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MICHELLE BOUCHARD  
EXECUTIVE DIRECTOR

# AGENDA

## Peninsula Corridor Joint Powers Board

### Board of Directors Meeting

August 06, 2026, 9:00 am

Public Hearing Room, 5th Floor  
166 North Rollins Road, Millbrae, CA 94030

Members of the public may attend in person at the noticed location(s) or participate remotely via Zoom at <https://us02web.zoom.us/j/86449951709?pwd=kW9KjaursJbQibDV7B3JSrXl17okbi.1> or by entering Webinar ID: **864 4995 1709**, Passcode: **884563** in the Zoom app for audio/visual capability or by calling 1-669-900-6833 (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>

**Public Comments:** Written public comments may be emailed to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

Oral 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 one minute for Public Comment for Items Not on the Agenda, Informational Items, and the Consent Calendar, and limited to two minutes for Motion or Resolution items. 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.

**August 06, 2026 - Thursday**

**9:00 am**

*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. Request to Change Order of Business
  5. Public Comment for Items Not on the Agenda  
Comments by each individual speaker shall be limited to one (1) minute. Items raised that require a response will be deferred for staff reply.
  6. Report of the Executive Director Informational
  7. Consent Calendar
    - 7.a. Approval of Meeting Minutes for June 4, 2026 Motion
    - 7.b. Appointment of the Citizens Advisory Committee Representatives for Santa Clara County Motion
    - 7.c. Appointment of the Citizens Advisory Committee Representatives for San Francisco County Motion
- Approved by the Technology, Operations, Planning, and Safety (TOPS) Committee**
- 7.d. Renew Findings Regarding Remote Participation by Subsidiary Bodies of the Peninsula Corridor Joint Powers Board Resolution
  - 7.e. Approve Hick's Creek Mitigation Project Cooperative Agreement with Midpeninsula Regional Open Space District and Adopt the Third Addendum to the Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project Resolution
  - 7.f. Authorize Amendment to the RSE Corporation Contract for the South Linden Avenue and Scott Street Grade Separation Project\* Resolution

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

- |                                                                                                                                                                                                                                                                                         |               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 8. Approve and Ratify Fiscal Year 2027 Joint Powers Board Insurance Program*                                                                                                                                                                                                            | Resolution    |
| 9. Amend and Increase the Fiscal Year 2027 Capital Budget from \$23,026,000 to \$33,712,000                                                                                                                                                                                             | Resolution    |
| 10. Adopt Proposed Amendments to Peninsula Corridor Joint Powers Board Committee Charter, Code of Conduct for Public Meetings, and Citizens Advisory Committee Bylaws and Charter                                                                                                       | Resolution    |
| 11. Receive State and Federal Legislative Update and Consider Position on Legislation - Senate Bill (SB) 741 (Blakespear)                                                                                                                                                               | Motion        |
| 12. Receive Update on Diridon Station Program Enabling Legislation                                                                                                                                                                                                                      | Informational |
| 13. Reports                                                                                                                                                                                                                                                                             |               |
| 13.a. Report of the Chair                                                                                                                                                                                                                                                               | Informational |
| 13.b. Report of the Citizens Advisory Committee                                                                                                                                                                                                                                         | Informational |
| 13.c. Report of the Local Policy Maker Group (LPMG)                                                                                                                                                                                                                                     | Informational |
| 13.d. Report of the Transbay Joint Powers Authority (TJPA)                                                                                                                                                                                                                              | Informational |
| 14. Board Member Requests                                                                                                                                                                                                                                                               |               |
| 15. Correspondence                                                                                                                                                                                                                                                                      |               |
| 16. Date / Time / Location of Next Regular Meeting: Thursday, September 3, 2026 at 9:00 am.<br>The meeting will be accessible via Zoom and in person at the San Mateo County Transit District Headquarters, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030. |               |
| 17. Adjournment                                                                                                                                                                                                                                                                         |               |

## 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 of Directors: 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 as per the information provided at the top of the agenda. 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. Written public comments may be emailed to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com) or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.caltrain.com/about-caltrain/meetings>.

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### **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, 166 North Rollins Road, Millbrae, CA 94030; 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 166 North Rollins Road, Millbrae, CA 94030, 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.





# Executive Director's Monthly Report: July 2026

Executive Director Michelle Bouchard

*Report prepared for August Board meeting; data current through June 2026.*



# Who We Are and What We Do

Item #6.  
8/5/2025

**Caltrain's Mission:** Caltrain is a customer-focused rail system offering safe, reliable, accessible, and sustainable transportation service that enhances quality of life for all.

**Caltrain's Vision:** To be a vital link in the statewide rail network by improving connectivity to other transit systems, contributing to the region's economic vitality, and partnering with local communities to ensure that diverse constituencies receive a world-class travel experience.

## Caltrain's Core Values:

- **Safety** – First and Always.
- **Excellence** – In all that we do as a team.
- **Resilience** – Adapt to changing conditions and seize opportunities.
- **Integrity** – Stewards of public trust always doing what is right.
- **Equity and Inclusion** – Welcoming all makes a stronger Caltrain.
- **Sustainability** – Responsible today for the sake of tomorrow.





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# Safety Updates – Injuries and Accidents

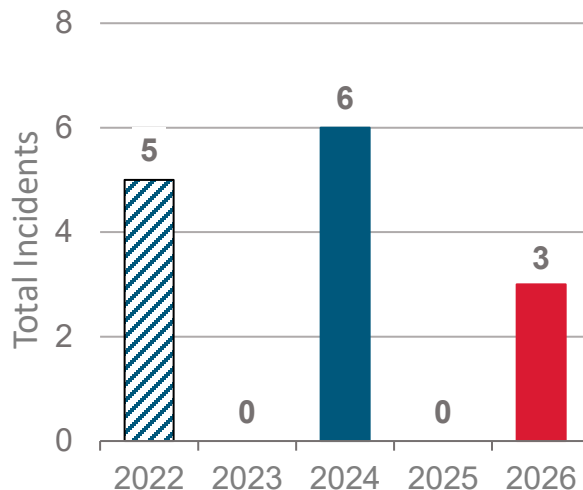
## Reportable Injury Trends



Reportable Injury Rates (RIR) are based on the number of railroad worker on duty injuries and illnesses per 200,000 employee-hours annually (equivalent of 100 full time employees). The national average RIR is 3.0 across all industries, per the U.S. Bureau of Labor Statistics. Caltrain's cumulative RIR for calendar year 2026 is 0.87.

Strains, contusions, and lacerations constitute the majority (83%) of reportable injuries for Caltrain's operators.

## Reportable Rail Equipment Incidents



Reportable railroad accidents/incidents are divided into three groups: (1) Highway-Rail Grade Crossing; (2) Derailment; and (3) Other Incidents.

Reportable Rail Equipment Incidents from recent years peaked at 6 in 2024. There were no reportable incidents in 2023 or 2025; there have been 3 reportable incidents so far in 2026.

## Days without a Reportable Injury as of 7/1/2026

| Department               | Days Without Injury | Date of Last Injury |
|--------------------------|---------------------|---------------------|
| Dispatch                 | 2,226               | 5/27/2020           |
| Operations               | 141                 | 2/10/2026           |
| Maintenance of Equipment | 37                  | 5/25/2026           |
| Maintenance of Way       | 338                 | 7/28/2025           |
| Other                    | 2,226               | 5/27/2020           |





# **Safety Culture Engagement Efforts**

## **Ongoing Safety Culture Efforts**

- The Safety Champion program continues to help create safety messaging, encourage safety concern reporting, model safe behaviors, and obtain feedback from peers. Safety Champions are moving forward with high impact projects to advance a strong culture of Safety.
- Chief Safety Officer issues regular correspondence to Caltrain employees about the importance of continuing to put Safety First and Always. Ongoing topics covered include "Why Safety is Important to Me" and safety roadshows. Caltrain held a Safety and Quality Roadshow June 24 at BCCF (San Jose) for field employees and July 29th at Menlo Park.
- Caltrain continues a "Safety Leaders of the Quarter" recognition program to acknowledge and celebrate employees who are actively contributing to a positive safety culture. A new group of Safety Leaders (9th cohort) will be recognized at the next quarterly All Hands meetings.
- Caltrain staff significantly expanded the Rail Safety section of the agency's intranet including links to key resources such as the hazard reporting log.

## **Recent Engagement Activities**

- Additional Summer Safety Week 2026 "Summer Spike" occurred during the week of July 26th. The 5-day event consisted of one engagement topic each day. TASI management engaged with over 1200 employees during this safety event.

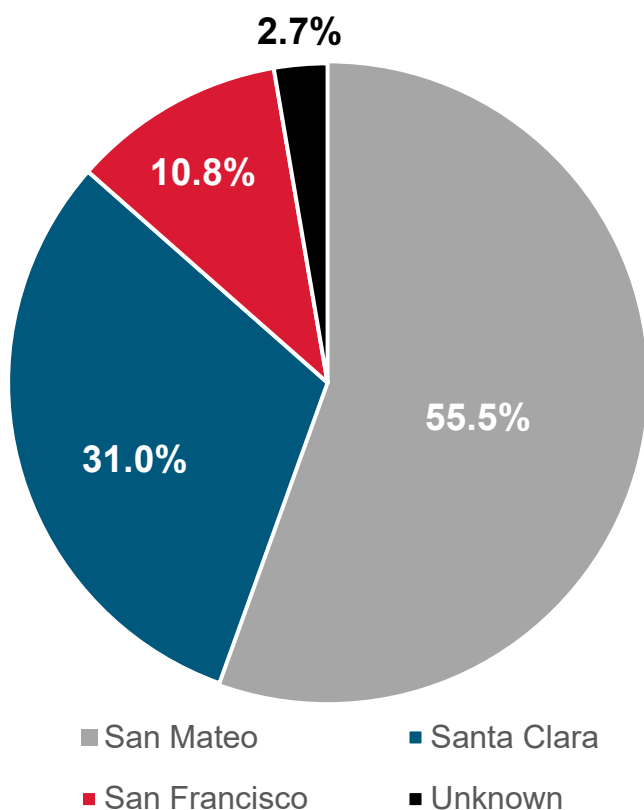




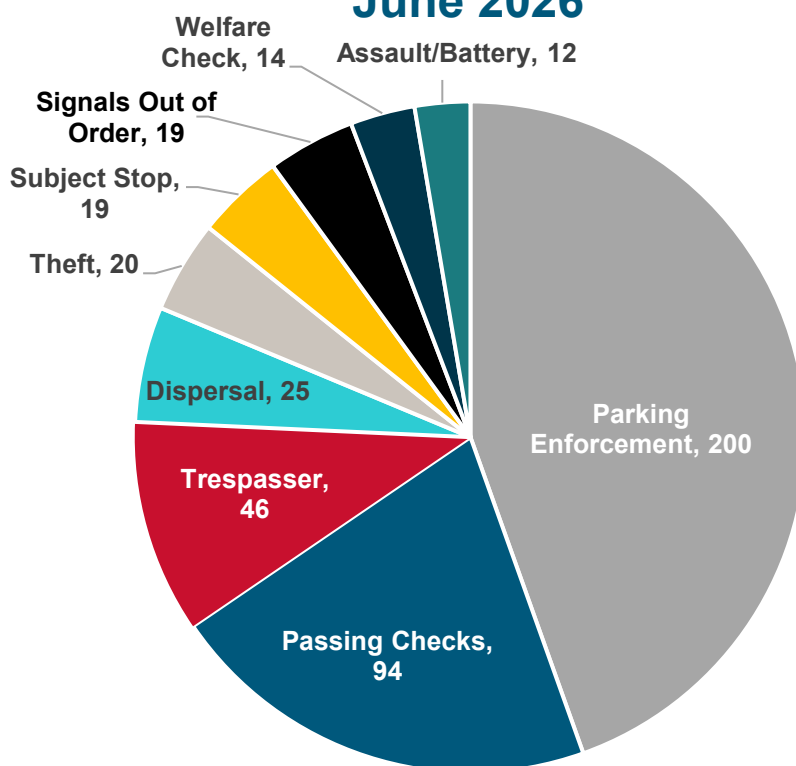
## Security Update

The San Mateo County Sheriff's Office Transit Police Bureau is Caltrain's contracted law enforcement provider. The bureau is responsible for policing all Caltrain rail equipment, stations, rights-of-way and facilities throughout San Francisco, San Mateo, and Santa Clara counties.

### Calls for Service by County June 2026



### Number of Calls by Category June 2026



### June 2026 Service Call Data

Overall Average Response Time: **26:18**

Average Response Time for **Priority 1** Calls\*: **19:53**

Average Response Time for **Priority 2** Calls\*\*: **26:33**

\*Priority 1 Calls: *In Progress – Crimes Against Persons*

\*\*Priority 2 Calls: *Just Occurred – Crimes Against Persons/In-Progress Property Crimes*

Footnote 1: Total calls for service totaled 571 in May across 17 categories.

The pie chart shows the top 9 categories representing 449 calls or 79% of the total.

