



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**

To: Chairman Richard and Authority Board Members

From: Mark McLoughlin, Interim Deputy Director, Environmental Planning

Date: April 13, 2012

RE: Materials for consideration of the Bay Area to Central Valley High-Speed Train Partially Revised Final Program EIR

Discussion

The April 19th Board meeting agenda includes four items related to the Bay Area to Central Valley High-Speed Train program EIR process. To comply with the Superior Court's final order in *Town of Atherton, et al. v. California High-Speed Rail Authority (Atherton 1)* and final judgment in *Town of Atherton, et al. v. California High-Speed Rail Authority (Atherton 2)*, the Authority has prepared a Partially Revised Final Program Environmental Impact Report (EIR) for the Bay Area to Central Valley portion of the high-speed train system. Agenda item 1 provides an opportunity for the Board to adopt a resolution rescinding its prior, 2010 decisions on the Program EIR, as required by the Court. Agenda item 1 is provided in the event this necessary step does not occur on April 12th.

Agenda item 2 provides the Authority Board with a brief staff presentation on the Partially Revised Final Program EIR. Agenda item 3 provides for the Board to receive public comment on the Partially Revised Final Program EIR. Under agenda item 4, the Board will have an opportunity to ask questions of staff, deliberate, and exercise its independent judgment in light of the whole record in making new decisions related to the Partially Revised Final Program EIR.

Staff Recommendation

Staff recommends that the Board adopt the attached draft resolution HSRA No. 12-17. Adoption of this resolution would do the following:

- (1) certify the Partially Revised Final Program EIR for its compliance with CEQA;
- (2) adopt CEQA Findings of Fact and a Statement of Overriding Considerations;
- (3) adopt a Mitigation Monitoring and Reporting Program;
- (4) approve the Pacheco Pass Network Alternative serving San Francisco via San Jose, preferred alignments, and station location options for further, second-tier planning and environmental review;
- (5) direct staff to proceed with second-tier planning and environmental review; and
- (6) direct staff to focus its second-tier planning and environmental review for the San Francisco to San Jose second-tier project on a blended system approach.

There are multiple materials in support of Agenda items 2-4, as listed below:

Attachments

- Binder containing paper copy of 2012 Partially Revised Final Program EIR document and Notice of Availability of 2012 Partially Revised Final Program EIR
- 1 CD-ROM containing the Bay Area to Central Valley High-Speed Train Partially Revised Final Program EIR, including all prior incorporated volumes:
 - 1-Volume, 2012 Bay Area to Central Valley High-Speed Train Partially Revised Final Program EIR
 - 2-Volume, 2010 Bay Area to Central Valley High-Speed Train Revised Final Program EIR
 - 3-Volume 2008 Bay Area to Central Valley High-Speed Train Final Program EIR/EIS

(Paper copies of the 2012 Partially Revised Final Program EIR and Notice of Availability, and the CD-ROM have been hand delivered to members at April 12, 2012, Board meeting or are being mailed separately. The 2012 Partially Revised Final Program EIR is also available on the Authority website: http://www.cahighspeedrail.ca.gov/ba_cv_program_eir_april_2012.aspx)

- Staff Report: Bay Area to Central Valley High-Speed Train Partially Revised Final Program EIR
- Draft Resolution HSRA No. 12-17
 - Exhibit A to Draft Resolution HSRA No. 12-17, CEQA Findings of Fact and Statement of Overriding Considerations
 - Exhibit B to Draft Resolution HSRA No. 12-17, Mitigation Monitoring and Reporting Program