



JPB Advocacy and Major Projects (AMP)
Committee Meeting of January 28, 2026

Supplemental Reading File

Subject

1. Receive Update on Diridon Station Program – Environmental Phase

Peninsula Corridor Joint Powers Board

Staff Report

To: JPB Advocacy and Major Projects (AMP) Committee
Through: Michelle Bouchard, Executive Director
From: Marian Lee, Caltrain Diridon Director
For: February 2026 JPB Board of Directors Meeting
Subject: **Receive Update on Diridon Station Program – Environmental Phase**

Purpose and Recommended Action

The purpose of this information report is to provide an update on the environmental phase of the Diridon Station Program as shown in the attachments. These documents were previously provided to the Diridon Station Steering Committee in December 2025.

This is an informational item that does not require any action.

Discussion

The Staff Memorandum and presentation attached provide an update on the Environmental Phase of the Diridon Station Program as presented to the Diridon Station Steering Committee in December 2025.

Attachments:

1. Staff Memorandum: Diridon Station Program – Environmental Phase Update
2. Presentation: Diridon Station Program – Environmental Phase Update

Budget Impact

There is no impact on the budget from receiving this update.

Prepared By: Marian Lee Caltrain Diridon Director 01/14/2026



Memorandum

TO: Diridon Station Steering Committee

FROM: Marian Lee, Caltrain Diridon Director

DATE: December 11, 2025

SUBJECT: Diridon Station Program – Environmental Phase Update

FOR INFORMATION

INTRODUCTION

This is an information item. This memo and presentation provide an update on the environmental phase of the Diridon Station Program which includes environmentally clearing the program at the state and federal levels of government.

DISCUSSION

Background

At the May 2025 Steering Committee meeting, the Diridon Station Program of projects was approved to advance to environmental review. The projects in the program are:

- At-Grade Station Project (platforms, tracks, historic station, concourse, plazas, bus facility, light rail station, and other effected improvements)
- Improvement projects beyond the station footprint:
 - West Virginia Street closure / New ped and bike undercrossing
 - Auzerais Avenue grade separation
 - San Carlos Street bridge replacement
 - Park Avenue reconfiguration
 - Stockton Avenue/The Alameda reconfiguration
 - Sound/Visual barriers at select crossings/locations to be determined (TBD)
 - Transit Oriented Development (TOD) TBD

Sound/Visual barriers will be an element of this program, but the exact location(s) and design are to be determined. TOD is being considered at select locations in the program area, but site identification and program are to be determined.

Environmental Consultant Team Procurement

Caltrain, as the owner of the station, is serving as the local lead agency for the environmental review. As such, Caltrain issued a Request for Proposals (RFP) to solicit for an environmental consultant team. A selection panel comprised of members from the partner agencies evaluated, scored, and ranked these proposals in accordance with the criteria outlined in the RFP. The panel determined that the highest ranked firm, ICF Jones & Stokes, Inc. of Reston, Virginia (ICF), possessed the requisite experience and qualifications required for the successful performance of the scope of services as defined in the solicitation documents.



The consultant contract has been executed. It is a 3-year contract with two 1-year extensions. The contract budget is ~\$21,000,000.

About ICF

ICF was founded in 1969 and merged with California-based Jones & Stokes in 2008. Today, ICF employs 9,000 people in 50 offices globally. ICF has led environmental processes for notable projects such as the Caltrain Electrification Environmental Impact Report (EIR), California High-Speed Rail segments from San Francisco to San Jose and San Jose to Merced, and VTA/BART Silicon Valley Phase II. They have also collaborated with several Bay Area transit agencies, including Capital Corridor, SJRRC, SJPPA, SMART, SCVTA, Golden Gate Transit, SamTrans, and SFMTA.

The ICF team is led by Rich Walter and Shilpa Trisal. The key subconsultants are Foster + Partners, Page & Turnbull, Mott MacDonald, Wilson Ihrig, and Winter. The Consultant team brings a robust set of experience in environmental planning, cultural resources, architectural design and visual simulations, built resources, engineering and design, noise and vibration, and community outreach.

Environmental Review Scope, Budget and Schedule

The scope of work breaks down into two main categories with up to one and one-half years for technical work and up to an additional three years to complete the NEPA/CEQA (National Environmental Policy Act/California Environmental Quality Act) environmental review process.

There is substantive technical work to be completed to inform the program description needed for environmental review. The station project is already at 10% design. However, an alternatives analysis as required by law and additional targeted engineering work related to environmentally sensitive areas will need to be completed. Additionally, for the projects outside of the station footprint (auto bridge replacement, grade separation, etc.) 10% design will need to be prepared as well as alternatives analysis and targeted community engagement.