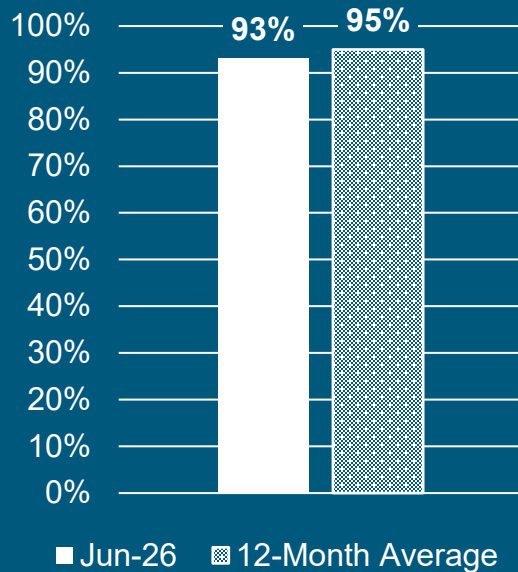




## Performance at a Glance

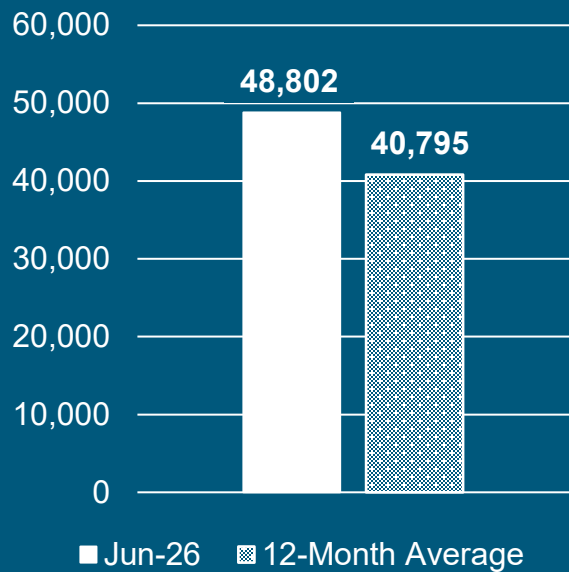
### On-Time Performance

Percentage of trains arriving within six minutes of the scheduled time



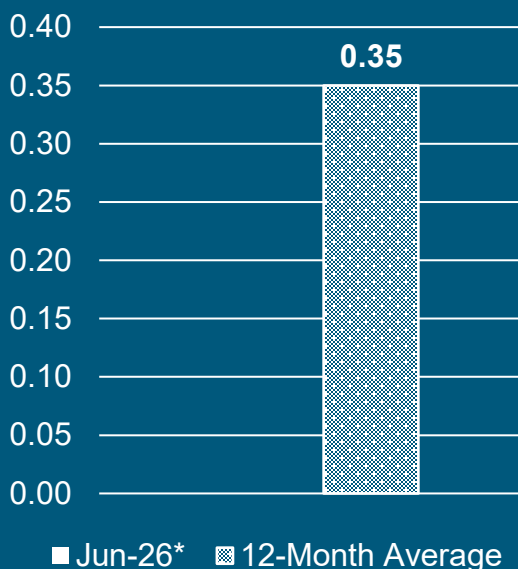
### Average Daily Ridership

Average estimated weekday ridership



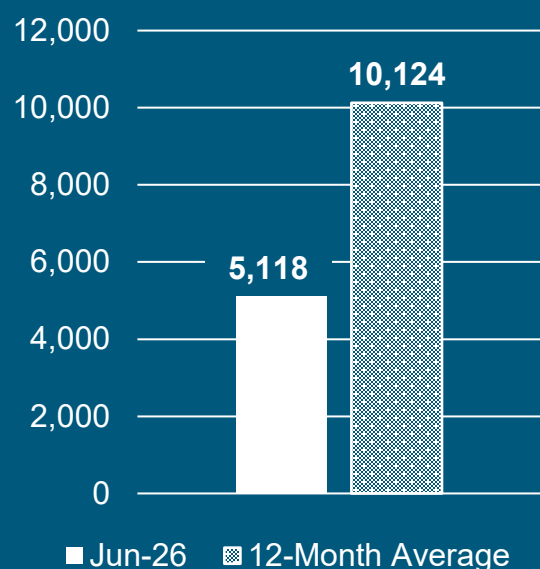
### Farebox Recovery Ratio

Ratio of fare revenue to operating costs



### Mean Distance Between Failures

Average miles travelled by locomotives before maintenance/repair is required

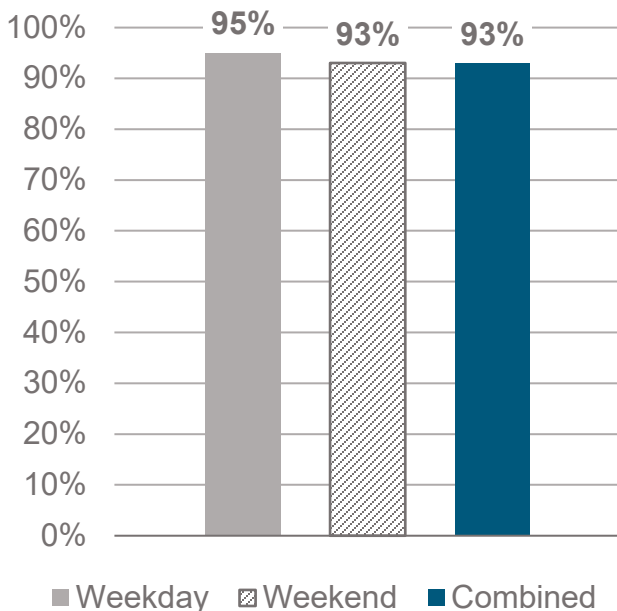


\*Farebox Recovery Ratio information is temporarily unavailable due to Fiscal Year End Close. Metric to be updated next month.



## On-Time Performance

### Performance This Month (Jun-26)

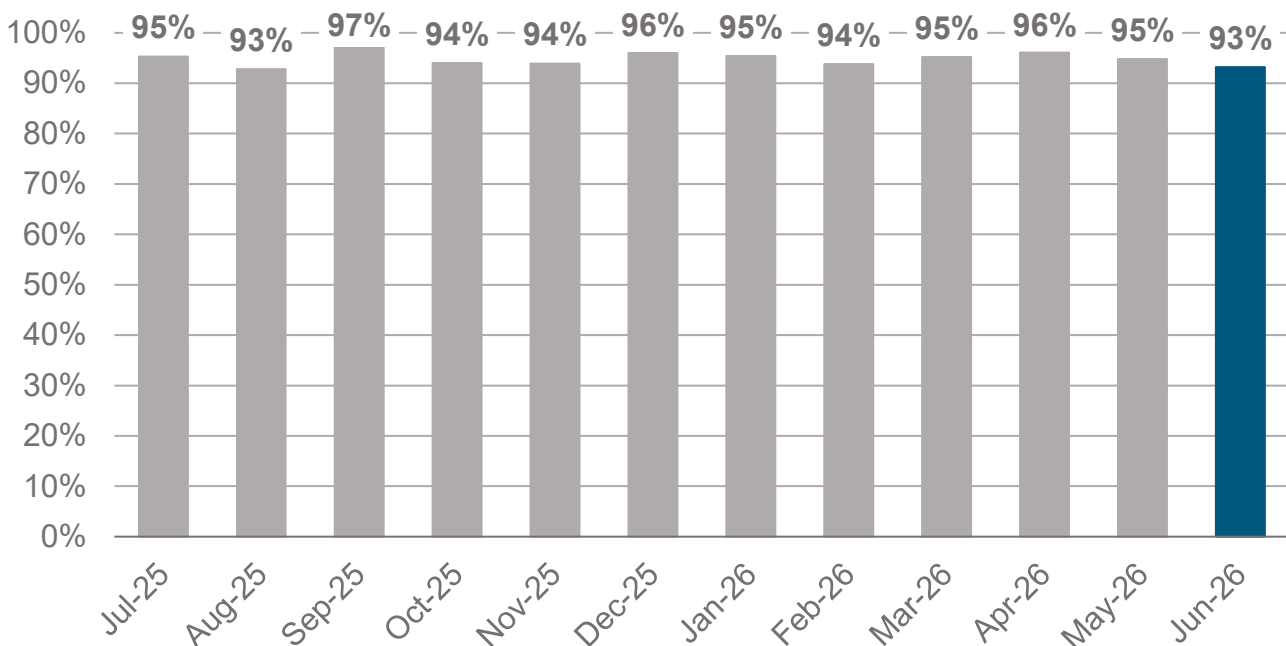


Trains are considered on-time if they arrive within less than six minutes of the scheduled arrival time at end-line locations (i.e. San Francisco, San Jose Diridon, and Gilroy).

The on-time performance (OTP) goal for Caltrain is 95%. Combined OTP for the month of June was 93.2%; trains arriving within 10 minutes of scheduled time was 97.1%.

Note that Weekend OTP includes holidays.

### Monthly On-Time Performance in the Past Year







## Delays and Cancellations

Apr-26

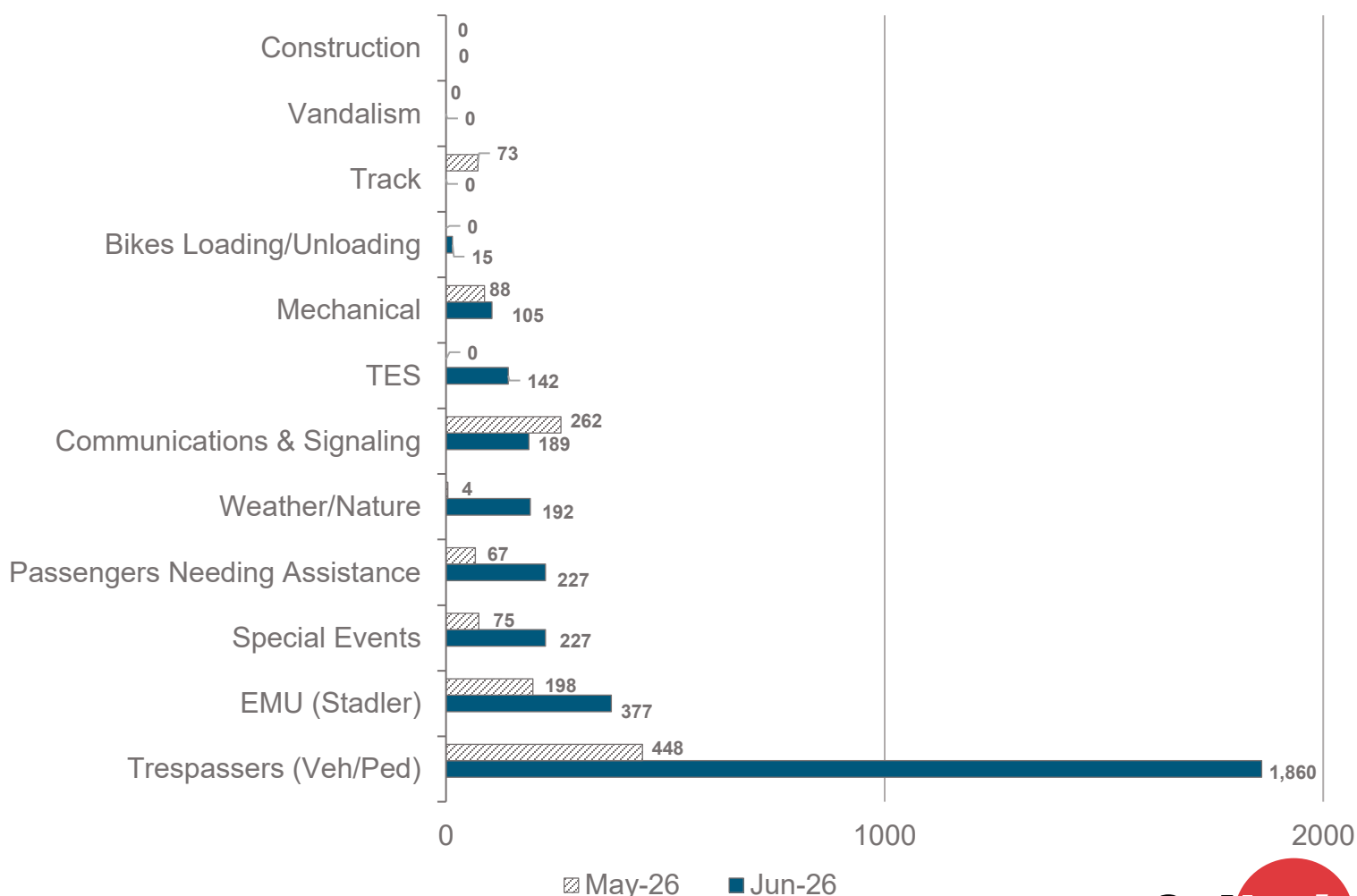
May-26

Jun-26

|                                             |     |     |     |
|---------------------------------------------|-----|-----|-----|
| <b>Number of Late Trains</b>                | 116 | 155 | 204 |
| <b>Average Minutes Late for Late Trains</b> | 14  | 15  | 18  |
| <b>Number of Cancelled Trains</b>           | 2   | 7   | 15  |

Trains are considered late if they arrive at their end-line destination six minutes or more after the scheduled time. Average Minutes Late represents the average difference in actual arrival time from the scheduled arrival time for late trains. Cancelled Trains includes trains forced to terminate mid-run as well as those that are annulled before they begin to operate.

