



**BOARD OF DIRECTORS 2025**

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## **AGENDA**

### **Peninsula Corridor Joint Powers Board Technology, Operations, Planning, and Safety (TOPS) Committee Meeting**

February 26, 2025, 1:30 pm

Bacciocco Auditorium, 2nd Floor  
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: Rico E. Medina (Chair), Pat Burt, Shamann Walton

Members of the public may participate remotely via Zoom at <https://us06web.zoom.us/j/81186731470?pwd=OUE3b0ZiY3ZoYzRCN280UG5Gb9WZz09> or by entering Webinar ID: **811 8673 1470**, Passcode: **274739**, in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.caltrain.com/video-board-directors>.

Members of the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Avenue, San Carlos, CA, or any other noticed location.

Public Comments: Public comments may be submitted to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Verbal public comments will also be accepted during the meeting in person and through Zoom\* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak, and callers should dial \*6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes. The Board Chair has the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**February 26, 2025 - Wednesday**

**1:30 pm**

*All items to which [Government Code section 84308](#) applies have been marked with an asterisk.*

*A double asterisk indicates that one or more Directors of the JPB serve on the governing board of a public agency with which the JPB proposes to contract. Under Government code section 1091(a)(9), this relationship is considered to be a noninterest but it must be disclosed.*

1. Call to Order
2. Roll Call
3. Pledge of Allegiance / Safety Briefing
4. Public Comment on Items Not on the Agenda  
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff to reply.
5. Approval of Meeting Minutes for January 29, 2025 Motion
6. Approve Guiding Principles and Goals for Rail Operations and Maintenance  
Successor Contract Motion
7. Adopt the Updated Mitigated Negative Declaration for the Guadalupe River  
Bridge Replacement Project Motion
8. Receive Update on Active Grade Crossing Projects and Corridor Crossing Strategy Informational
9. Receive Update on Caltrain Safety Performance for Quarter 1 of 2025 Informational
10. Committee Member Requests
11. Date/Time of Next Regular TOPS Committee Meeting: Wednesday, March 26, 2025 at 1:30 pm.  
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA 94070.
12. Adjourn

## Information for the Public

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board. If you have questions on the agenda, please contact the JPB Secretary at 650.551.6108. Agendas are available on the Caltrain website at <https://www.caltrain.com>. Communications to the Board of Directors can be e-mailed to [board@caltrain.com](mailto:board@caltrain.com).

*Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287*

### **Date and Time of Board and Committee Meetings**

JPB Board: First Thursday of the month, 9:00 am; JPB Finance Committee: Two Mondays before the Board Meeting, 2:30 pm; JPB Technology, Operations, Planning, and Safety (TOPS) Committee: Two Wednesdays before the Board meeting, 1:30 pm. JPB Advocacy and Major Projects (AMP) Committee: Two Wednesdays before the Board meeting, 3:30 pm. The date, time, and location of meetings may be changed as necessary. Meeting schedules for the Board and Committees are available on the website.

### **Location of Meeting**

Members of the Public may attend this meeting in person or remotely via Zoom. Should Zoom not be operational, please check online at <https://www.caltrain.com/about-caltrain/meetings> for any updates or further instruction.

### **Public Comment**

Members of the public are encouraged to participate remotely or in person. Public comments may be submitted by comment card in person and given to the JPB Secretary. Prior to the meeting's call to order, public comment may be sent to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral public comments will also be accepted during the meeting in person or through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

### **Accessible Public Meetings/Translation**

Upon request, the JPB will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email [titlevi@samtrans.com](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body, will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**Peninsula Corridor Joint Powers Board  
Technology, Operations, Planning, and Safety (TOPS) Committee**

**1250 San Carlos Avenue, San Carlos, CA 94070**

**DRAFT Minutes of January 29, 2025**

**Members Present:** Pat Burt, Rico E. Medina (Chair)

**Members Absent:** Shamann Walton

**Staff Present:** R. Barnard, M. Bouchard, S. Bullock, J. Jest, J. Harrison, T. Huckaby, L. Ko,  
L. Lumina-Hsu

**1. Call to Order**

Chair Medina called the meeting to order at 1:30 pm.

**2. Roll Call**

Deputy District Secretary Loana Lumina-Hsu called the roll and confirmed a quorum was present.