The NEPA/CEQA effort includes a formal kick-off with issuance of the NOI/NOP (Notice of Intent / Notice of Preparation), technical studies, and production of administrative draft, draft and final documents. Please see Attachment A for full scope of work and budget breakdown by task and Attachment B for schedule. The schedule shows clarity about where tasks are able to overlap assisting with administrative efficiencies and those requiring sequencing.

Schedule Reduction Strategies

The Steering Committee directed the program team to find ways to expedite this process and reduce the timeframe for environmental review. Strategies that have been identified and are being pursued include:

- Hiring the Program Director and reorganizing the team to gain efficiencies in program administration
- Enhancing the consultant bench with particular expertise for technical work
- Obtaining CEQA exemption
- Utilizing NEPA streamlining opportunities

Hiring of the Program Director is currently progressing. Initial rounds of interviews have been



conducted. Additional rounds with the executive panel as well as a subcommittee of the Steering Committee are to be scheduled. The target for hiring is early 2026.

Enhancing the consultant bench with particular expertise for technical work is being explored. There is potential to expedite additional engineering work by supplementing the ICF team with engineering expertise in the areas of City of San Jose public right-of-way design.

For obtaining CEQA exemption, additional policy and advocacy work will be required. Currently, the Diridon Program does not benefit from the recent CEQA exemption bills:

- **SB 131: Exemption for High-Speed Rail Stations** does not apply to the Diridon Program due to “Natural and Protected Lands” present at the Diridon Station (Historic Station Building Covenant and the Los Gatos Creek/Wetlands).
- **SB 71: Exemptions for Light Rail or Passenger Rail Service** does not apply to the Diridon Program because the Diridon Program is not completely within the public right-of-way. Additionally, compliance with rail vehicle emissions will need to be confirmed.
- **SB 79, SB 92, and AB 130: Exemptions for Housing** are only relevant to housing TOD if included and does not apply to the overall Diridon Program.

Related to NEPA streamlining, in July 2025, the United States Department of Transportation (USDOT) issued new regulations and procedures pertaining to NEPA. While guidance on several key issues is still forthcoming from the USDOT, the U.S. Supreme Court's ruling in the *Seven County Infrastructure* case has affirmed that federal agencies have substantial discretion in determining the evaluations approach and project limits under NEPA. The industry believes that, with the current federal administration, there are opportunities to streamline the NEPA process. However, the project team will need to better understand what can be streamlined and the potential associated risks knowing that our program will most likely be subject to a federal administration change in three years.

NEXT STEPS

Caltrain will continue to pursue all strategies described to accelerate the overall schedule while carrying out the technical and environmental scope of work described. Key strategies and milestones will be developed and presented to the Steering Committee for discussion and guidance.



Attachment A Work Scope and Budget by Task

Task 1: Project Management and Administration (\$2,090,000)

- Hold regular/as-needed meetings with environmental, engineering and design, and outreach staff
- Provide work management plan including a detailed project schedule compliant with NEPA statutory limits
- Develop document control plan

Task 2: Project Kick-Off Meetings/Finalize Work Plan and Schedule (\$207,370)

- Preparation for and participation in project kick-off meeting
- Up to three visits to the project area
- Finalized Workplan and Project Schedule

Task 3: Alternatives Analysis (AA) Summary (\$481,355)

- Utilize the completed Business Case to document the Alternatives Analysis (AA) process and its outcomes
- Prepare an annotated outline of the AA summary report

Task 4: Finalize Project Description and Action (\$185,412)

- Develop draft and final project description along with the purpose and need to be used for the environmental document
- Develop a map of the maximum project footprint
- Develop Area of Potential Effect (APE) under Section 106 for cultural resources consultation
- Provide a memo with a map detailing the study area for all technical areas to be analyzed
- Prepare the Notice of Preparation (NOP) of the draft EIR and the Notice of Intent (NOI) to prepare the EIS
- Collaborate with FTA/FTA regional staff to produce a coordination plan for the NEPA EIS

Task 5: Public Participation/Engagement, Public Meetings, and JPB Involvement (\$653,773)

- Draft an environmental public outreach plan
- Convene two scoping meetings during the 30-day scoping period
- Provide scoping meetings summary report and tracking database for outreach
- Draft EIS/EIR comment summary report (draft and final)
- Assist with the tribal consultation plan including documenting all communications
- Identify any regulatory permits required for project in a preliminary environmental permitting plan