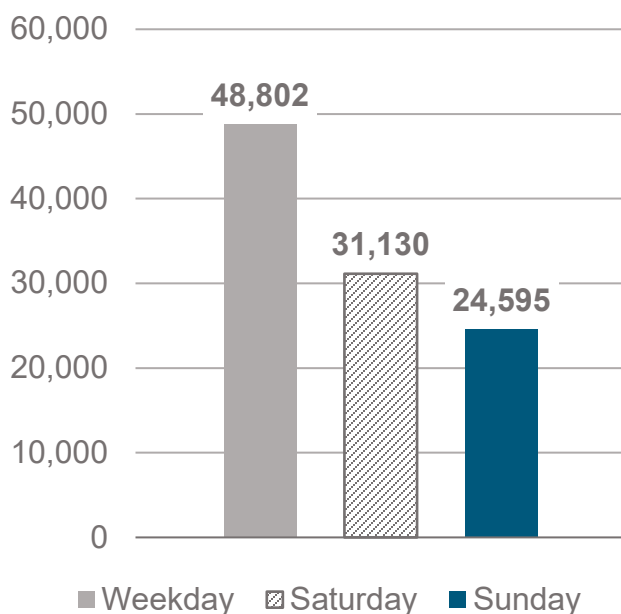
### Reasons for Train Delays, by Minutes of Delay





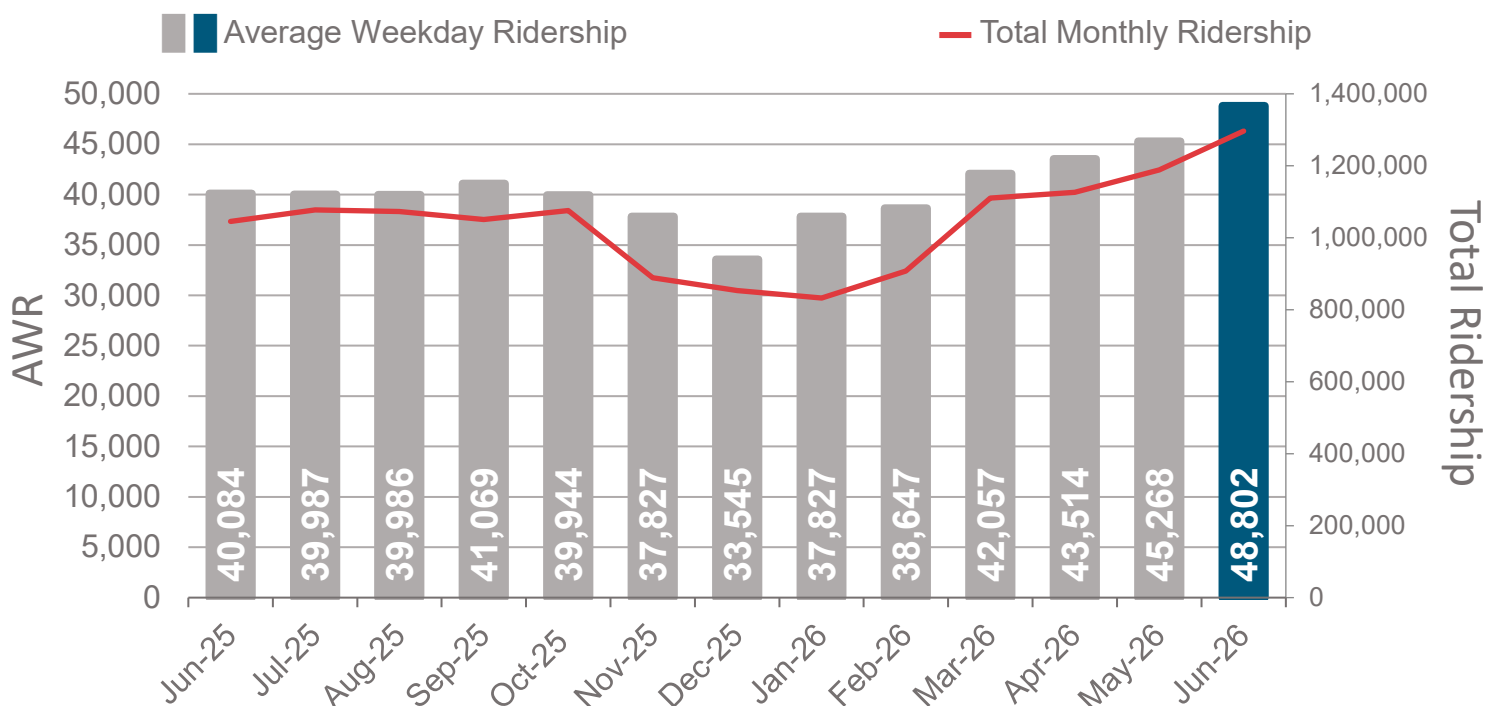
# Ridership and Revenue

## Average Daily Ridership (Jun-26)



Average weekday ridership (AWR) increased by approximately 23% percent compared to March of last year as riders continue to return to the Caltrain system for increased work and leisure travel.

## Ridership in the Past Year



Since DECEMBER 2023, Caltrain's ridership estimation model relies solely on fare media sales data.

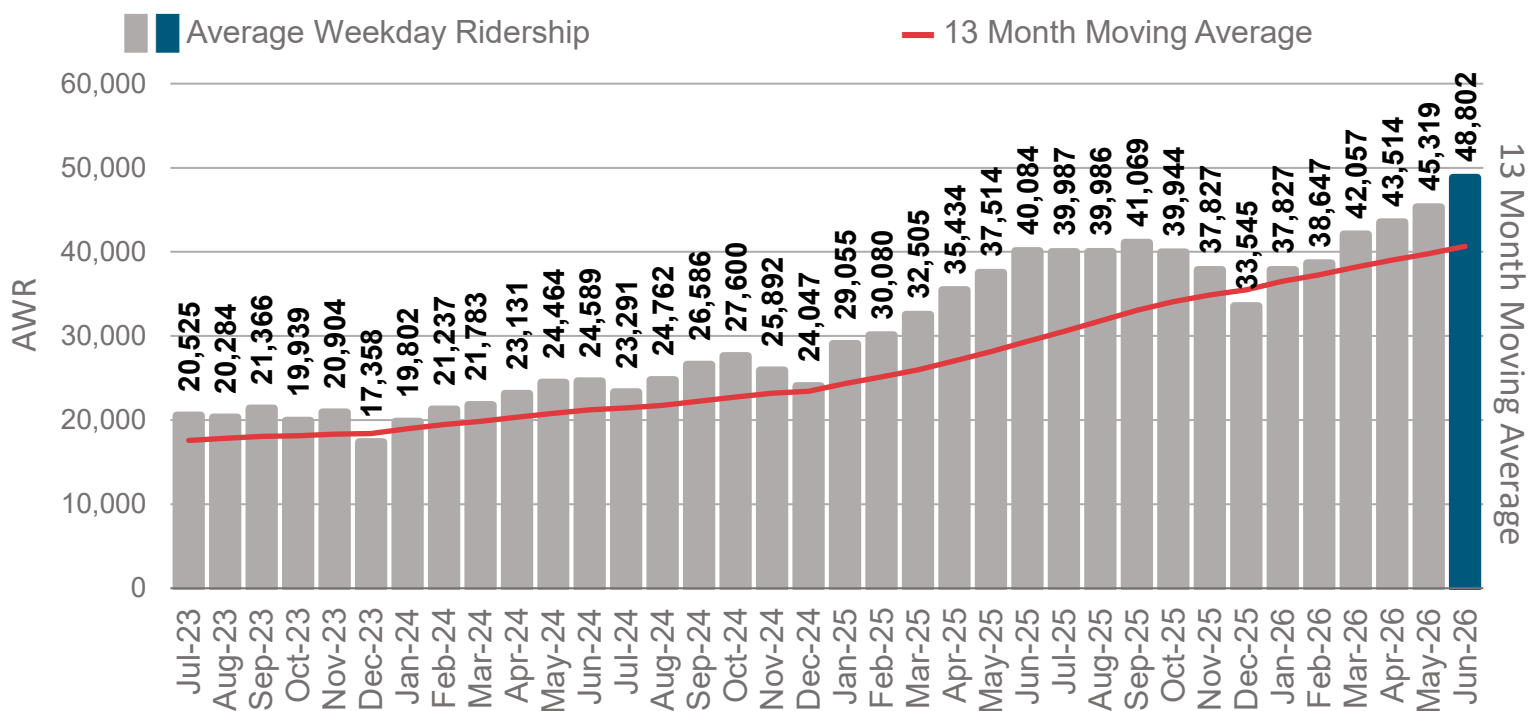




# Ridership and Revenue

Average Weekday Ridership & 13 Month Moving Average:

Fiscal Year 2024 to Present



Year Over Year AWR Increase

(June 2025 vs. June 2026)

: 22%



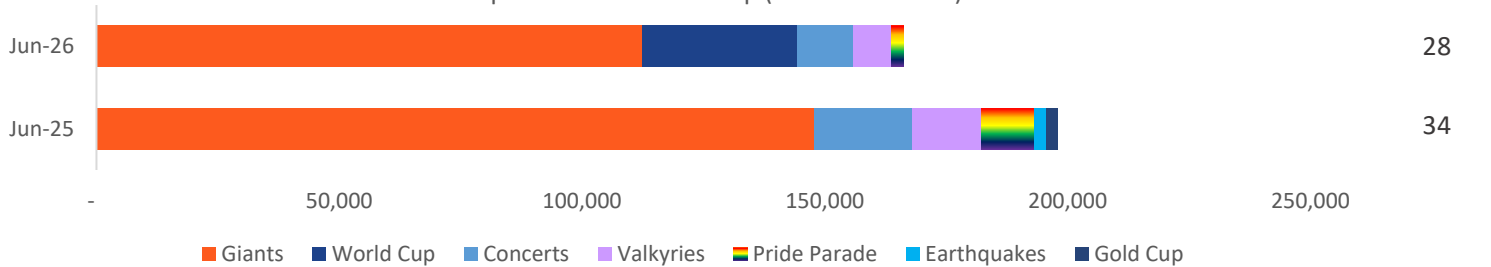


# Ridership and Revenue

## Special Service Ridership

Caltrain carried 170,192\* passengers to special events in May

Total Special Service Ridership (June 2025-2026)



\*Ridership is gross counts of boarding and/or alighting within an identified "event window" at specified station(s), includes non-event riders, and may overlap with other concurrent events.

## Special Event Ridership by Station and Event

| Station       | Event Type      | 26-June   |             |                         | 25-June   |             |                         | Ridership Change |
|---------------|-----------------|-----------|-------------|-------------------------|-----------|-------------|-------------------------|------------------|
|               |                 | Ridership | Event Count | Avg Ridership per event | Ridership | Event Count | Avg Ridership per Event |                  |
| San Francisco | Giants***       | 112,422   | 12          | 9,368                   | 147,800   | 16          | 9,237                   | -23.9%           |
|               | Valkyries***    | 20,944    | 8           | 2,618                   | 16,211    | 8           | 2,026                   | +29.2%           |
|               | Pride Parade*** | 14,482    | 1           | 14,482                  | 10,912    | 1           | 10,912                  | +32.7%           |
|               | Private Concert | 5,882     | 1           | 5,882                   | 6,317     | 1           | 6,317                   | -6.9%            |
|               | Fuerza Regida   | 5,648     | 1           | 5,648                   | -         | -           | -                       | -                |
|               | Shakira         | -         | -           | -                       | 7,026     | 1           | 7,026                   | -                |
|               | All Events      | 140,305   | 23          | 5,839                   | 186,015   | 27          | 6,889                   | -24.6%           |
| Palo Alto     | Coldplay        | -         | -           | -                       | 5,512     | 1           | 5,512                   | -                |
|               | Earthquakes     | -         | -           | -                       | 2,625     | 1           | 2,625                   | -                |
|               | All Events      | -         | -           | -                       | 8,137     | 2           | 4,068                   | -                |
| Mountain View | World Cup       | 31,887    | 5           | 6,377                   | -         | -           | -                       | -                |
|               | Metallica       | -         | -           | -                       | 1,554     | 2           | 777                     | -                |
|               | All Events      | 31,887    | 5           | 6,377                   | 1,554     | 2           | 777                     | +1,951.9%        |
| Santa Clara   | Gold Cup        | -         | -           | -                       | 2,282     | 4           | 570                     | -                |
|               | All Events      | -         | -           | -                       | 2,282     | 4           | 570                     | -                |
| All Stations  | All Events      | 170,192   | 28          | 6,078                   | 197,988   | 34          | 5,823                   | -14.0%           |

\*\*\*Ridership includes trains attributable to more than one event; total ridership has been adjusted to prevent double counting.

