

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 20-21, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 2.2c.(4), Action

Prepared By: Cherry Zamora
Associate Deputy Director

Published Date: August 7, 2026

Subject: Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration Addendum for the Madera Station Relocation Project – Phase 1, Resolution E-26-56

Recommendation:

Staff recommends the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration Addendum for the Madera Station Relocation Project – Phase 1 (Project) in Madera County and approve the Project for future consideration of funding.

Issue:

The San Joaquin Joint Powers Authority (SJJPA) is the California Environmental Quality Act (CEQA) lead agency for the Project. The Project is located within the BNSF/California High Speed Rail corridor, roughly centered between Avenue 13 and Avenue 12, in Madera County. The ultimate project consists of two phases. Phase 1 consists of relocating the Madera San Joaquins Station by constructing a new Madera San Joaquins Station and ending operations at the current station. Phase 1 includes construction of a platform, a bus depot and pick-up and drop-off facility, parking, an access road, and track work. Phase 2 consists of improvements at the new Madera Station to allow for future High Speed Rail service as part of the “Early Operating Segment” to serve the station. Only Phase 1 is funded with the Transit and Intercity Rail Capital Program and it is the subject Project of this action.

For all projects that are seeking funding through a program under the purview of the Commission, full compliance with CEQA is required. The Commission will not allocate funds to projects for design, right-of-way, or construction until the environmental document is complete, and the Commission has approved the environmentally cleared project for future funding consideration.

Background:

On January 22, 2021, SJJPA adopted a Mitigated Negative Declaration for the Project and found that the Project would not have a significant effect on the environment with the implementation of mitigation measures. The Commission approved Future Consideration of Funding for the Project and adopted Resolution E-21-33 on March 24, 2021.

On March 19, 2025, SJJPA adopted the Addendum to address updates to the Project. The Addendum discussed Phase 1 modifications, including shifting the parking lot; relocation and addition of storm drain retention ponds; re-aligning the station access road; and reconfiguring the bus depot and pick-up and drop-off facility. The Addendum also discussed Phase 2 modifications, however, new updates to the Phase 2 design are currently pending and a new Addendum is anticipated at a future date. This Commission action will consider the Addendum for Phase 1 only. Should Phase 2 be funded in the future by funds to be allocated by the Commission, the new Addendum would be considered at that time.

The 2025 Addendum concluded that the Project modifications would not have more severe impacts than those determined in the 2021 Mitigated Negative Declaration and there would be no new significant impacts or mitigation measures. Correspondingly, none of the changes required the preparation of a subsequent Mitigated Negative Declaration under Section 15162 of the CEQA Guidelines. On July 21, 2026, the San Joaquin Regional Rail Commission, the managing agency for SJJPA, confirmed that the addendum remains valid, there are no newly identified impacts or a substantial increase in the severity of an impact requiring mitigation, and the environmental document is consistent with the Project scope of work programmed by the California State Transportation Agency in the Transit and Intercity Rail Capital Program.

Resources that are utilizing mitigation to reduce impacts to less than significant levels include agriculture, air quality, biological resources, cultural resources, hazardous materials, hydrology, and transportation.

Mitigation measures include: negotiating an agreement with the California Farmland Conservancy Program to implement agricultural land mitigation; requiring construction off-road equipment greater than 50 horsepower to have engines that, at a minimum, meet Tier 4 California Air Resources Board/U.S. Environmental Protection Agency standards, if commercially available; requiring construction diesel-powered locomotive engines to meet or exceed Tier 3 locomotive emission standards; using electric or zero-emission off-road equipment, as reasonably available; biological monitoring; providing access to regulatory agencies; implementing a Worker Environmental Awareness Program; implementing a Noxious Weed Control Plan; implementing a Biological Resources Management Plan, including habitat replacement, revegetation, and protection; implementing a Restoration and Revegetation Plan; using environmentally sensitive area fencing; locating staging areas outside of sensitive biological resources; avoiding use of mono-filament netting; restricting vehicle traffic to established roads; preventing wildlife entrapment; work stoppage in the event a special-status wildlife species gains access to the project site; notification of the U.S. Fish and Wildlife Service or California Department of Fish and Wildlife if federal- or state-listed species are injured; preparation of post-construction compliance reports; conducting preconstruction plant surveys; compensatory mitigation for vernal pool special-status plants; conducting a site assessment for California Tiger Salamander and obtaining wildlife permits if applicable; conducting a site assessment for Western Spadefoot and securing compensatory