**3. Pledge of Allegiance / Safety Briefing**

Chair Medina led the Pledge of Allegiance and delivered the safety briefing.

**4. Public Comment on Items not on the Agenda**

Adrian Brandt commented on offline crossing optimization system.

**5. Approval of Meeting Minutes for November 20, 2024**

Motion/Second: Burt/Medina

Ayes: Burt, Medina

Noes: None

Absent: Walton

**6. Authorize Executive Director to Execute Contract Change Order with Balfour Beatty Infrastructure, Inc., to Account for Unanticipated Cost Escalation for Labor, Materials, and Equipment\***

Sherry Bullock, Program Director, Caltrain Modernization Program, provided the presentation that included the following:

- Estimated \$2.5 million in Balfour Beatty (BBII) contract savings to be used to staff project and finish remaining work
- Completion of items to demobilize and complete project without claims
- Contract adjusted on base scope due to increasing costs for labor, supplies, and equipment
- Resolution with BBII to reduce change request amount from \$21 million to \$13.5 million
- Shared risk of \$17 million withdrawn by BBII while Caltrain to withdraw \$3.5 million

- Change request to total \$15.7 million (\$2.19 million for March 2022 Incident Damage Cost and \$13.5 million for BBII Unanticipated Cost Escalation)
- Surplus materials and spare parts worth \$2.5 million to go to Caltrain to support maintenance and prevent delays from the upcoming imposition of a tariff

The Committee members continued the discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Laudatory comments for no claims, targeted budget, and timeline
- Regular cables to be gradually replaced with theft cables - no recent theft issues reported
- TransitAmerica Services, Inc. increased support, caused by delays in project schedule, led to increased costs for night and weekend labor to deliver project
- Safe and proper storage of surplus supplies and materials including audits for accountability

#### Public Comment

Adrian Brandt commented on the absence of claims made in addition to the surplus and possible theft of materials.

Roland commented on deferred discussion to Finance Committee meeting for analysis.

Motion/Second: Burt/Medina  
Ayes: Burt, Medina  
Noes: None  
Absent: Walton

#### **7. Receive Update Regarding 2024 Customer Satisfaction Survey and Key Findings**

Julian Jest, Market Research and Development Manager, and Taylor Huckaby, Deputy Chief of Communications, provided the presentation that included the following:

- High overall customer satisfaction, safety, station, and conductor rating (highest rating received overall)
  - Communication improvements relating to delays at stations and on board
  - Inclusivity of customer feedback
  - Almost 80 percent of riders indicated overall satisfaction, four percent dissatisfaction
- Caltrain primary method of travel with an additional method of transportation
- About 40 percent of surveyed riders consisted of new riders, with an average ridership of four years, an increase from 2019 and 2022 measurements
- Growth of ridership opportunity due to the interest of electrification
- Promotional \$1 Youth Fare to create long-term riders and increase roundtrip usage
- Improved signage and more clarity through message boards and platforms
- Safety improvements through crossing and repairs

- Concerns on delay information and availability of printed materials
- Implementation of Customer Relationship Management (CRM) System

The Committee members continued the discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Availability of closed-circuit television (CCTV) on the Right of Way and at stations
- Updated electronic signage relating to concerns of timely communication
- Station activation of bathrooms, open buildings, cleanliness, and vendors
- Utilize marketing to grow ridership and data comparison to other agencies
  
- Seat configuration adjustments and bike security on new cars
- General population survey to target communities impacted by Caltrain, riders and non-riders
- Station maintenance upkeep

#### Public Comment

Adrian Brandt commented on closing train cars during low ridership and providing a safety phone number contact.