## Additional Event Trains

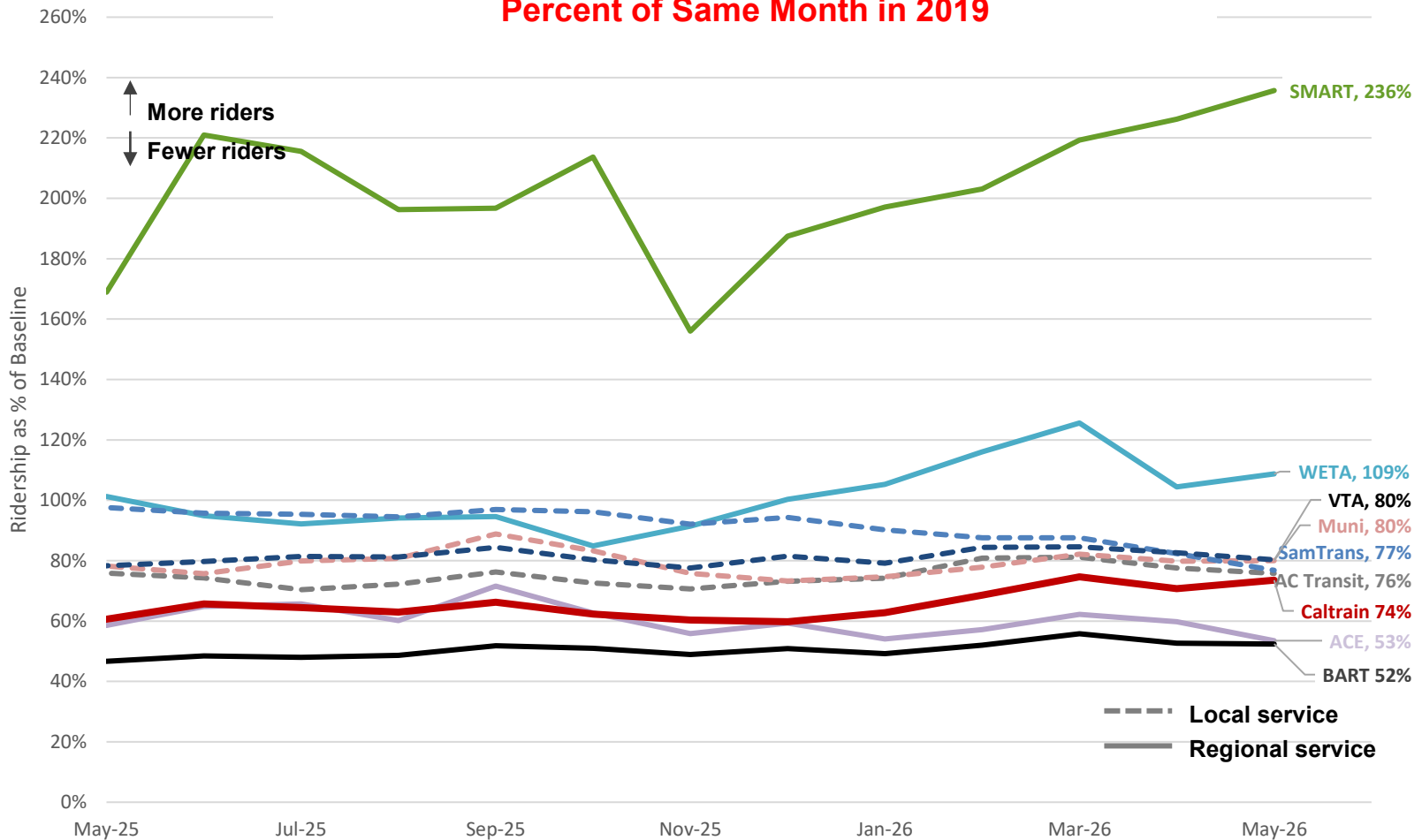
| Event Type    | 26-June   |             |                         | 25-June   |             |                         | Ridership Change |
|---------------|-----------|-------------|-------------------------|-----------|-------------|-------------------------|------------------|
|               | Ridership | Train Count | Avg Ridership per Train | Ridership | Train Count | Avg Ridership per Train |                  |
| Giants        | 7,305     | 10          | 731                     | -         | -           | -                       | -                |
| World Cup     | 6,870     | 13          | 528                     | -         | -           | -                       | -                |
| Fuerza Regida | 935       | 1           | 935                     | -         | -           | -                       | -                |
| Pride Parade  | 275       | 1           | 275                     | 261       | 1           | 261                     | +5.4%            |
| All Events    | 15,385    | 25          | 615                     | 261       | 1           | 261                     | +5,794.6%        |



## Public Transit Ridership Recovery in the Bay Area

The below chart estimates pandemic ridership recovery by comparing each month's total ridership to that of the same pre-pandemic month in 2019.

### Total Monthly Ridership as a Share of Pre-Pandemic Levels Percent of Same Month in 2019



- Notes:
- As of August 2024, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
  - Starting in December 2023, Caltrain ridership estimates use a fare media sales-based model. Prior to then, Caltrain ridership estimates were based on a combination of conductor counts & Clipper data.
  - Ridership data for all other agencies retrieved from the National Transit Database.

### Total Monthly Ridership Estimates (in thousands)

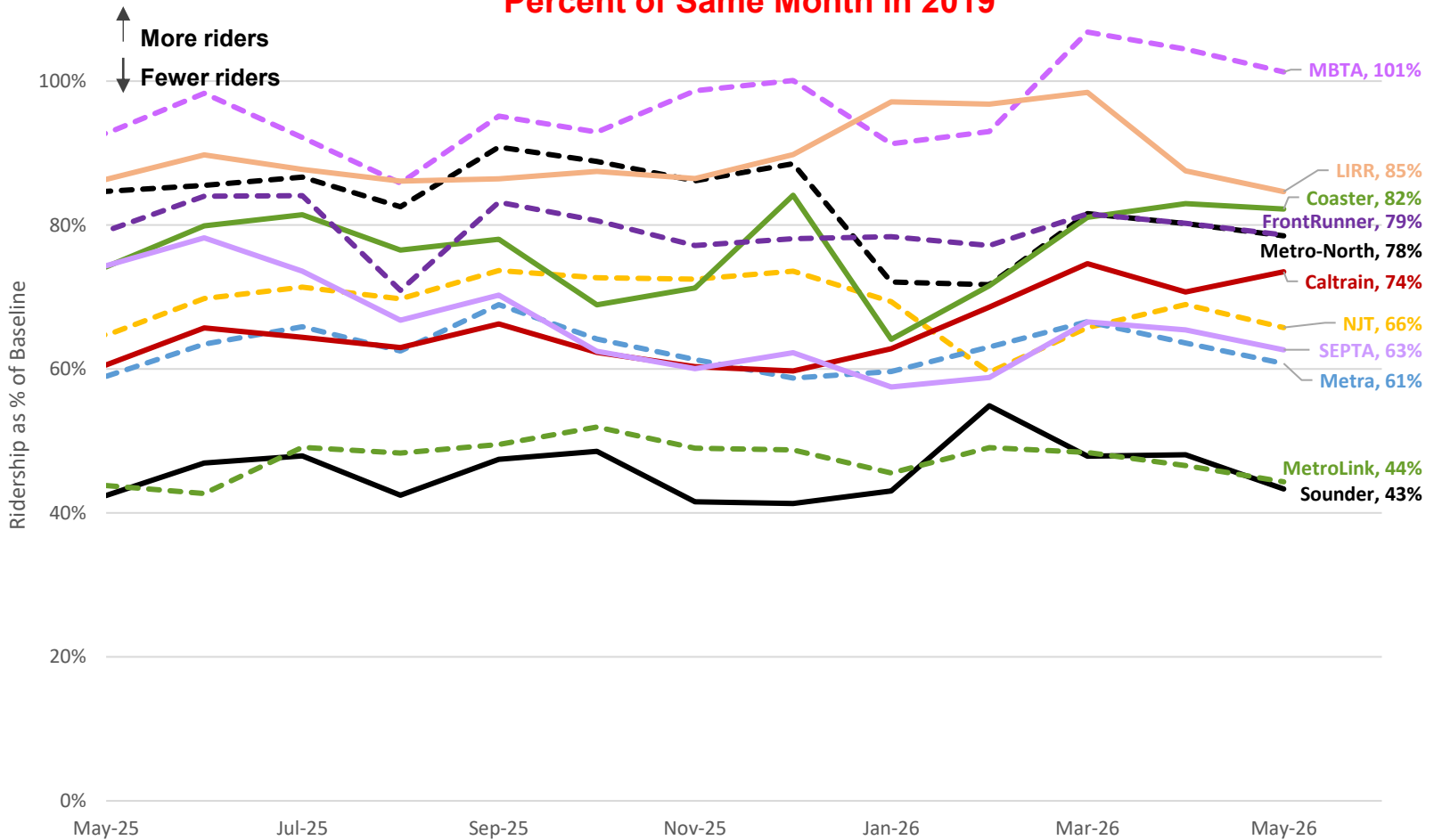
| Transit Operator | 25-May | 25-Jun | 25-Jul | 25-Aug | 25-Sep | 25-Oct | 25-Nov | 25-Dec | 26-Jan | 26-Feb | 26-Mar | 26-Apr | 26-May |
|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Muni             | 14,957 | 13,740 | 14,455 | 15,170 | 15,233 | 15,646 | 13,456 | 13,062 | 14,072 | 13,295 | 15,488 | 14,981 | 15,310 |
| BART             | 5,172  | 5,174  | 5,220  | 5,452  | 5,589  | 5,922  | 4,883  | 4,868  | 5,092  | 5,036  | 5,985  | 5,816  | 5,804  |
| AC Transit       | 3,579  | 3,022  | 3,079  | 3,452  | 3,735  | 3,837  | 3,206  | 3,113  | 3,261  | 3,364  | 3,773  | 3,681  | 3,573  |
| VTA              | 2,465  | 2,273  | 2,368  | 2,538  | 2,666  | 2,772  | 2,336  | 2,323  | 2,329  | 2,262  | 2,605  | 2,516  | 2,526  |
| Caltrain         | 981    | 1,045  | 1,078  | 1,073  | 1,050  | 1,075  | 889    | 853    | 933    | 908    | 1,111  | 1,126  | 1,190  |
| SamTrans         | 989    | 832    | 832    | 952    | 1,026  | 1,074  | 887    | 855    | 827    | 727    | 849    | 775    | 778    |
| WETA             | 280    | 287    | 301    | 313    | 277    | 264    | 216    | 214    | 229    | 227    | 301    | 286    | 301    |
| SMART            | 108    | 123    | 135    | 128    | 124    | 122    | 101    | 109    | 113    | 104    | 127    | 136    | 151    |
| ACE              | 83     | 73     | 81     | 81     | 89     | 89     | 64     | 60     | 69     | 66     | 78     | 79     | 75     |



## Ridership Recovery for Similar Commuter Railroads

The below chart estimates pandemic ridership recovery by comparing each month's total ridership to that of the same pre-pandemic month in 2019.

### Total Monthly Ridership as a Share of Pre-Pandemic Levels Percent of Same Month in 2019



- Notes:
- As of October 2025, ridership recovery percentages for each agency are calculated in comparison to the same month from 2019.
  - Ridership data for all agencies retrieved from the National Transit Database.

### Total Monthly Ridership Estimates (in thousands)

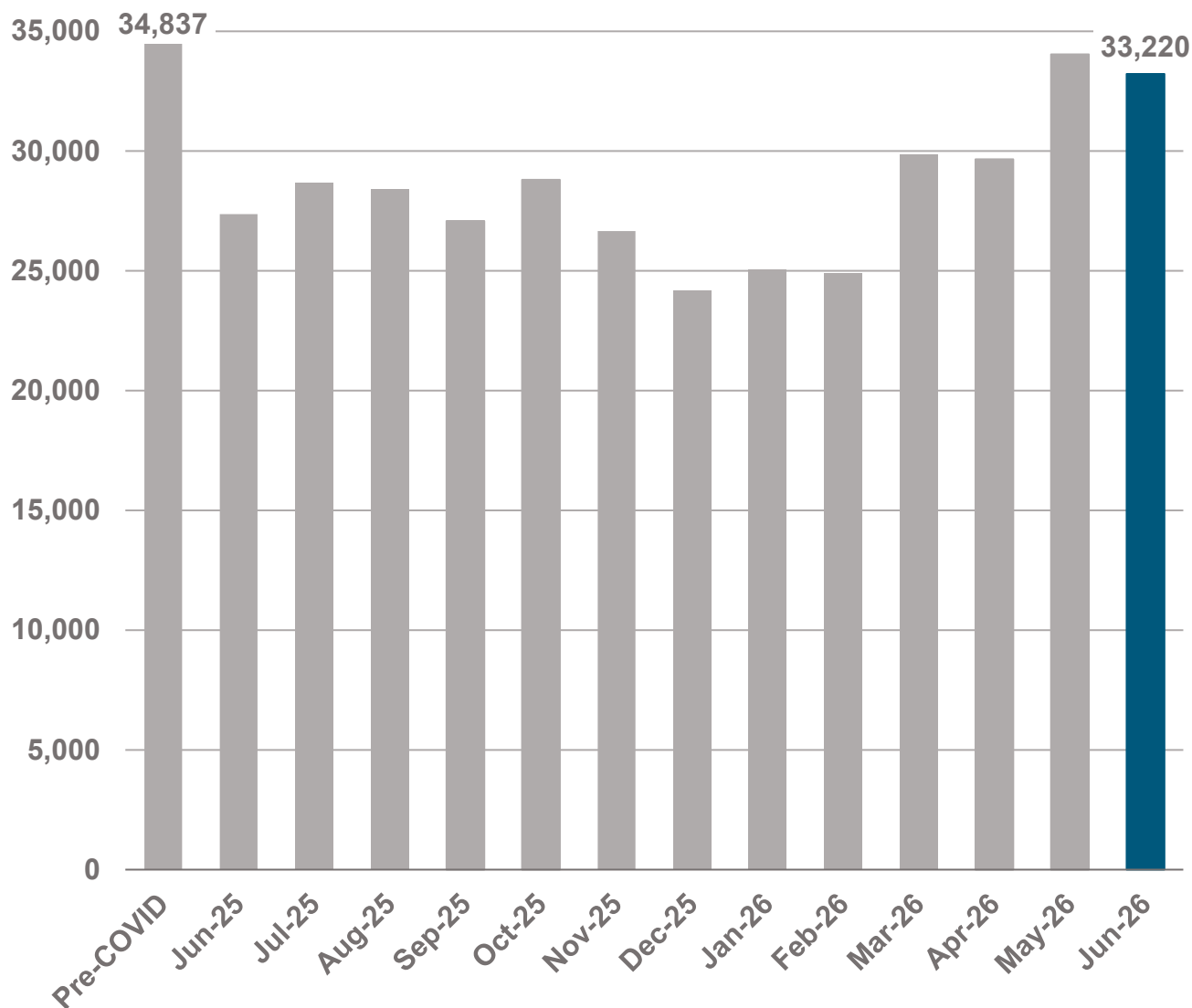
| Transit Operator | 25-May | 25-Jun | 25-Jul | 25-Aug | 25-Sep | 25-Oct | 25-Nov | 25-Dec | 26-Jan | 26-Feb | 26-Mar | 26-Apr | 26-May |
|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| LIRR             | 8,629  | 8,441  | 8,769  | 8,629  | 8,441  | 8,938  | 8,131  | 8,769  | 8,629  | 7,784  | 8,769  | 8,610  | 8,459  |
| Metro-North      | 6,759  | 6,655  | 6,880  | 6,383  | 6,843  | 7,379  | 6,307  | 6,792  | 5,219  | 4,715  | 6,099  | 6,317  | 6,265  |
| NJ Transit       | 4,972  | 5,365  | 5,463  | 5,285  | 5,700  | 5,799  | 5,471  | 5,512  | 4,773  | 4,083  | 4,855  | 5,170  | 5,056  |
| Metra            | 3,179  | 3,342  | 3,651  | 3,471  | 3,566  | 3,662  | 2,898  | 2,657  | 2,825  | 2,884  | 3,301  | 3,378  | 3,275  |
| MBTA             | 2,506  | 2,424  | 2,551  | 2,404  | 2,430  | 2,706  | 2,558  | 2,683  | 2,470  | 2,218  | 2,808  | 2,810  | 2,736  |
| SEPTA            | 2,244  | 2,099  | 2,023  | 1,823  | 2,170  | 2,042  | 1,723  | 1,809  | 1,760  | 1,623  | 1,938  | 2,010  | 1,892  |
| Caltrain         | 981    | 1,045  | 1,078  | 1,073  | 1,050  | 1,075  | 889    | 853    | 933    | 908    | 1,111  | 1,126  | 1,190  |
| MetroLink        | 497    | 446    | 504    | 504    | 522    | 567    | 501    | 470    | 476    | 476    | 533    | 535    | 503    |
| FrontRunner      | 337    | 327    | 341    | 322    | 393    | 406    | 330    | 320    | 341    | 310    | 356    | 346    | 335    |
| Sounder          | 167    | 171    | 188    | 169    | 182    | 215    | 153    | 145    | 180    | 173    | 181    | 196    | 171    |
| SD Coaster       | 91     | 104    | 122    | 102    | 89     | 77     | 67     | 71     | 66     | 66     | 89     | 97     | 101    |