mitigation if needed; establishing environmentally sensitive areas to protect aquatic habitat and obtaining an incidental take permit if needed for vernal pool fairy shrimp; conducting preconstruction Swainson's Hawk, Burrowing Owl, and nesting birds surveys; conducting cultural resources awareness training; halting work should there be an unanticipated archaeological discovery; preconstruction archaeological testing and monitoring; complying with state laws should human remains be discovered; paleontological monitoring and halting work if there is a paleontological discovery; implementing an oversight agreement with state regulatory agencies regarding potentially disturbed contaminated soil, ballast, and/or groundwater; conducting a site investigation for soil, ballast, and/or groundwater; implementing a Construction Risk Management Plan for management of contaminated soil, ballast, and groundwater; designing a stormwater quality system that meets County standards; conducting hydraulic modeling on the Cottonwood Creek Channel; implementing a Transportation Management Plan; and implementing a Freight Rail Disruption Control Plan, including coordination with BNSF.

The Project is estimated to cost \$73,002,856 and is fully funded through construction with Senate Bill 125 Transit Program (\$9,390,856), Transit and Intercity Rail Capital Program (\$62,412,000), and State Rail Assistance (\$1,200,000) funds.

Construction is estimated to begin in Fiscal Year 2027-28.

Attachments:

- Attachment A: Resolution E-26-56
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution for Future Consideration of Funding**

**6 – Madera County
Resolution E-26-56**

- 1.1 WHEREAS, the San Joaquin Joint Powers Authority (SJJPA) has completed the Mitigated Negative Declaration Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Madera Station Relocation Project – Phase 1 (Project); and
- 1.2 WHEREAS, the Project is located within the BNSF/California High Speed Rail corridor, roughly centered between Avenue 13 and Avenue 12, in Madera County; and
- 1.3 WHEREAS, the ultimate project consists of two phases. Phase 1 consists of relocating the Madera San Joaquins Station by constructing a new Madera San Joaquins Station and ending operations at the current station. Phase 1 includes construction of a platform, a bus depot and pick-up and drop-off facility, parking, an access road, and track work. Phase 2 consists of improvements at the new Madera Station to allow for future High Speed Rail service as part of the “Early Operating Segment” to serve the station. Only Phase 1 is funded with the Transit and Intercity Capital Rail Program and it is the subject Project of this action; and
- 1.4 WHEREAS, the Addendum addressed updates to the Project, consisting of Phase 1 modifications, including shifting the parking lot, relocation and addition of storm drain retention ponds, re-aligning the station access road, and reconfiguring the bus depot and pick-up and drop-off facility; and
- 1.5 WHEREAS, the California Transportation Commission (Commission), as a Responsible Agency, has considered the information contained in the Addendum; and
- 1.6 WHEREAS, resources that are utilizing mitigation to reduce impacts to less than significant levels include agriculture, air quality, biological resources, cultural resources, hazardous materials, hydrology, and transportation, and certain measures were adopted to address these impacts; and
- 1.7 WHEREAS, on January 22, 2021, SJJPA adopted the Mitigated Negative Declaration and found that the Project would not have a significant effect on the environment with implementation of mitigation measures; and

- 1.8 WHEREAS, on March 19, 2025, SJJPA adopted the Addendum to address modifications and refinements to the Project. The 2025 Addendum concluded that the Project modifications would not have more severe impacts than those determined in the 2021 Mitigated Negative Declaration and there would be no new significant impacts or mitigation measures; and
- 1.9 On July 10, 2026, the San Joaquin Regional Rail Commission, the managing agency for SJJPA, confirmed that the Addendum remains valid with respect to Phase 1, there are no newly identified impacts or substantial increase in the severity of an impact requiring mitigation, and the environmental document is consistent with the Project scope of work programmed by the Commission; and
- 1.10 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Addendum.
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Addendum and approves the above-referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Land Use and Climate Innovation
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Madera Station Relocation Project – Phase 1

2020109008	Dan Leavitt	(209) 944-6266
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located within the BNSF/California High Speed Rail corridor, roughly centered between Avenue 13 and Avenue 12, in Madera County.

