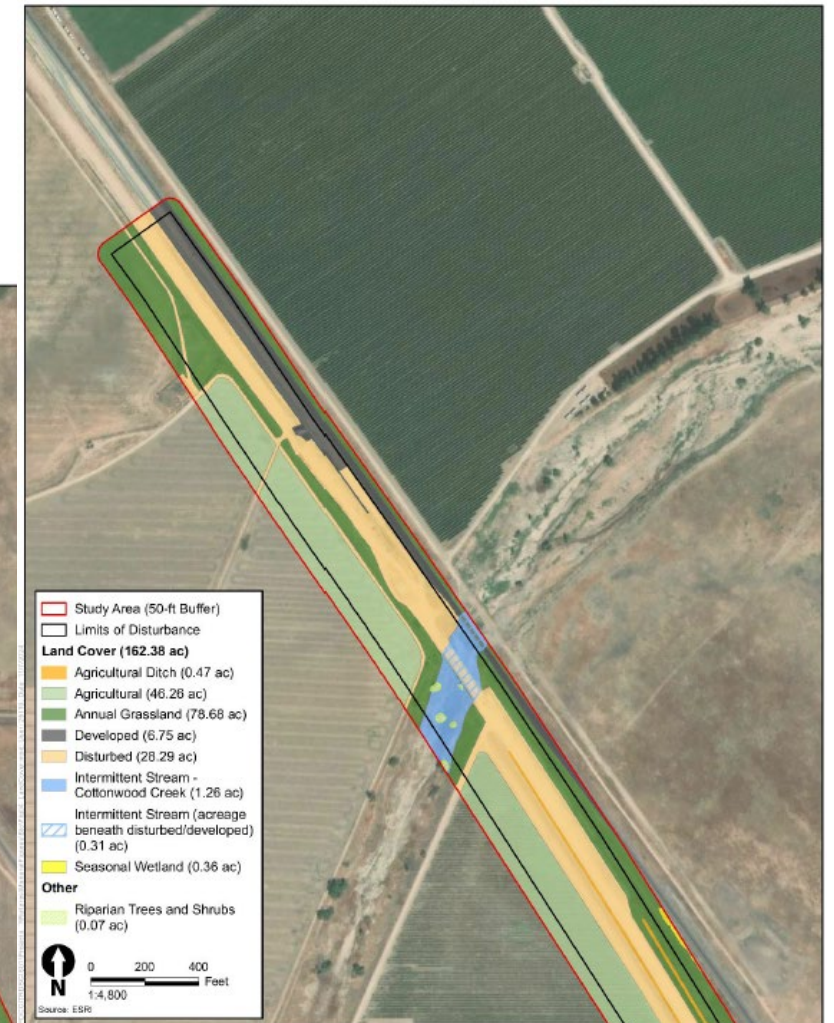
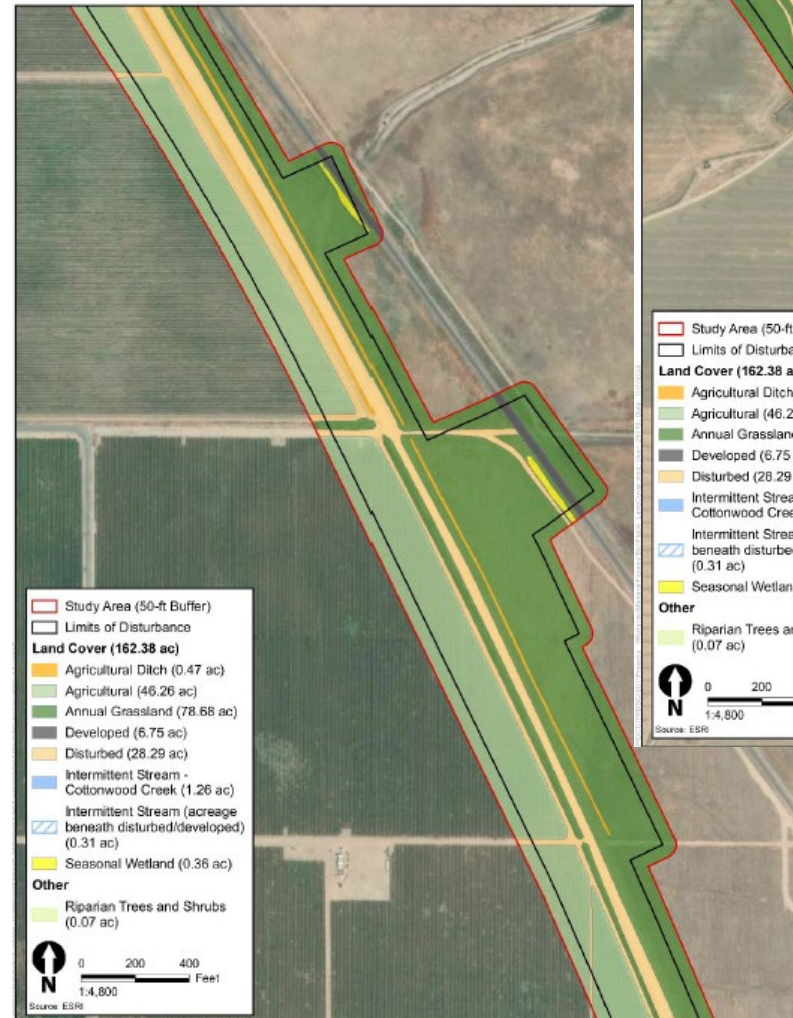


