

PUBLIC NOTICE

BOARD OF SUPERVISORS

**NOTICE OF AVAILABILITY AND NOTICE OF CONSIDERATION
BY THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY OF THE
BAY AREA TO CENTRAL VALLEY HIGH-SPEED TRAIN
PARTIALLY REVISED FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT**

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BACKGROUND INFORMATION ON THE PROJECT AND PROGRAM EIR: The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA), completed a Final Program EIR/EIS for the San Francisco Bay Area to Central Valley in May 2008 that evaluated alternatives—at a programmatic level of analysis—of the proposed high-speed train (HST) system within the broad corridor between and including the Altamont Pass and Pacheco Pass. The Authority and the FRA identified the Pacheco Pass serving San Francisco and San Jose termini as the preferred HST Network Alternative, as well as mitigation strategies, design practices, and further measures to guide the system's development and avoid and minimize potential adverse environmental impacts. The Authority approved the project and issued a California Environmental Quality Act (CEQA) Notice of Determination (NOD) on July 9, 2008. The FRA issued a National Environmental Policy Act (NEPA) Record of Decision (ROD) on December 2, 2008.

The Authority's compliance with CEQA has been subject to two litigation challenges entitled, *Town of Atherton, et al., v. California High-Speed Rail Authority*, Sacramento Superior Court No. 34-2008-8000022 and *Town of Atherton, et al., v. California High-Speed Rail Authority*, Sacramento Superior Court No. 34-2010-80000679. The first challenge to the Final Program EIR resulted in a decision by the Superior Court requiring the Authority to rescind its approval of the project. The Authority produced a Revised Final Program EIR and made a new decision approving the project in September 2010. The subsequent challenges to the Revised Final Program EIR have resulted in decisions by the Superior Court requiring the Authority to rescind its approval of the project and recirculate specific portions of the Program EIR with additional analysis and/or information. The Authority prepared and circulated a Partially Revised Draft Program EIR to address the court rulings. The Partially Revised Draft Program EIR identified the Pacheco Pass Network Alternative serving San Francisco via San Jose as the preferred HST Network Alternative. The Authority circulated this document for a period of 45 days, from January 6, 2012, through February 21, 2012, for review and comment.

PARTIALLY REVISED FINAL PROGRAM EIR: The Authority has prepared a Partially Revised Final Program EIR for the Bay Area to Central Valley region. The Partially Revised Final Program EIR includes revised text, responses to comments received on the Partially Revised Draft Program EIR, copies of the comments received, and the full text of the August 2010 Revised Final Program EIR and the May 2008 Final Program EIR. By April 6, 2012, the Partially Revised Final Program EIR will be made available to the public on the Authority's website [www.cahighspeedrail.ca.gov/ba_cv_program_eir.aspx]. Those who commented and provided a mailing address will receive a CD-ROM copy of the Partially Revised Final Program EIR in the mail. You may visit the Authority's web site to request a CD-ROM of the Partially Revised Final Program EIR, and locate a library near you to review a copy of the Partially Revised Final Program EIR. Printed copies of the Partially Revised Final Program EIR have been placed in main public libraries in the following cities: Fremont, Livermore, Menlo Park, Merced, Modesto, Morgan Hill, Mountain View, Oakland, Palo Alto, Pleasanton, Sacramento, San Francisco, San Jose, Stockton, and Tracy.

The Authority will consider the Partially Revised Final Program EIR and related decisions at a public meeting to be held in the Sacramento City Hall, 915 I Street, Sacramento, CA 95814, Council Chambers, on April 19, 2012, starting at 10:00 a.m. The Authority will receive a staff report and public comment on the Partially Revised Final Program EIR and consider making decisions related to the Partially Revised Final Program EIR. These decisions include whether to certify the Partially Revised Final Program EIR for compliance with CEQA, selection of a network alternative for further project-level study, and whether to adopt a mitigation monitoring and reporting program and CEQA findings along with a statement of overriding considerations.

The agenda for the public meeting will be available on the Authority's website [www.cahighspeedrail.ca.gov/monthly_brdmtg.aspx] prior to the public meeting. Materials for the public meeting, including a Staff Report, draft Resolution, and draft decision documents concerning the Partially Revised Final Program EIR will also be available on the Authority's web site [www.cahighspeedrail.ca.gov/ba_cv_program_eir.aspx] prior to the meeting on April 19, 2012. Please call the Authority, (916) 324-1541, or check the Authority web site [www.cahighspeedrail.ca.gov/home.aspx] for more information.

The Authority does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.