Project Description: Phase 1 consists of relocating the Madera San Joaquins Station by constructing a new Madera San Joaquins Station and ending operations at the current station. Phase 1 includes construction of a platform, a bus depot and pick-up and drop-off facility, parking, an access road, and track work.

This is to advise that the California Transportation Commission has approved the above-described

(☐ Lead Agency / ☒ Responsible Agency)

project on August 20-21, 2026, and has made the following determinations regarding the above-described project:

1. The project (☐ will / ☒ will not) have a significant effect on the environment.
2. ☐ A Final Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☒ A Mitigated Negative Declaration and an Addendum were prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were / ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ were/ ☒ were not) made pursuant to the provisions of CEQA.

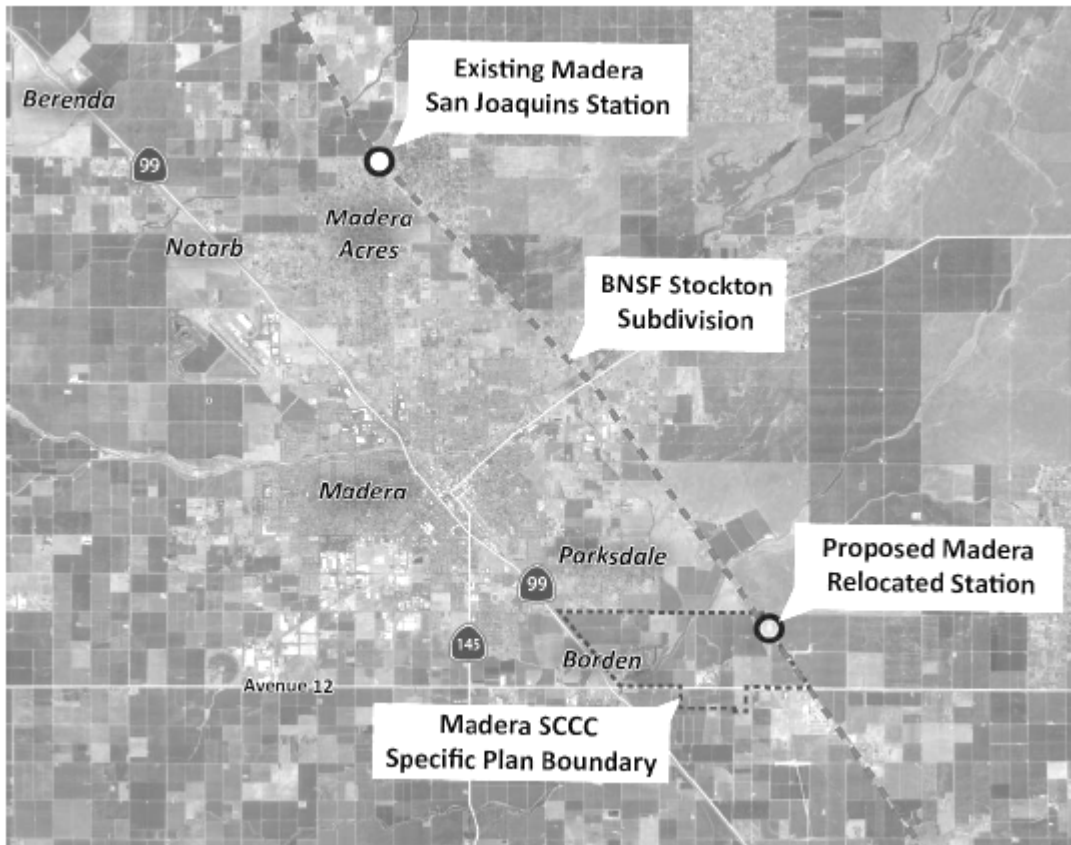
The above-identified document with comments and responses and record of project approval is available to the General Public at: 949 East Channel Street, Stockton, CA 95202.

PAUL GOLASZEWSKI		Chief Deputy Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

Project Location Map

Madera Station Relocation Project,
Madera County



Project Location Map

Madera Station Relocation Project - Phase 1
Madera County