#### **8. Receive Update on Guadalupe River Bridge Replacement Project**

Robert Barnard, Chief of Rail Design and Construction, provided the presentation that included the following:

- Limited train service of Caltrain and its partners who use the Right of Way
- June 15 construction start, with plans to issue limited Notices to Proceed to order materials and mobilizing equipment and personnel through existing contract and change order authority
- Budget approval and amendment of contract and change order authority projected to exceed the initial \$2.9 million change order authority
- Improvements to project teams, protocols, trainings, and project compliancy

The Committee members continued the discussion and staff provided further clarification in response to the Committee comments and questions, which included the following:

- Re-estimation of costs above the change order authority
- Project timeline extension

#### **9. Committee Member Requests** - There were none.

#### **10. Date/Time of Next Regular TOPS Committee Meeting:** Wednesday, February 26, 2025 at 1:30 pm.

#### **11. Adjourn** - The meeting adjourned at 3:12pm.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: John Hogan, Chief Operating Officer  
For: March 2025 JPB Board of Directors Meeting  
Subject: **Approve Guiding Principles and Goals for Rail Operations and Maintenance  
Successor Contract**

Finance Committee  
Recommendation

Technology, Operations, Planning,  
and Safety Committee  
Recommendation

Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Caltrain's current Operations and Maintenance (O&M) Agreement with TransitAmerica Services, Inc. (TASI) expires June 30, 2027. Staff must begin advancing a re-procurement effort to transition to a new O&M Agreement by July 1, 2027.

Caltrain staff is seeking the Board's input on guiding principles and goals for the development of a successor contract before proceeding with formal industry outreach and market sounding that will inform a future procurement process.

*Proposed Guiding Principles:* The following principles represent the core standards staff expect Caltrain's next contract operator to fully exemplify, as well as the values that will help guide internal actions and decision-making during the development of the next O&M Agreement.

1. **Safety** as a primary core value in all facets of the operations and maintenance, including a robust risk-based hazard analysis and decision-making process.
2. **Cost Efficiency, Innovation** and continuous improvement as demonstrated through the proactive implementation of solutions to enhance operational efficiency, increase revenue collection, promote sustainable practices, and achieve cost-savings.
3. **Reliability** of Caltrain service as demonstrated by excellence in on-time performance, preventive and corrective maintenance, and customer service.
4. **Capacity** to deliver on special projects as needed.
5. **Stewardship** of the Caltrain system by advancing the agency's [mission and vision](#), with integrity, through impactful leadership including effective succession planning.
6. **Partnership** with a contractor who is proactively solving problems, mindful of controlling costs, and collaborative and communicative with Caltrain in providing the best customer experience possible.

*Proposed Goals:* The following goals represent the specific intended outcomes for the future procurement process and establishment of a successor contract.

1. Develop a modern, flexible contract that reflects Caltrain's core values, maintains the highest standard of service for our customers, and incorporates industry best practices and lessons learned.
2. Deliver safe, reliable, and excellent service at a fair cost, including an appropriate balance of performance, price, and risk-sharing.
3. Maintain the highest standards of safety by ensuring regulatory compliance over the contract term and continuing to build on a safety culture that emphasizes reporting, recognition, communication, training, and continuous improvement.
4. Maximize competition for the successor contract by adopting a future procurement strategy that is marketable and executable.
5. Ensure that any future handover process is safe, collaborative, and without impact to employees of Caltrain's current contract operator and Caltrain's customers by establishing realistic mobilization timeframes and providing necessary support.

Caltrain staff will return to the Board in the coming months to seek additional approval of (1) the commercial arrangement of the successor contract and (2) the evaluation criteria for scoring proposals.

### **Discussion**

The Peninsula Corridor Joint Powers Board (JPB) assumed responsibility for the operation of Caltrain service from Caltrans in 1992. Amtrak served as the JPB's contracted rail operator until May 2012. The JPB, at its September 2011 meeting, authorized the award of a new operating contract to TASI. The contract carried a five-year base term with the ability to execute five additional one-year options. In February 2017, the JPB exercised all five of the option years, extending the contract with TASI to June 2022.

At a 2019 Board Workshop, Caltrain staff obtained direction to explore a basis upon which the JPB could extend the TASI contract through successful completion of the Peninsula Corridor Electrification Project (PCEP) and transition to electrified service. This direction was based on the determination that it would be in the public interest of the JPB to eliminate the risks associated with the potential transfer of responsibilities carried out by TASI to a new operator until after PCEP had been completed and operated in revenue service for a reasonable period of time.

In a letter received in November 2019, the Federal Transit Administration provided its consent of the JPB pursuing an extension to the TASI agreement. In January 2021, the JPB extended TASI's contract for an additional five years through June 2027 to enable completion of PCEP construction and subsequent start-up of service in an electrified environment.