## Ridership and Revenue

### Monthly BART Transfers at Millbrae in the Past Year



BART Transfers at Millbrae represents the total number of BART-to-Caltrain and Caltrain-to-BART transfers, as measured by Clipper Card data.

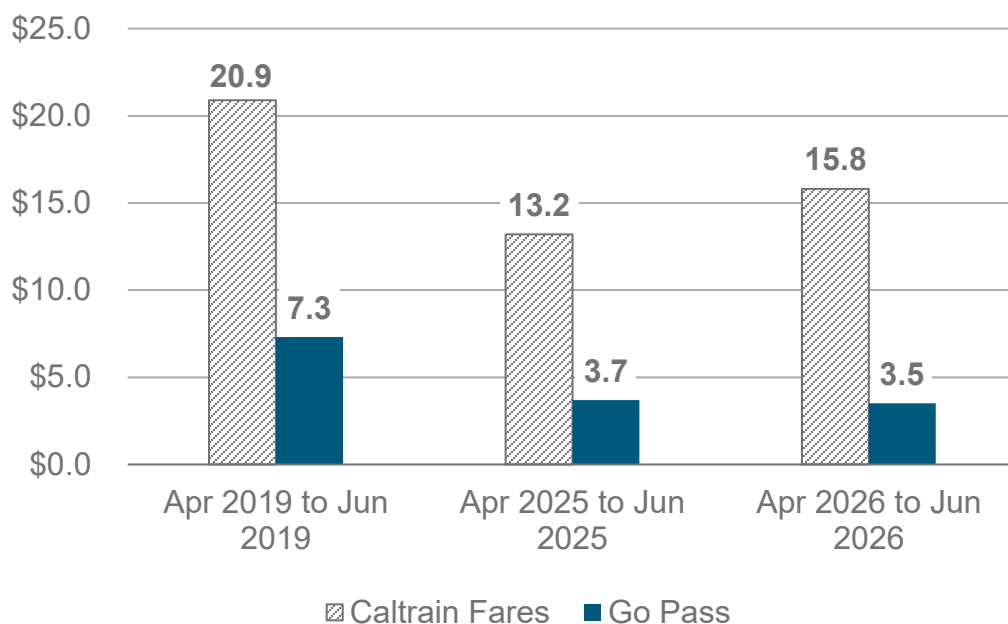
Pre-COVID data is provided for comparison purposes and represents average monthly transfers during the one-year period from March 2019 to February 2020.





## Ridership and Revenue

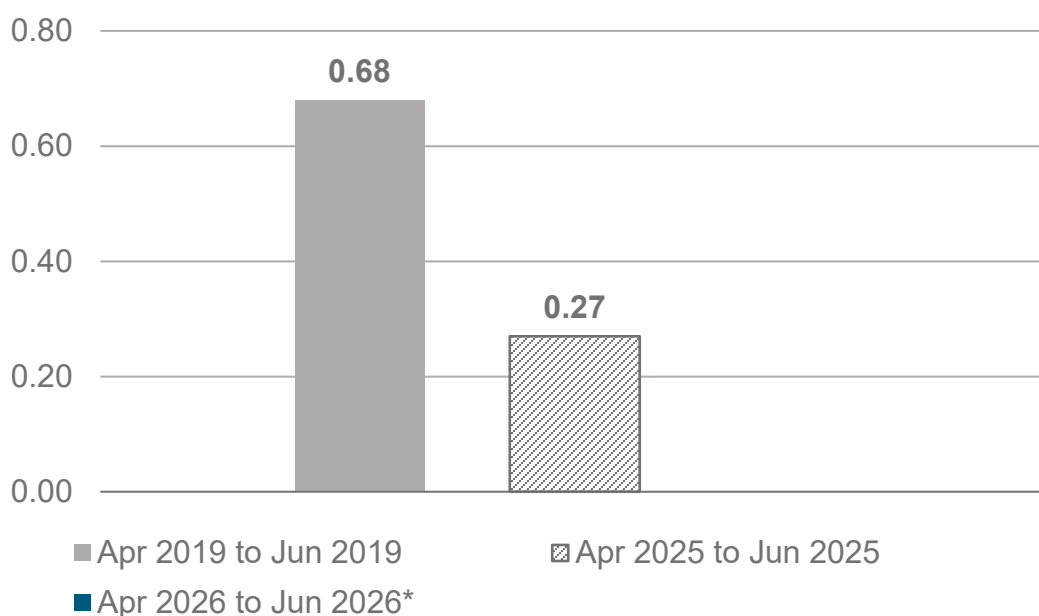
### Total Fare Revenues (\$M) - Past 3 Months Comparison



Fare revenue comes in the form of one-way tickets, daily or monthly passes (“Caltrain Fares”), and the Go Pass program.

Fare revenue is generally more stable than ridership due to many riders paying for monthly passes, which provide consistent revenue regardless of usage.

### Farebox Recovery Ratio (3-Month Rolling Average)



Farebox Recovery Ratio represents how much of the cost of providing service is covered by customer fares. A higher ratio indicates that a greater share of costs are covered by riders.

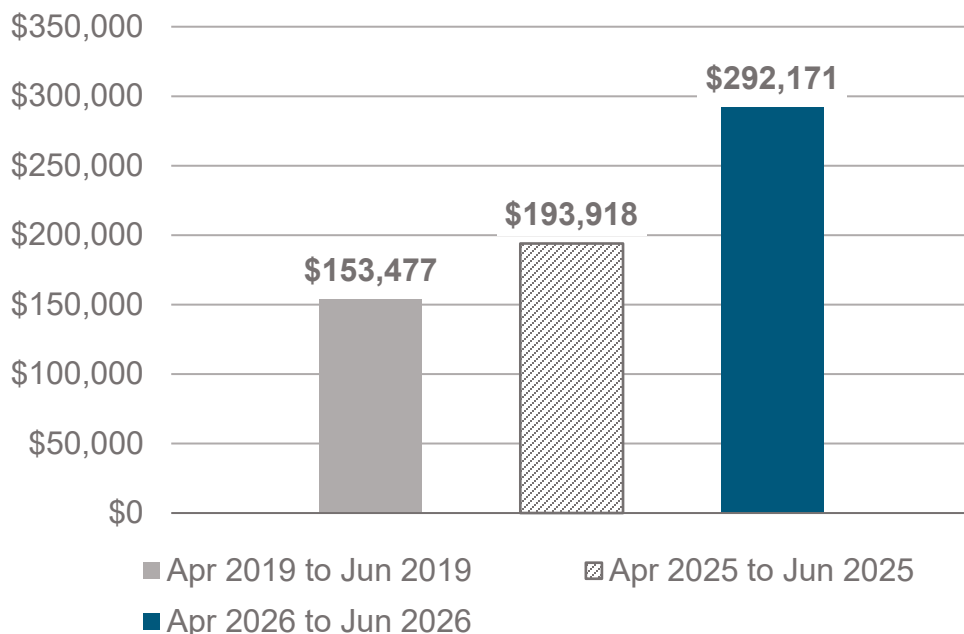
*\*Farebox Recovery Ratio information is temporarily unavailable due to Fiscal Year End Close. Metric to be updated next month.*





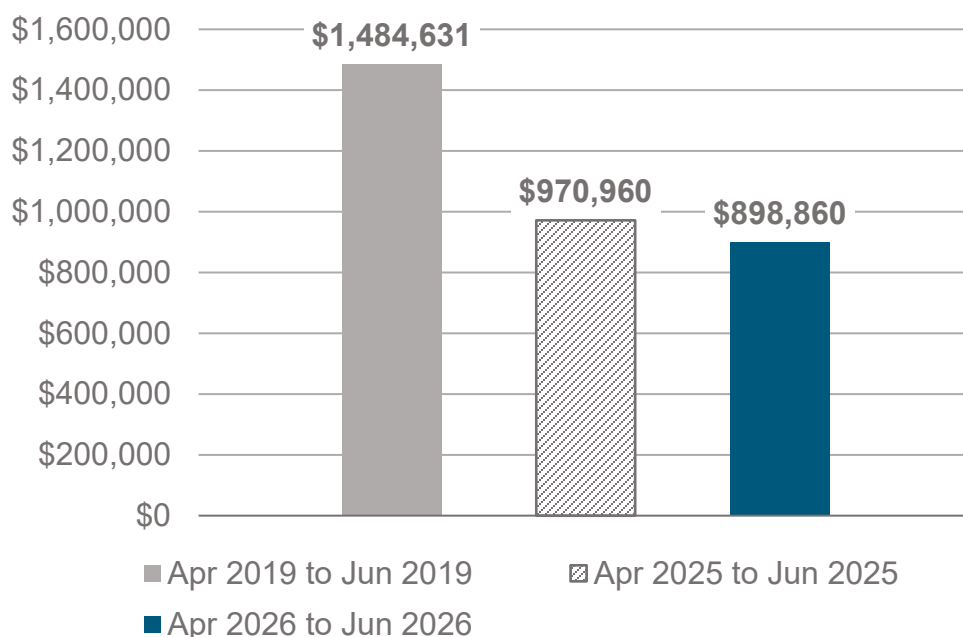
## Ridership and Revenue

### Advertising Revenue (3-Month Rolling Average)



Advertising Revenue declined substantially for transit agencies throughout the country with the onset of the COVID-19 pandemic.

### Parking Revenue (3-Month Rolling Average)



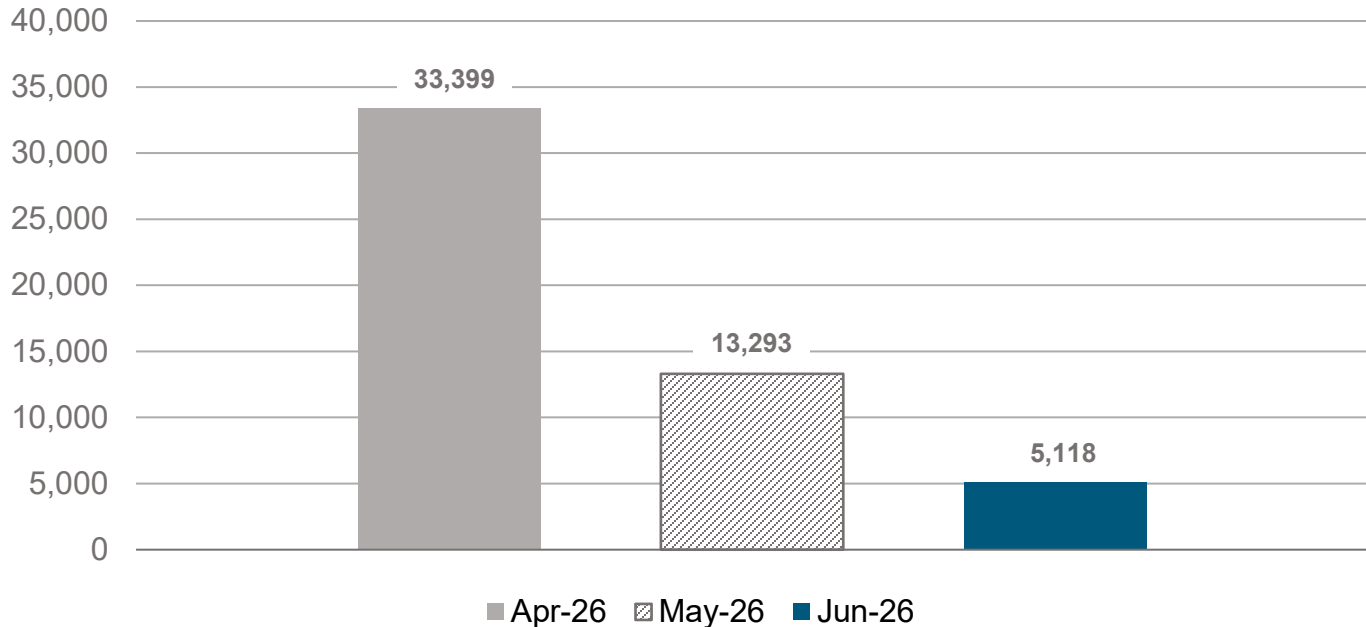
Parking Revenue is generated by purchases of daily and monthly parking permits for parking at Caltrain-owned lots.