Task 6: Engineering and Design Services to Support Environmental Work (\$10,944,162)

- Developing approximately 10% conceptual engineering studies and drawings for project features to be provided in a draft and final Conceptual Design Report with one set of comments/revisions
- Hold up to 12 design coordination meetings with partner agencies

Task 7: Prepare Supporting Methodologies/Technical Studies/Reports (\$2,481,288)

- Prepare methodology memoranda laying out the study area, significance thresholds, and methodology for conducting NEPA/CEQA analysis.
- Prepare technical reports that comply with applicable NEPA and/or CEQA requirements for the following resource areas:
 - Air Quality/MPO Conformity/ Greenhouse Gas/Health Risk Assessments (and Modeling) Technical Report
 - Biological Resources Assessment, Wetland Report, and Arborist's Report
 - Community Impact/Socioeconomics Technical Report (including Land Use/Zoning/Acquisitions Required; Economics; Social Resources, Community Facilities and Neighborhoods; Public Services; and Parks and Recreational Resources.)
 - Cultural Resources–Historic Architecture Study Report/Historic Resources Evaluation/ SHPO Consultation
 - Cultural Resources–Archaeological Study Report
 - Cultural Resources–Tribal Cultural Resources Technical Report
 - EMF/EMI Technical Memorandum



- Energy Technical Report
- Geology, Soils, and Seismicity Technical Report
- Hazardous Materials Technical Report
- Hydrology and Water Quality Report, including Floodplains
- Noise and Vibration Technical Report
- Section 4(f) of the Department of Transportation Act of 1966 (23 U.S.C. 138 and 49 U.S.C. 303)/6(f) of the Federal Land and Water Conservation Fund (LWCF) Act Technical Report
- Transportation/Traffic/Circulation/VMT Technical Report
- Visual Impact Assessment Report/Visual Simulations
- Analyze the following topics to be included in the environmental document: paleontological resources, public services and utilities, and safety/security
- All technical reports will include the following deliverables:
 - First draft technical report for JPB review
 - Second draft technical report for JPB change confirmation and legal review
 - Third draft technical report for partner agencies review
 - Fourth draft for federal agency review
 - Final technical report for incorporation by reference into the draft EIS/EIR

Task 8: Prepare Draft Joint EIS/EIR Documents (\$723,859)

- Provide an annotated outline of the EIS/EIR
- Provide draft style guide, nomenclature list, and map template complying with the federal and state American with Disabilities Act (ADA) requirements
- The draft EIS/EIR will include the following deliverables:
 - First administrative draft EIS/EIR and executive summary for JPB review
 - Second administrative draft EIS/EIR and executive summary for JPB change confirmation and legal review
 - Third administrative draft EIS/EIR and executive summary for partner agencies review
 - Fourth administrative draft EIS/EIR and executive summary for federal agency review
 - Public draft EIS/EIR and executive summary for publication
- Draft a Notice of Availability (NOA) of a draft EIS/EIR, notice of completion (NOC), and other required forms for the State Clearinghouse, the Federal Register, and public notice for publication in local newspapers.
- Responsible for submitting the NOA, NOC, and draft EIS/EIR to the State Clearinghouse and the Santa Clara County Clerk

Task 9: Final EIS/EIR and Response to Comments (\$1,032,291)

- Provide response to comments in a tabular format organized by commenter and issue/resource topic
- The final EIS/EIR will include the following deliverables:
 - First administrative final EIS/EIR and executive summary for JPB review
 - Second administrative final EIS/EIR and executive summary for JPB change confirmation and legal review
 - Third administrative final EIS/EIR and executive summary for partner agencies review
 - Fourth administrative final EIS/EIR and executive summary for federal agency review
 - Final EIS/EIR and executive summary for publication
- Draft an NOA of the final EIS/EIR, NOC, other required forms for the State Clearinghouse and Federal Register, and a public notice for publication in local newspapers.
- Provide draft and final CEQA findings and statement of overriding considerations
- Prepare the Mitigation Monitoring and Reporting Program (MMRP) in a tabular format
- Preparation and filing of the notice of determination (NOD)

Contingency/Escalation (\$2,301,846)

Attachment B Schedule and Milestones

Task	Key Deliverables	2025			2026			2027			2028			2029				
		Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Notice to Proceed	NTP		☆															
Project Kickoff, Strategy, Controls	Work Management Plan			■														
AA Summary	Draft and Final AA Summary				■					☆								
Project Description	Project Description						■		☆									
Outreach Planning	Engagement and Coordination Plans		■															
Project Definition	Conceptual Engineering								☆									
	Concept Design Report									☆								
Technical Studies	Technical Studies							■		☆								
	Consultation with SHPO									■			☆					
Draft EIS/EIR	Scoping									☆								
	Draft NEPA/CEQA Document									■			☆					
Final EIS/EIR	Final NEPA/CEQA Document												■				☆	
	Key Milestone		☆															