During the term of the current O&M Agreement, TASI has been responsible for all rail operations and maintenance of Caltrain's fleet and infrastructure to keep the system in a state of good repair. In addition, TASI has provided construction support for the capital program.



**Budget Impact**

There is no budget impact associated with this initial update regarding a future O&M Agreement. Pricing considerations, including tradeoffs associated with different potential commercial arrangements for the successor contract, will be the subject of a future presentation to the TOPS Committee. The project team will develop an independent cost estimate for the successor contract as part of the procurement development process.

Prepared By: Graham Rogers

Project Manager

2/13/2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Robert Barnard, Chief, Rail Design and Construction  
For: March 2025 JPB Board of Directors Meeting  
Subject: **Adopt the Updated Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project**

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

**Purpose and Recommended Action**

Staff recommends the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) adopt an Addendum to the Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project (Project) and direct staff to file a Notice of Declaration with the County Clerk and State Clearinghouse.

**Discussion**

The Board adopted a Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project (Project) (SCH No. 2020110323) (MND) in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §§21000 *et seq.*; 14 CCR §§15000 (CEQA Guidelines) as part of the Board’s approval of the Project in February 2021. Following the JPB’s approval of the Project and the filing of a Notice of Determination for the Project (NOD), the JPB prepared final project design plans and a Habitat Mitigation and Monitoring Plan (HMMP), obtained permits from regulatory agencies, and initiated construction in 2023.

Caltrain paused Project construction activities in 2024 after staff determined that modifications to the Project were necessary to complete the Project, including changes to the design and construction approach. Throughout 2024, the Project team collaborated internally and coordinated with resource agencies to develop a modified project description “Modified Project”. The Modified Project, as described in this staff report and attached Addendum, includes changes or refinements to the HMMP; Project construction duration and sequencing; Project construction limits; construction nighttime activities; construction site access, dewatering, and temporary use of sheet pile shoring; and potential use of impact hammers.

Pursuant to CEQA, when taking subsequent discretionary actions in furtherance of a project for which an MND has been adopted, the lead agency is required to review any changed circumstances or new information to determine whether any of the circumstances under Public Resources Code section 21166 and CEQA Guidelines section 15162 require additional

environmental review. JPB completed a review of the changed circumstances of the Modified Project and an evaluation for impacts.

The purpose of presenting this Addendum for adoption ahead of the future subsequent discretionary action is to allow staff to provide the CEQA document to CEQA responsible agencies, such as the California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board (RWQCB), and Santa Clara Valley Water District (Valley Water). These agencies may rely on JPB's CEQA document to support the issuance of amended permits for the Modified Project. Staff will seek approval from the TOPS Committee and the Board for the Modified Project in the Spring 2025.

The attached Addendum documents provide the JPB's consideration of the environmental effects associated with the Modified Project, including the changes described above. Under CEQA, once a negative declaration has been adopted for a project, no subsequent environmental impact report or negative declaration shall be prepared unless JPB, as the CEQA lead agency, determines that, based on substantial evidence, one of the qualifying criteria is met. (Pub. Resources Code, §21166; CEQA Guidelines, §15162(a). Based upon the information provided in Sections 3.0 and 4.0 of the Addendum, and as more fully detailed in Section 1.0 of the Addendum, the effects of the Modified Project would not meet the qualifying criteria. As such, an addendum is appropriate, and this Addendum was prepared to address the environmental impacts of the Modified Project (CEQA Guidelines §15164).

The CEQA Addendum is not required to be circulated for public review. The decision-making body (the Board) shall consider the Addendum with the MND prior to making a decision on the Modified Project. Once adopted, the addendum, along with the original MND, will be placed in the administrative record, and an NOD will be filed with the County Clerk and State Clearinghouse. Adoption of this Addendum does not commit JPB or equate to approval of the future subsequent discretionary action.

### **Budget Impact**

There is no impact on the budget.