## Maintenance Performance (EMU Fleet)

### Mean Distance Between Failure (EMU Trainset)



Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

As of October 2025, the data shown is now determined by the total miles traveled by the entire train configuration divided by the number of failures.

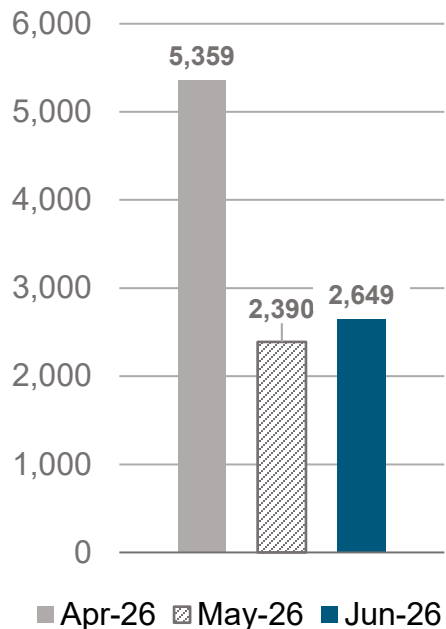
The graph on this page represents MDBF for all EMU (electric) passenger locomotives and cars in Caltrain's fleet. Diesel fleet data is on the following page.



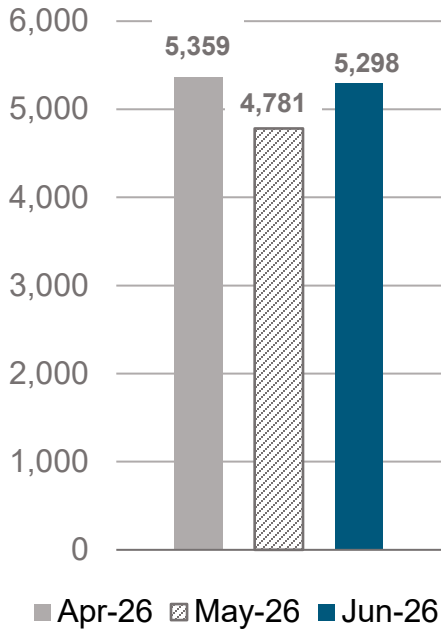


## Maintenance Performance (Diesel Fleet)

Mean Distance Between Failure (Locomotives)



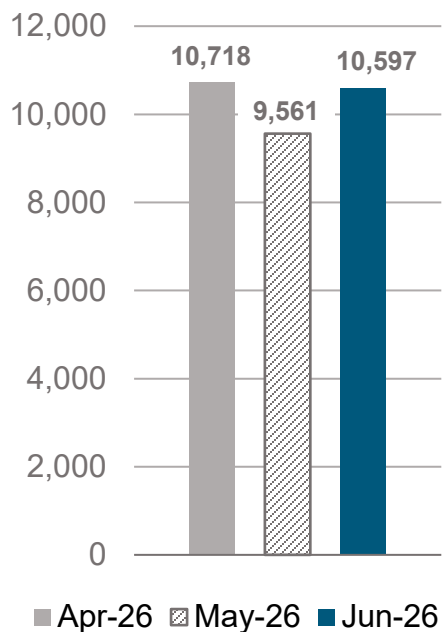
Mean Distance Between Failure (Cab Cars)



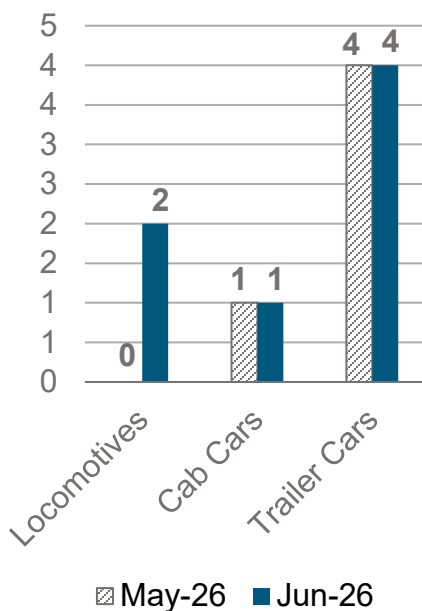
Mean Distance Between Failure (MBDF) is a measure of fleet reliability that represents the average distance traveled by revenue vehicles before maintenance or repair is required. A higher value indicates an improvement in reliability. Data is measured in miles.

The graph to the left represents MDBF for all diesel passenger locomotives in Caltrain's fleet. EMU data is on the previous page.

Mean Distance Between Failure (Trailer Cars)



Equipment in Maintenance/Repair



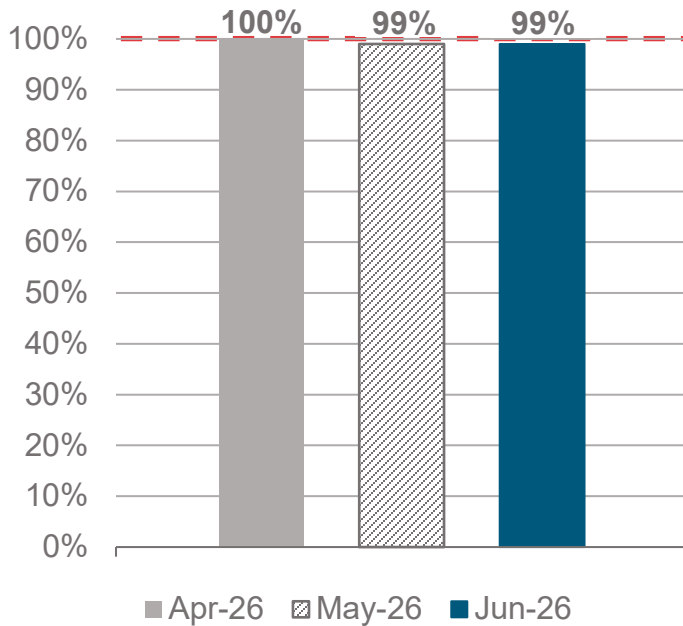
Equipment in Maintenance/Repair represents the number of diesel locomotives and passenger cars that are out of service on an average day each month due to routine and preventative maintenance or other repairs. EMU data is on the previous page.





# Maintenance Performance

## Equipment Availability (EMUs)

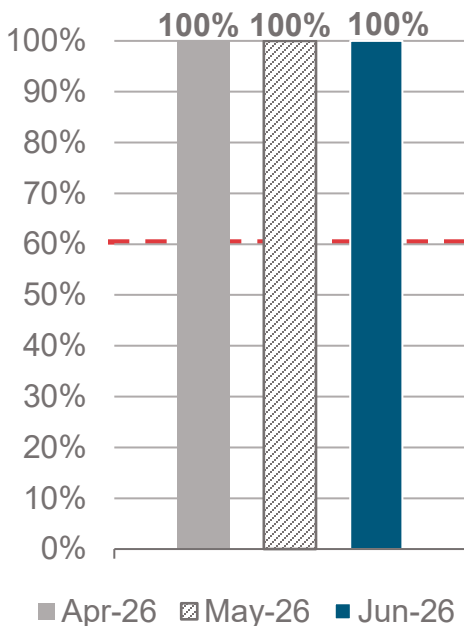


Equipment Availability is the number of trainsets, locomotives, or cars available for service on an average day each month as a percentage of the daily equipment required to run base service.

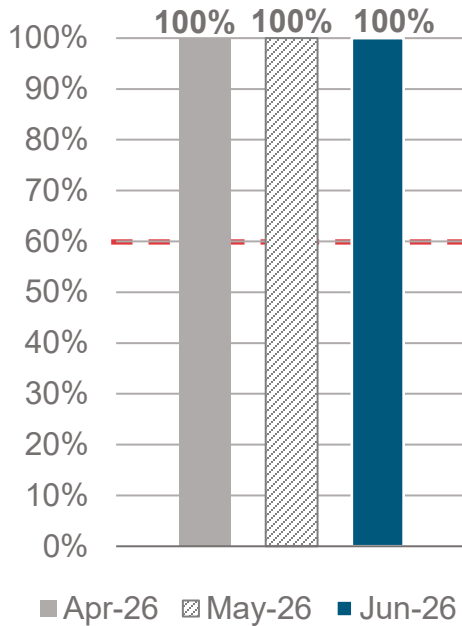
The graph to the left represents EMUs whereas the graphs below represent diesel equipment data, displaying Caltrain's mixed revenue fleet. Fourteen (14) EMUs are needed to operate the new weekday electric service.

Post-electrification, Caltrain retains 41 Bombardier passenger cars and 9 diesel locomotives to operate South County service and maintain fleet resiliency.

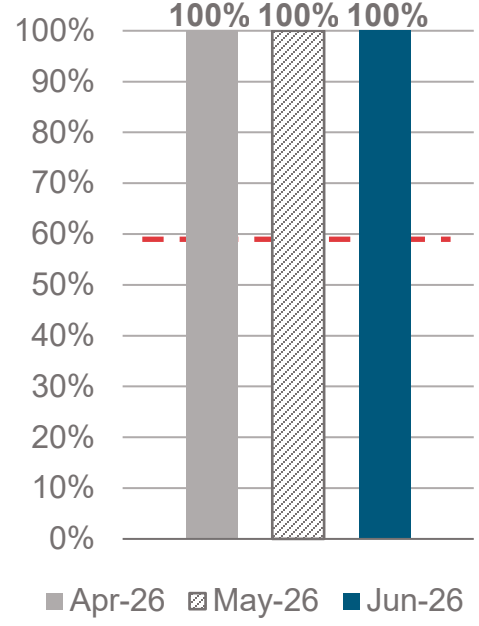
## Equipment Availability (Diesel Locomotives)



## Equipment Availability (Cab Cars)



## Equipment Availability (Trailer Cars)



Note: The dotted red line ( - - - ) on each graph represents the target line (i.e., the percentage of each equipment type required to run base service on an average weekday).





## **Service and Program Updates**

### **Caltrain Adopts FY27 Operating Budget and All Independent Efficiency Report Recommendations**

Caltrain's Board of Directors has approved the FY27 operating budget, along with all early-action efficiency recommendations from the SB 63 Financial Efficiency Review Independent Oversight Committee. The nearly \$270 million operating budget is balanced through a mix of fares, GoPass revenue, Measure RR funds, parking and rental income, State Transit Assistance and a one-time state loan administered by the Metropolitan Transportation Commission, allowing Caltrain to continue its electrified service with trains every 15 minutes at most stations during peak hours and half-hourly at other times, including weekends.

Since 2020, Caltrain has achieved over \$76 million in cost savings—about 7% of its operating budget—through workforce controls, service optimization and operating efficiencies, including a targeted hiring freeze, improved crew efficiency and overtime reductions, consolidating maintenance contracts, and limiting professional services and fuel and electricity costs. The Efficiency Report also highlights non-fare revenue strategies such as growing parking income, leasing fiber and communications assets, exploring energy storage projects, expanding BayPass and GoPass customers, and activating retail and real estate at stations, and the Board has voted to move forward with these early-action strategies.

Despite these steps and record ridership growth that has made Caltrain the fastest-growing transit agency in the country, the railroad still faces an average annual deficit of about \$75 million beginning in FY28. Without a new, reliable funding source, Caltrain warns that significant service and staffing cuts may be required, with long-term consequences for tens of thousands of riders and businesses that rely on the newly electrified service, which currently carries the equivalent of three lanes of Highway 101 traffic and prevents tens of thousands of additional daily car trips and associated emissions.

### **Caltrain to Run Extra Service to Fuerza Regida at Oracle Park**

Fuerza Regida performed at Oracle Park on Saturday, June 20, and Caltrain ran an additional post-concert train making all stops so fans had a late-night ride home. Fans could walk from San Francisco Station to the ballpark, and the last regularly scheduled southbound train departed San Francisco Station at 12:05 a.m.







## Service and Program Updates

### **Caltrain Board Plans for Potential Cuts**

Caltrain's Board of Directors has adopted a framework to address budget shortfalls if new external funding does not materialize, outlining a "no external funding" scenario that could require closing more than one-third of stations, eliminating weekend and special event service, reducing trains to hourly frequency, ending service by 9 p.m. and cutting segments of the system. The framework sets guiding principles around safety, regulatory compliance, minimizing operating costs, maximizing ridership and revenue, and protecting access for low-income and minority communities, while identifying possible cost-saving measures such as reduced service span and frequency, station or segment closures, staff cuts, deferred State of Good Repair work, lower cleaning and maintenance levels, and retiring portions of the fleet, alongside revenue strategies like bridge funding, member agency contributions, monetizing assets and fare increases.