Propose Potential Mitigations



EIR Topics Studied in Detail

- Agricultural Resources
- Air Quality
- **Biological Resources** →
- Cultural and Tribal Cultural Resources
- Geology, Soils, and Paleontological Resources
- Hazards and Hazardous Resources
- Hydrology and Water Quality
- Noise
- Transportation
- Cumulative
- Other CEQA Considerations



Summary of Impacts

All long-term impacts would be less than significant

Resource Area	No Impact	Less-than-Significant Impact	Less-than-Significant Impact with Mitigation	Significant and Unavoidable Impact
Aesthetics		●		
Agricultural Resources				●
Air Quality and Greenhouse Gas Emissions			●	
Biological Resources			●	
Cultural Resources			●	
Tribal Cultural Resources			●	
Energy		●		
Geology, Soils, Seismicity, and Paleontological Resources			●	
Hazards and Hazardous Materials			●	
Hydrology and Water Quality		●		
Land Use and Planning		●		
Mineral Resources		●		
Noise and Vibration		●		
Population and Housing		●		
Public Services and Utilities and Service Systems		●		
Recreation	●			
Safety and Security				
Transportation			●	
Wildfire		●		
Cumulative		●		

* All operational impacts would be less than significant

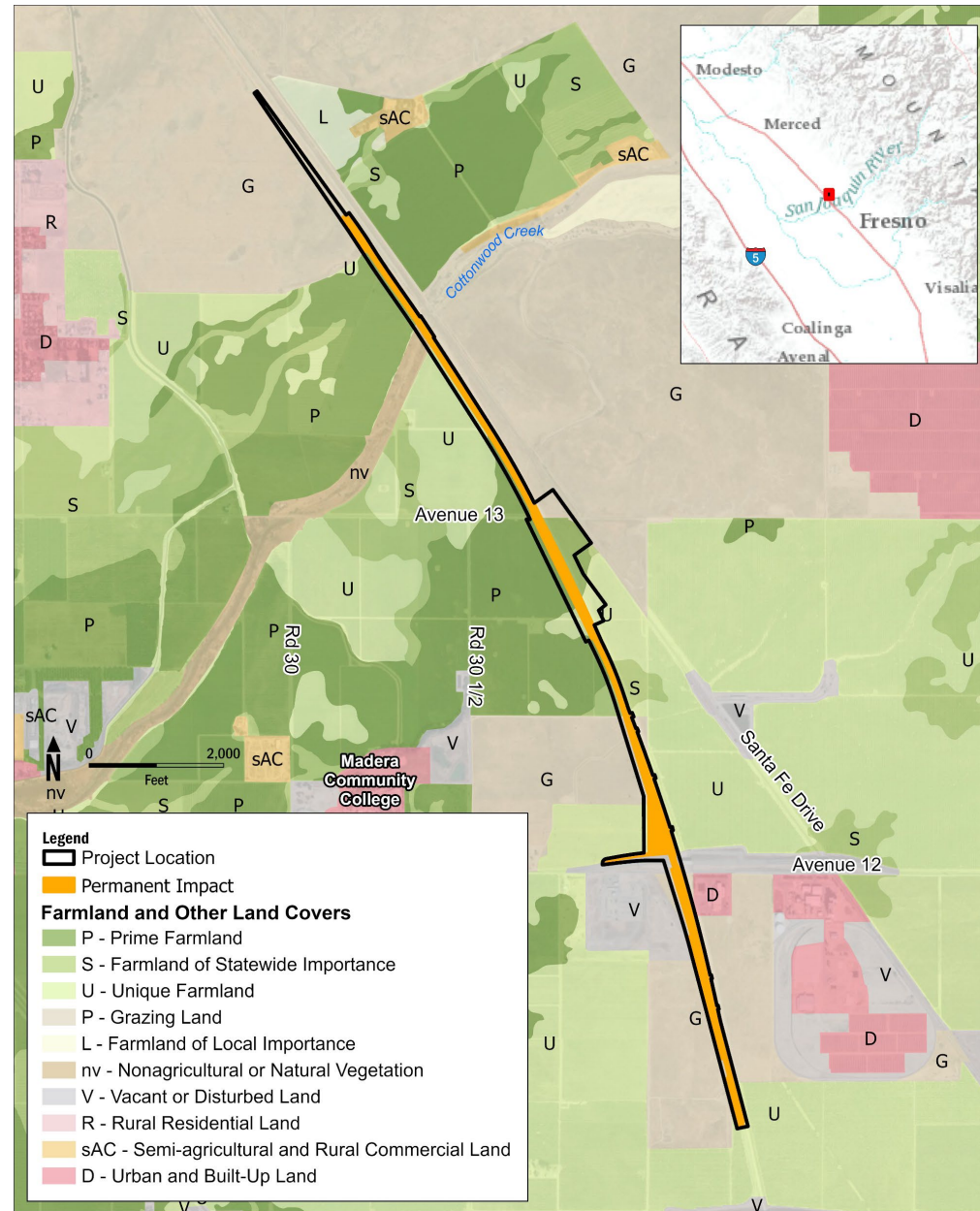
Mitigation Measures

- Intent of mitigation measures is to reduce project construction impacts to less than significant level
- No mitigation measures are needed during project operations as impacts are less than significant
- Examples of construction mitigation measures include:
 - Transportation: Traffic Management Plan to minimize disturbance to existing roadway by proposing detours and minimal lane closures.
 - Cultural: Cultural Awareness Training to minimize disturbance to archaeological resources.
 - Biological Resources: Land surveys to avoid or minimize disturbance to special-status plant and animal species.



Project Impacts

- Project would result in less than significant impacts with the implementation of mitigation measures, except for Agricultural Resources.