Prepared By: Michael Tauchen      Deputy Director, Environmental Planning      02/12/2025

**Resolution No. 2025-**

**Board of Directors, Peninsula Corridor Joint Powers Board  
State of California**

\* \* \*

**Adopt Addendum to Mitigated Negative Declaration for Guadalupe River  
Bridge Replacement Project**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) owns the railroad right of way between San Francisco and San Jose and operates commuter rail service between San Francisco and Gilroy; and

**Whereas**, north of the Tamien Station, Caltrain operates trains on two independent, adjacent bridges over the Guadalupe River, the 1935 MT-1 bridge and 1990 MT-2 bridge, each carrying a single track; and

**Whereas**, the bridges are also used by Union Pacific Railroad freight service, Amtrak passenger service, and the Altamont Commuter Express and Capitol Corridor to reach the Tamien Yard; and

**Whereas**, the 1935 MT-1 bridge is structurally deficient, seismically vulnerable and has been damaged by multiple fires (most recently in November 2017) making it in need of immediate replacement; and

**Whereas**, the Guadalupe River channel in the vicinity of the MT-1 and MT-2 bridges exhibits geomorphic instability and erosion problems, resulting in multiple emergency repairs to address bank failures adjacent to the bridges following storm events; and

**Whereas**, widening the Guadalupe River channel and lengthening the southern end of MT-2 is required to address the geomorphic instability and risk it poses to the bridge structures; and

**Whereas**, the JPB prepared an Initial Study (IS) of the possible environmental effects of the Guadalupe River Bridge Replacement Project (Project); and

**Whereas**, the IS concluded that the Project's effects can be mitigated to the extent that the Project would not have a significant effect on the environment and therefore recommended that a Mitigated Negative Declaration (MND) be prepared by the JPB; and

**Whereas**, the JPB published a notice of availability of the Draft IS/MND in the Mercury News and El Observador newspapers and with the Governor's Office of Planning and Research State Clearinghouse, and invited comments thereon until December 21, 2020 and also received public comment on the Project at a virtual public information meeting on December 10, 2020; and

**Whereas**, the JPB received one written comment letter from a public agency (Caltrans) and one written comment letter from an individual (Larry Ames) during the comment period; and

**Whereas**, these comments were reviewed by staff and counsel, who concluded that none of the points raised in the comments required a change in the conclusion of the draft IS/MND; and

**Whereas**, on February 4, 2021, at a regularly scheduled meeting, the JPB Board adopted the MND (SCH No. 2020110323) in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §§21000 et seq.; 14 CCR §§15000 and approved the Project; and

**Whereas**, on February 11, 2021, the JPB filed a Notice of Determination with the County Clerk of Santa Clara County and the State Clearinghouse; and

**Whereas**, Project construction commenced in 2023; and

**Whereas**, all major construction was paused after 2023 when it was determined that project modifications would be necessary to complete the Project; and

**Whereas**, changes to the Project include changes or refinements to the HMMP; Project construction duration and sequencing; Project construction limits; construction nighttime activities; construction site access, dewatering, and temporary use of sheet pile shoring; and potential use of impact hammers (Modified Project).

**Now, Therefore, Be It Resolved** the Peninsula Corridor Joint Powers Board of Directors: hereby find that

1. Based on substantial evidence provided in the Addendum, the Modified Project would *not* meet any of the following criteria:
  - a. Substantial changes are proposed to the project that would require major revisions of the MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
  - b. Substantial changes occur with respect to the circumstances under which the project is being undertaken that would require major revisions of the previous environmental document in order to describe and analyze new significant environmental effects, or any changes that would cause a

substantial increase in the severity of the previously identified significant effects.

- c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was approved, shows any of the following:
  - i. The project would have one or more significant effects not discussed in the previous MND;
  - ii. Significant effects previously examined would be substantially more severe than shown in the previous MND;
  - iii. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative; or
  - iv. Mitigation measures or alternatives which are considerably different from those analyzed in the previous MND would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.
2. None of the other factors set forth in CEQA Guidelines §§ 15162(a)(3) are present; and

3. An Addendum is the appropriate CEQA document to evaluate the Modified Project in accordance with CEQA Guidelines §§ 15164(a), (b).).

**Be It Further Resolved**, the JPB Secretary is directed to file a Notice of Determination promptly with the County Clerk of Santa Clara County and the State Clearinghouse; and

**Be It Further Resolved**, the record of this action shall be maintained by the JPB Secretary at the JPB's offices at 1250 San Carlos Avenue in San Carlos, CA.