Despite strong ridership growth and high customer satisfaction that have made Caltrain the fastest-growing transit agency in the United States, the railroad faces an average annual deficit of about \$75 million beginning in FY28, and warns that significant service and staffing cuts could have long-lasting consequences for riders, businesses and local economies along the corridor. Daily, Caltrain carries the equivalent of three lanes of Highway 101 traffic, helping avoid tens of thousands of additional car trips and associated emissions, and also supports local tax bases and transit-oriented development. Polling shows broad public support for Caltrain, and the Board has backed SB 63 and the proposed Connect Bay Area regional tax measure, which would create a 14-year sales tax and allocate a share of revenues to fully cover Caltrain's operating deficit if approved by voters.

### **Caltrain Connects Fans to Qatar vs. Switzerland as the FIFA World Cup 2026 Kicks Off**

World Cup soccer came to San Francisco Bay Area Stadium on Saturday, June 13, and Caltrain provided trains every 30 minutes to Mountain View Station, where fans could connect directly to VTA light rail for the noon kickoff between Qatar and Switzerland. Caltrain had extra trains on standby to accommodate crowds, with ambassadors at major stations on game days to help new riders reach matches, fan events and watch parties across the Peninsula.





## **Service and Program Updates**

### **Caltrain Delivers Fans to Austria vs. Jordan for the Second Bay Area FIFA World Cup Match**

World Cup soccer returned to San Francisco Bay Area Stadium on Tuesday, June 16, and Caltrain carried fans to the 9 p.m. kickoff between Austria and Jordan, following nearly 7,000 riders carried to the Qatar vs. Switzerland opener. Fans could take trains running every 30 minutes all day, plus limited and express service from 3–8 p.m., to Mountain View Station and connect directly to VTA light rail for the trip to the stadium, with extra northbound trains on standby and late-night service extended so riders could get home after the match, including an added northbound departure at 12:28 a.m. and last northbound and southbound trains at 1:28 a.m. and 1:04 a.m. respectively.

### **Ridership Records Broken for FIFA World Cup Stadium Opener**

A coordinated network of VTA, BART, Caltrain, ACE and Capitol Corridor transported more than 37,000 passengers to and from the opening FIFA World Cup match between Qatar and Switzerland at San Francisco Bay Area Stadium, setting a new ridership record for a major event there. VTA cleared its stadium light rail platforms in under 90 minutes—far ahead of the two-hour industry benchmark—with BART bringing riders to Milpitas Transit Center and Caltrain carrying nearly 7,000 fans to Mountain View Transit Center for transfers to VTA light rail, all supported by additional trains, coordinated staffing and crowd-management measures that delivered a smooth travel experience for fans throughout the day.

### **Caltrain Delivers Fans to Türkiye vs. Paraguay for the Third Bay Area FIFA World Cup Match**

World Cup soccer returned to San Francisco Bay Area Stadium on Friday, June 19, and Caltrain carried fans to the 8 p.m. kickoff between Türkiye and Paraguay with trains every 30 minutes all day plus limited and express service from 3–8 p.m. Riders could travel to Mountain View Station and connect directly to VTA light rail for the trip to the stadium, with extra northbound trains on standby and late-night service extended so fans could get home after the match, including an added northbound departure at 11:28 p.m. and last northbound and southbound trains at 12:28 a.m. and 1:04 a.m. respectively, all supporting tens of thousands of riders traveling to World Cup matches and events across the Peninsula.





## **Service and Program Updates**

### **Caltrain Delivers Fans to Paraguay vs. Australia for the Penultimate Bay Area FIFA World Cup Match**

Caltrain carried fans to the penultimate Bay Area FIFA World Cup match between Paraguay and Australia at San Francisco Bay Area Stadium on Thursday, June 25, with trains every 30 minutes all day plus limited and express service from 3–8 p.m. Riders could travel to Mountain View Station and connect directly to VTA light rail, with extra northbound trains on standby, an added northbound departure at 11:28 p.m. (or when full), and last northbound and southbound departures from Mountain View at 11:48 p.m. and 1:04 a.m., respectively, giving fans a convenient way to reach the match, fan events and watch parties across the Peninsula before the final Bay Area World Cup game on July 1.

### **Caltrain to Deliver Thousands to San Francisco Pride**

Caltrain provided half-hourly service to San Francisco Pride events all weekend, giving celebrants an easy way to reach festivities throughout the city. The agency marched in the parade with other Bay Area transit operators as Contingent 78 under the banner “Moving the Bay Area with Pride,” highlighting its commitment to inclusion and community. On Sunday, June 28, Caltrain welcomed parade-goers at San Francisco Station from 9 a.m. to 1 p.m., offering giveaways, commemorative swag, and music from Caltrain’s DJ team to create an upbeat atmosphere. An additional northbound train was on standby to provide supplemental service as needed so riders had a convenient trip to and from the parade.

### **Caltrain Delivers Fans to United States vs. Bosnia and Herzegovina for the Final Bay Area FIFA World Cup Match**

Caltrain carried fans to the final Bay Area FIFA World Cup match between the United States and Bosnia and Herzegovina at San Francisco Bay Area Stadium on Wednesday, July 1, offering trains every 30 minutes all day plus limited and express service from 3–8 p.m., riders could travel to Mountain View Station to connect directly to VTA light rail, with two added southbound pre-event trains (904 at 11:40 a.m. and 906 at 1:40 p.m. from San Francisco Station) and the last northbound and southbound departures from Mountain View at 11:48 p.m. and 1:04 a.m., respectively, all supporting roughly a 20% World Cup game-day ridership increase and giving fans a convenient way to reach matches, fan events and watch parties across the Peninsula.





# Communications and Marketing Update

## Strategic Communications (Media and Social)

### Press Releases/Blogs/Podcasts:

- Caltrain Adopts FY27 Operating Budget and All Independent Efficiency Report Recommendations
- Caltrain Board Plans for Potential Cuts
- Caltrain Connects Fans to Qatar vs. Switzerland as the FIFA World Cup 2026 Kicks Off
- Caltrain Delivers Fans to Austria vs. Jordan for the Second Bay Area FIFA World Cup Match
- Ridership Records Broken for FIFA World Cup Stadium Opener
- Caltrain Delivers Fans to Türkiye vs. Paraguay for the Third Bay Area FIFA World Cup Match
- Caltrain to Run Extra Service to Fuerza Regida at Oracle Park
- Caltrain recognizes Juneteenth, will run weekday schedule June 19
- Caltrain Delivers Fans to Paraguay vs. Australia for the Penultimate Bay Area FIFA World Cup Match
- Caltrain to Deliver Thousands to San Francisco Pride
- Caltrain Delivers Fans to United States vs. Bosnia and Herzegovina for the Final Bay Area FIFA World Cup Match

### Caltrain E-Newsletter Metrics:

|             | June 2026 | June 2025 |
|-------------|-----------|-----------|
| Subscribers | 15,606    | 15,239    |
| Open Rate   | 20.2%     | 27.8%     |
| Click Rate  | 2.6%      | 4.2%      |





# Communications and Marketing Update

## Strategic Communications (Media and Social, cont.)

### Earned Media:

- Heading to Levi's Stadium for the World Cup? Road closures, parking, more - USA Today
- Parking, cost concerns spur spectators to take trains to Levi's Stadium for opening match - Local News Matters
- FIFA World Cup fans boost record ridership for public transit at Bay Area's first match - Bay City News
- Moving crowds is the goal: Bay Area transit agencies add late-night World Cup service - Bay City News
- Caltrain board adopts framework for dealing with long-term budget deficits - Bay City News
- Santa Clara County's Transit Tax Is a Bailout for the BART Extension - Substack
- 49 Miles of the Fastest Track in America, and We're Running Diesel on It - The Transit Guy
- Pride Parade will shut down S.F. roads. This map shows what to avoid - SF Chronicle
- Bay Area public transit proving to be winning option for World Cup fans - KRON
- Wealthier riders once flocked to Bay Area public transit. New data suggests that's over - SF Chronicle
- The Bay Area's trains and buses are filling up again. Even experts aren't sure why - SF Chronicle
- Bay Area FIFA World Cup match breaks ridership records - KTVU





# **Communications and Marketing Update**

## **Strategic Communications (Media and Social, cont.)**

### **Caltrain Organic Social Media Messaging Highlights:**

June messaging centered on Pride Month and the FIFA World Cup.

In recognition of Pride Month, Caltrain joined partner agencies under the theme "Moving the Bay Area with Pride." Throughout the month, Caltrain promoted Pride events and resources on social media, hosted outreach at the 4th and King Station, and participated in the Pride Parade. The annual campaign was well received and reinforced Caltrain's commitment to inclusivity and community engagement.

Building on the region's successful Super Bowl transit operations, the Strategic Communications team supported the Bay Area's World Cup efforts in collaboration with the Bay Area Host Committee, BART, and VTA. The team developed coordinated social media content to help riders travel to stadium events and community watch parties throughout the region. Communications support included station staffing, multiple press releases, and daily social media content to keep riders informed before and during the tournament.

Strategic Communications also continued to support a wide range of events and marketing initiatives through community outreach, media relations, and social media. Additional highlights from the month are listed below:

- June Board Meeting
- Juneteenth
- Broadway Grade Separation Project
- Tuesday Tip: VMS - Social messaging - Conductor Etiquette
- Dollar Youth Fare
- Giants
- World Cup
- Fuerza Regida
- San Mateo County Fair
- Caltrain Merch Store





# Communications and Marketing Update

## Strategic Communications (Media and Social, cont.)

### Social Metrics: (Year to Year)

| June 2026               | June 2025               |
|-------------------------|-------------------------|
| Impressions: 353,935    | Impressions: 677,196    |
| Engagements: 11,206     | Engagements: 14,084     |
| Post Link Clicks: 2,608 | Post Link Clicks: 3,968 |

**Last year, SF Giants messaging was more frequent due to a greater number of home games, and a themed train campaign in June likely contributed to the higher impression totals.**

*\*An impression is anytime our content (post, webpage, IG photo) is seen in a user's feed or browser. Engagement is any action taken, such as a click, like, retweet or comment.*

## Marketing Activities

### Caltrain FIFA World Cup Campaign: June 1 - July 6

#### YouTube Pre-Roll Performance

*Reporting period: June 10 – July 1, 2026 | Source: YouTube Studio Analytics*

This campaign ran as a YouTube pre-roll placement, not a standalone TrueView video-discovery unit. Engagement quality was strong: viewers watched roughly 80% of the 15-second spot on average before it ended or became skippable, well above typical pre-roll skip behavior. Impressions CTR came in at 4.9%. Across the flight, the campaign generated 112.9K total views and reached 277 unique viewers.





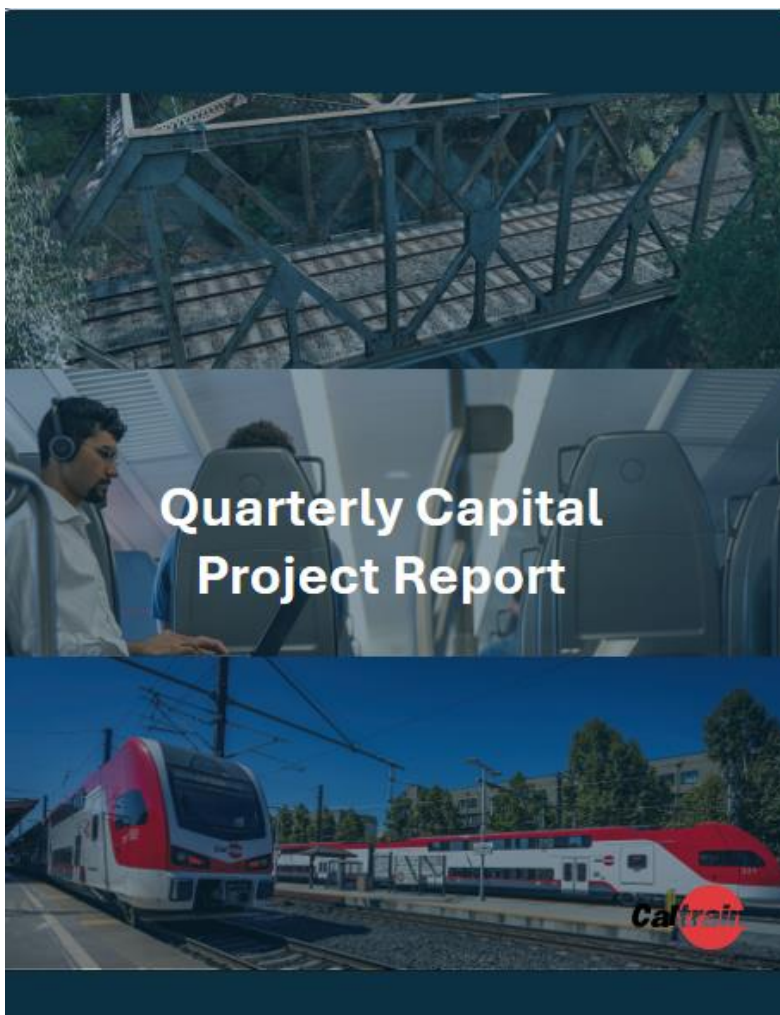


## Capital Projects Update

As of the December 2025 Executive Director's Monthly Report, Capital Projects notes will be a separate item posted online.

Please refer to the most recent [Quarterly Capital Projects Report for Quarter 3 of FY2026](#) (January 2026-March 2026) using the hyperlink provided below.

Link: <https://www.caltrain.com/about-caltrain/statistics-reports/quarterly-capital-program-status-report>





# **Acknowledgments**

This report is made possible by contributions from the following groups and individuals.