Environmental Phase Program Update

December 11, 2025



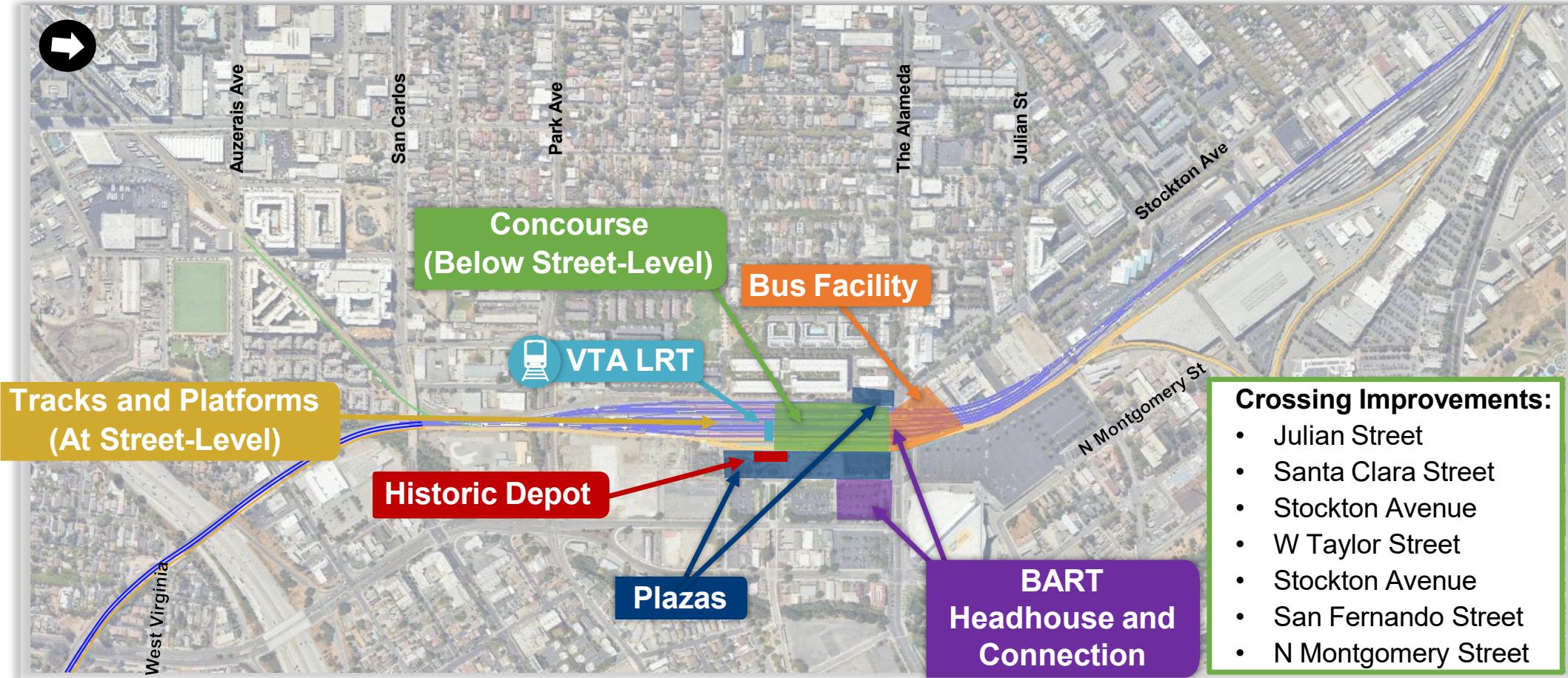


May 2025 Steering Committee Approval



- FY2025-2028 project budget (\$41M)
- State and Federal environmental review of Diridon Program
- Caltrain as owner of station serve as local lead agency for environmental review
- Discussion to expedite estimated 3 - 4 year timeframe

At Grade Station Project Elements



Diridon Program of Projects



Program Elements

1. San Carlos Auto Bridge Replacement
2. Ped and Bike Undercrossing W Virginia (incl. Bird/Fuller improvements)
3. Full Grade Separation Auzerais
4. Narrow Park Avenue
5. Reconfigure Stockton/Alameda
6. Noise / Sound Barriers (location TBD)
(Note: TOD Assessment)