- Construction impacts to Agricultural Resources would remain significant and unavoidable due to the permanent conversion of Important Farmland to non-agricultural uses.
- Beneficial impacts of the Project include reduced vehicle-miles traveled and greenhouse gas emissions.



EIR Next Steps

- Draft EIR public review period is 45 days. **Last day to submit your comments is Wednesday May 28 by 5:00 p.m.**
- Prepare responses to all comments received during 45-day public review period.
- Prepare a Mitigation Monitoring and Reporting Program (MMRP).
- Prepare and publish a Final EIR (Fall 2025).
- SJJPA Board considers certification of Final EIR and approval of Project (Winter 2025).

Open House Stations

- Sign-in and Welcome
- Project Overview
- Why Are We Here Today?
- What is in the Draft EIR?
- Summary of Environmental Impacts
- Agricultural Resource Impacts
- Phase 3 Station Details
- California High-Speed Rail Authority



How to Stay Engaged



PROJECT EMAIL

Join the listserv to receive
project updates

info@maderastation.com

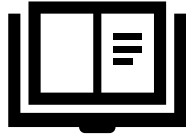


WEBSITE

Electronic sign-ups,
information library,
comments submittal

sjjpa.com/madera-station-relocation-project

How to Review the Draft EIR



PHYSICAL COPY

- Madera County Library
121 N. G Street, Madera
- San Joaquin Joint Powers Authority (SJJPA) Office
949 East Channel Street, Stockton
- Tonight's Open House



ONLINE

sjjpa.com/madera-station-relocation-project



THUMB DRIVE

- SJJPA Office
949 East Channel Street, Stockton
- Tonight's Open House

How to Submit Comments

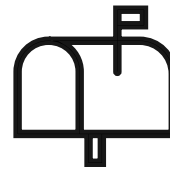
You can submit Comments until **5:00 pm on Wednesday, May 28, 2025.**

Questions asked during this open house are not considered official comments on the Draft EIR



BY EMAIL

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BY MAIL

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COURT REPORTER

-
- Write down your comment and submit it to the court reporter.
 - Share your comment verbally with the court reporter.