Regularly passed and adopted this 6<sup>th</sup> day of March 2025 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary



**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Dahlia Chazan, Chief of Planning  
For: March 2025 JPB Board of Directors Meeting  
Subject: **Receive Update on Active Grade Crossing Projects and Corridor Crossing Strategy**

Finance Committee Recommendation

Technology, Operations, Planning, and Safety Committee Recommendation

Advocacy and Major Projects Committee Recommendation

**Purpose and Recommended Action**

Staff are providing the Board with an update on all the current grade crossing improvement projects including enhancement (e.g., at-grade improvements) and elimination (e.g., closures or grade separations) projects along the Caltrain corridor. In addition, staff are providing an update on Corridor Crossings Strategy (CCS) activities, milestones, deliverables, and upcoming Board meetings. This report is provided for informational purposes only.

**Discussion**

This presentation is a follow-up to the previous Board update on the CCS in 2024. Staff are currently advancing eight crossing enhancement and 17 crossing elimination projects. The crossing enhancement projects are focused on improvements implemented at-grade such as intrusion technology, signing, pavement markers and markings, quad or exit gates, and lighting. These improvements are typically lower in cost, equal or less to \$10 million, and can be implemented within five to ten years. The elimination projects include improvements that remove or change the elevation or access to the crossing such as closures, vehicular grade separations, or bike/pedestrian crossings. These projects are larger in scale resulting in higher costs (\$50 million more) and have a longer delivery timeframe. The elimination projects are in varying stage of delivery with eight in planning, three in environmental, and five in design.

Over the last two years, staff have been collaborating with the corridor jurisdictions on two companion efforts:

- Development of a Corridor Crossings Delivery Guide. The guide provides a clear project delivery process for at-grade crossing elimination projects. The Corridor Crossings Delivery Guide was published in August 2024 on the Caltrain website (<https://www.caltrain.com/caltrain-corridor-crossings-delivery-guide>) as a response to the corridor jurisdictions wanting to better understand the process and roles/responsibilities of implementing grade separation and closure projects.

- The Corridor Crossings Investment Program – a comprehensive corridor-wide crossing program consisting of a coordinated set of activities and actions to strategically fund and deliver “small to large” rail crossings. The Corridor Crossings Investment Program is currently in development and the draft program including the prioritized list of projects will be presented at upcoming Board meetings.

**Budget Impact**

The project has no impact on the budget.

Prepared By: Dahlia Chazan

Chief of Planning

February 12, 2025

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Technology, Operations, Planning, and Safety (TOPS) Committee  
Through: Michelle Bouchard, Executive Director  
From: Mike Meader, Chief, Caltrain Safety  
For: March 2025 JPB Board of Directors Meeting  
Subject: **Receive Update on Caltrain Safety Performance for Quarter 1 of 2025**

Finance Committee Recommendation       Technology, Operations, Planning, and Safety Committee Recommendation       Advocacy and Major Projects Committee Recommendation

**Purpose and Recommended Action**

This item is for informational purposes only.

**Discussion**

This report and accompanying presentation are submitted to keep the Board advised as to the Safety Performance of Caltrain based upon measurement of Key Performance Indicators (KPIs or metrics). Caltrain is committed to providing a safe work environment for our employees and contractors, and safe and efficient train service for our customers. Caltrain is also committed to continuous improvement through the capture and analysis of KPIs. Regularly reviewing these metrics will enable staff to identify areas needing improvement and focus our activities to achieve improved safety performance.

Caltrain will provide quarterly safety reports to the board and will be sharing this same information with employees as we work to build a stronger Safety Culture consistent with our #1 Core Value – **Safety** – First and Always as well as our System Safety Program Plan (SSPP). These reports will include both lagging safety performance indicators reported to the Federal Railroad Administration (FRA) and leading safety performance indicators. While lagging indicators can alert you to a failure in your safety program or to the existence of a hazard, leading indicators allow an organization to take preventive action to address that failure or hazard before it turns into an incident.

**Budget Impact**

There is no impact on the budget associated with receiving this informational update. Caltrain's ability to further enhance its safety program is contingent on the availability of funding dedicated to that purpose.

Prepared By: Mike Meader

Chief, Caltrain Safety

February 13, 2025