Caltrain Solicitation Process



- Caltrain Request for Proposal (RFP)
- Selection Committee comprised of Partner Agencies
- Unanimous selection of **ICF Jones & Stokes, Inc.**
- Approved by Caltrain Board



Provide a safe, reliable, and sustainable modern rail system to the San Francisco Bay Area region

PRE-PROPOSAL MEETING
RFP 25-J-P-061
ENVIRONMENTAL SERVICES FOR DIRIDON
STATION REDEVELOPMENT PROJECT

About ICF Jones & Stokes, Inc. (ICF)



- ICF Founded in 1969
- Merged with California-based Jones & Stokes in 2008
- 9,000 employees in 50 world-wide offices
- Project Manager and Deputy Project Manager are both based in the Bay Area
- Most of the technical staff for this project are based in California with many based on Northern California
- ICF was consultant environmental lead for the Peninsula Corridor Electrification Project, the High-Speed Rail San Francisco to San Jose and San Jose to Merced project segments, and BART Silicon Valley Phase II projects and has also worked with Capitol Corridor, SJRRC, SJPPA, SMART, SCVTA, Golden Gate Transit, SamTrans, and SFMTA.

ICF Consultant Team



Rich Walter
Contract Manager



Shilpa Trisal
Environmental Lead



Maggie Townsley
QA/QC Lead



Susan Lassell
Cultural Resources Lead



Angus Campbell
(Foster + Partners)
Architectural Design
and Visual Simulations



**Jen Hembree (Page
& Turnbull)**
Built Resources



Stephen Marsh
(Mott MacDonald)
Engineering and
Design Lead



Deborah Jue
(Wilson Ihrig)
Noise and Vibration



Corinne Winter
(Winter)
Outreach Lead



Expertise in Environmental Planning, Cultural Resources, Architectural Design and Visual Simulations,
Built Resources, Engineering and Design, Noise and Vibration, and Community Outreach



Parameters



- Process CEQA/NEPA combined
- Environmentally clear all projects in the Diridon Program
- Three-year contract plus two 1-year extensions
- Budget: \$21.1M

Schedule



- Strategies needed to reduce timeframe
- Up to 1.5 years for technical work
 - Station at 10% design – additional engineering work in targeted areas
 - Other projects outside of station need 10% design, community engagement
 - Alternatives to reduce environmental impacts
- Up to 3 years for CEQA/NEPA environmental review

Schedule



Task	Key Deliverables	2025				2026				2027				2028				2029			
		Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Notice to Proceed	NTP	☆																			
Project Kickoff, Strategy, Controls	Work Management Plan		████																		
AA Summary	Draft and Final AA Summary		████							☆											
Project Description	Project Description					████		☆													
Outreach Planning	Engagement and Coordination Plans		████																		
Project Definition	Conceptual Engineering		████	████	████	████		☆													
	Concept Design Report								████	☆											
Technical Studies	Technical Studies						████		████	☆											
	Consultation with SHPO		████	████	████	████			████		████		████	☆							
Draft EIS/EIR	Scoping								████												
	Draft NEPA/CEQA Document								████		████		████	☆							
Final EIS/EIR	Final NEPA/CEQA Document												████			☆					
	Key Milestone	☆																			

Schedule Reduction Strategies



- Program Director hire / reorganization efficiencies
- Enhance consultant bench (specialize teams) for technical work
- CEQA streamlining bills
- Opportunities with recent changes in NEPA

CEQA Bills



SB 131 Exemption for High-Speed Rail Stations

- Exemption does not apply to projects that impact “Natural and Protected Lands”
- Historic station covenant / conservation easement, Los Gatos Creek

SB 71 Exemptions of Light Rail or Passenger Rail service

- Exemption does not apply to projects that require property outside of existing public rights of way
- Confirm rail vehicle emissions compliance

SB 79, 92, and 130 Housing related

- Applies to TOD housing elements only

Recent Changes in NEPA



- USDOT issues new NEPA regulations and procedures in July 2025
- Guidance on key issues still forthcoming from USDOT
- U.S. Supreme Court decision in *Seven County Infrastructure* case – federal agencies have considerable discretion in determining evaluation approach and limits.
- Emphasis on timing – max 2 years for an EIS and 1 year for an EA

Next Steps



- Hire Program Director and reorganize
- Enhance technical consultant bench / accelerate program technical work
- Develop strategy for CEQA bill constraints
- Further assess NEPA approach

ATTACHMENT 2