## **Communications**

Taylor Huckaby, Deputy Chief, Communications  
Tasha Bartholomew, Director, Strategic Communications  
Talia Wise, Integrated Marketing Manager  
Dan Lieberman, Public Information Officer  
Stephanie Torres, Social Media Specialist

## **Finance Administration**

Bruce Thompson, Director, Fare & Revenue Programs  
Don Esse, Senior Operations Financial Analyst  
Dapri Hong, Senior Budget Analyst

## **Rail Commercial and Business Development**

Michelle Stewart, Director, Grants and Fund Management

## **Rail Design & Construction**

Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization

## **Rail Executive Administration**

Jason Dayvault, Business Operations Project Manager  
Korbin Vera, Rail Executive Administration Intern

## **Rail Operations & Maintenance**

Ted Burgwyn, Chief Operating Officer  
Henry Flores, Director, Rail Vehicle Maintenance  
Christiane Kwok, Manager, Rail Operations  
Graham Rogers, Project Manager SOGR  
Alex Bailey, Senior Rail Operations Analyst

## **Rail Planning & Real Estate**

Dahlia Chazan, Chief, Caltrain Planning and Real Estate  
Catherine David, Acting Director, Rail Network and Operations Planning  
Nick Atchison, Senior Planning Analyst

## **Rail Safety**

Jerry Guaracino, Caltrain Chief Safety Officer  
Ryan Frigo, Caltrain Interim Chief Safety Officer  
Roderick Sims, Senior Rail Safety Officer  
Leo dela Cruz, Rail Safety Officer

## **Additional Support**

Elizabeth Araujo, TransitAmerica Services, Inc. (TASI)  
Margie Godinez, TransitAmerica Services, Inc. (TASI)  
Sarah Doggett, Metropolitan Transportation Commission (MTC)  
Victoria Moe, San Mateo County Sheriff's Office



**Peninsula Corridor Joint Powers Board  
Board of Directors  
Regular Meeting**

**166 North Rollins Road, Millbrae, California 94030**

**DRAFT Minutes of June 4, 2026**

**Members Present:** Margaret Abe-Koga (arrived at 9:14 am), David J. Canepa, David Cohen (arrived at 9:13 am), Jeff Gee, Steve Heminger, Shamann Walton, Pat Burt (Vice Chair), Rico E. Medina (Chair)

**Members Absent:** Greg Wagner

**Staff Present:** J. Baker, M. Bouchard, C. Fromson, J. Harrison, M. Jones, L. Lumina-Hsu, O. Quintanilla Lopez, D. Ryan, M. Tseng

**1. Call to Order**

Chair Medina called the meeting to order at 9:00 am.

**2. Roll Call**

Margaret Tseng, JPB Secretary, called the roll and confirmed a Board quorum was present.

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

Chair Medina led the Pledge of Allegiance.

**4. Request to Change Order of Business – There were none.**

**5. Public Comment for Items Not on the Agenda**

Jeff Carter commented on restroom availability.

Aleta Dupree, Team Folds, commented on Clipper.

Adrian Brandt commented on zone-based fare system.

**6. Closed Session: Conference with Legal Counsel – Anticipated Litigation (Government Code § 54956.9(d)(4))[Initiation of Litigation, Number of Potential Cases: 1]:**

*The Board recessed to closed session at 9:07 am.*

*Director Cohen arrived at 9:13 am.*

*Director Abe-Koga arrived at 9:14 am.*

*The Board reconvened to regular session at 9:46 am.*

**7. General Counsel Report – Report Out from Above Closed Session (Verbal)**

James Harrison, Legal Counsel, reported that there were no reportable actions.

**8. Report of the Executive Director**

Michelle Bouchard, Executive Director, provided the presentation that included the following:

- Human trafficking training and preparedness; regional security coordination and public safety measures
- Ridership growth and strong post-COVID recovery trends
- Special events service expansion; Fédération Internationale de Football Association (FIFA) World Cup operations planning; special event funding and security cost support
- Clipper system stabilization and fare inspection device issues
- Guadalupe River Bridge Project construction progress
- Federal and state funding risk from California Air Resources Board (CARB) cap-and-trade changes impacting transit funding

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Large-event service planning and demand surge management
- Shared services coordination and decision-making clarity
- Ridership recovery near 75 percent of pre-COVID and farebox improvement
- Cap-and-invest policy impacts on transit funding; legislative advocacy and potential policy remedies

Public Comment

Jeff Carter commented on ridership levels and fare pricing.

Aleta Dupree, Team Folds, commented on ridership levels, ticket options, and Caltrain merchandise.

Adina Levin, Seamless Bay Area, commented on ridership levels, special event trains, Clipper 2.0, and staffing.

Roland commented on ridership levels, Clipper, automatic passenger counters, and Guadalupe Bridge construction lane closures.

Doug DeLong commented on Clipper and Cubic.

**9. Consent Calendar**

- 9.a. Approval of Meeting Minutes for May 7, 2026**
- 9.b. Award a Contract to Universal Protection Service, LP, dba Allied Universal Security Services, for Security Guard Services for a Total Not-To-Exceed Amount of \$7.4 Million for a Five-Year Term\* – Approved by Resolution No. 2026-22**
- 9.c. Authorize Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$3 Million for Fiscal Year 2027\* – Approved by Resolution No. 2026-23**
- 9.d. Authorize the Executive Director to Execute the Master Agreement with California Department of Transportation (Caltrans) for the Transit and Intercity Rail Capital Program (TIRCP) – Approved by Resolution No. 2026-24**
- 9.e. Authorize the Executive Director to Execute the First Amendment to the Memorandum of Understanding (MOU) with the City of Menlo Park for Activities Undertaken in Support of the Middle Avenue Undercrossing Project – Approved by Resolution No. 2026-25**

Motion/Second: Gee/Abe-Koga

Ayes: Abe-Koga, Canepa, Cohen, Gee, Heminger, Walton, Burt, Medina

Noes: None

Absent: Wagner

**10. Adopt Fiscal Year 2027 Proposed Operating Budget - Approved by Resolution No. 2026-26**

Oscar Quintanilla Lopez, Director, Budgets and Financial Analysis, provided the presentation that included the following:

- Fiscal Year 2027 (FY27) operating budget of \$269 million with \$47.6 million deficit and reliance on state loan financing
- Ridership recovery and strong service demand supporting continued operations
- \$800,000 cost reduction through delayed hiring and ongoing cost controls
- Budget transmission to member agencies and Metropolitan Transportation Commission (MTC) and authorization to pursue grants

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Reduced fuel cost exposure of \$1.6 million due to electrification and hedging; conservative budgeting amid inflation and economic uncertainty
- Conservative sales tax revenue assumptions under regional uncertainty and state bridge loan adequacy concerns with funding/legal risk scenarios
- Capacity constraints with ridership approaching peak-period limits and potential service expansion consideration

Motion/Second: Gee/Walton

Ayes: Abe-Koga, Canepa, Cohen, Gee, Heminger, Walton, Burt, Medina

Noes: None

Absent: Wagner

Public Comment

Jeff Carter commented on regional public transit and sales tax funding.

Aleta Dupree, Team Folds, commented on funding from sales tax and fuel hedging.

Roland commented on connecting public transit with private sector and trackage rights.

**11. Adopt Framework for Caltrain's "No External Funding" Scenario - *Approved by Resolution No. 2026-27***

Melissa Jones, Deputy Director, Caltrain Policy Development, provided the presentation that included the following:

- Structural operating deficit and long-term funding gap
- Post-COVID ridership and fare revenue decline and reduced farebox recovery
- Inflation and electrification driven cost increased with high fixed cost structure
- Reliance on expiring one time state and federal funding sources
- Two path framework external funding or significant service reductions for no funding scenario
- FY28 planning timeline and potential service cut implementation summer 2027
- Community engagement and regional coordination on funding and service impacts

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Regional Plan B coordination with transit and last-mile providers
- External funding risk, delay scenarios, and funding gap exposure
- Potential severe service reductions, with full shutdown noted as a possible but unlikely extreme scenario due to high fixed costs
- Corridor ownership, infrastructure maintenance, and operator impacts
- State funding strategy, bridge loan reliance, and legislative advocacy challenges
- Highway 101 congestion and regional economic impacts
- Conservative revenue assumptions and interim budget gap planning

Motion/Second: Burt/Gee

Ayes: Abe-Koga, Canepa, Cohen, Gee, Heminger, Walton, Burt, Medina

Noes: None

Absent: Wagner

Public Comment

Jeff Carter commented on no funding scenarios.

Adina Levin, Seamless Bay Area, commented on no funding scenarios and public communications.

Aleta Dupree, Team Folds, commented on no funding scenarios and potential delay in funding disbursement if facing legal challenges.

Roland commented on cap-and-trade appropriations, State bridge loan repayment.

Don Cecil, San Mateo County Economic Development Association, commented on public transit funding and no funding scenarios.

**12. Adopt Senate Bill 63 Phase 1 Financial Efficiency Review Early Action Strategies - *Approved by Resolution No. 2026-28***

Mr. Quintanilla Lopez and Jason Baker, Director of Government and Communication Affairs, provided the presentation that included the following:

- \$76 million in cost savings since 2020 through service adjustments, workforce controls, and operational efficiencies
- Cost savings helped offset inflationary pressures while supporting electrification delivery
- Revenue enhancement opportunities; operation and management contract and operational efficiency improvements under review
- Energy storage feasibility study to reduce traction power costs
- Expansion of GoPass and Clipper BayPass programs to support ridership and revenue
- Phase 2 independent efficiency review required as condition for future funding and implementation planning

Motion/Second: Heminger/Cohen

Ayes: Abe-Koga, Canepa, Cohen, Gee, Heminger, Walton, Burt, Medina

Noes: None

Absent: Wagner

Public Comment

Jeff Carter commented on farebox recovery, efficiency review, and spoke in support of the item.

Aleta Dupree, Team Folds, commented on farebox recovery, regenerative braking, and energy storage.

Roland commented on bike locker fee, regenerative braking, and energy storage.



Adrian Brandt commented on efficiency review, fare enforcement and citations, and parking revenue.

**13. Adopt the Corridor Crossing Strategy - Approved by Resolution No. 2026-29**

Casey Fromson, Chief of Staff, provided the presentation that included the following:

- Baseline and targeted crossing safety improvements across the corridor
- Closures and long-term grade separation projects prioritization
- Flexible sequence list with annual updates and project prioritization
- Multi-agency funding coordination and evolving project delivery roles

Staff provided further clarification in response to the following Board comments and questions regarding corridor strategy, grade separations, at-grade safety improvements, emerging technologies, and implementation approach.

Motion/Second: Cohen/Abe-Koga

Ayes: Abe-Koga, Canepa, Cohen, Gee, Heminger, Walton, Burt, Medina

Noes: None

Absent: Wagner

Public Comment

Roland commented on right-of-way maintenance and operations.

Adina Levin, Seamless Bay Area, commented on crossing projects cost effectiveness.

Adrian Brandt commented on grade separation categorization, delineator posts, and camera enforcement.

Doug DeLong commented on safety improvements.

*Director Walton left the meeting at 11:33 am.*

**14. Receive State and Federal Legislative Update**

Devon Ryan, Government and Community Affairs Manager, provided the presentation that included the following:

- Mixed federal reauthorization outlook with stable but below-inflation formula funding and competitive capital grants
- Continued uncertainty in Capital Investment Grants (CIG) funding and rail safety-related federal provisions
- Potential restructuring of state tiered transit funding programs; uncertainty in Low Carbon Transit Operations Program (LCTOP) and Transit and Intercity Rail Capital Program (TIRCP) allocations

Public Comment

Roland commented on funding.

Adina Levin, Seamless Bay Area, commented on CARB vote and funding public transit.

**15. Reports**

**15.a. Report of the Chair** - Chair Medina reported on attendance at the Burlingame Broadway project funding event and advisory committee naming alignment across agencies.

**15.b. Report of the Citizens Advisory Committee** – Available online.

**15.c. Report of the Local Policy Maker Group (LPMG)** - Chair Burt had nothing to report and stated there is no meeting in June.

**15.d. Report of the Transbay Joint Powers Authority (TJPA)** - Chair Gee reported regional support for a \$710 million TIRCP application and uncertainty due to potential funding availability.

Public Comment

Adina Levin, Seamless Bay Area, commented on public comment time period.

**16. Correspondence** – Available online.

**17. Board Member Requests** – There were none.

**18. Date / Time / Location of Next Regular Meeting: Thursday, August 6, 2026 at 9:00 am.**  
The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030.

**19. Adjournment** – The meeting adjourned at 11:50 pm.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Margaret Tseng, JPB Secretary

For: August 2026 JPB Board of Directors Meeting

Subject: **Appointment of the Citizens Advisory Committee Representatives for Santa Clara County**

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

**Purpose and Recommended Action**

The Board of Directors representing the County of Santa Clara, recommends the following:

- Patricia Leung to fill one regular member seat with term ending June 30, 2029
- Tyler McDowall to fill one alternate member seat with term ending June 30, 2029

**Discussion**

The Citizens Advisory Committee (“CAC” or “Committee”) Bylaws state:

1. As prescribed by the Peninsula Corridor Joint Powers Board (“JPB” or “Board”), the CAC shall consist of nine (9) members and three (3) alternate members, with three (3) members and one (1) alternate member appointed from each constituent county (San Francisco County, San Mateo County, Santa Clara County). Each county will select its county committee members and alternate members, and the JPB will affirm these appointments. CAC members should reflect the demographics of Caltrain riders. The CAC shall act in an advisory capacity to the JPB. Its activities shall include seeking the views of various groups of users and potential users of Caltrain and ancillary transit facilities, and to develop proposals and recommendations for meeting the needs of these various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting the JPB in any matter which the Board may deem appropriate.
2. Article 1 – Membership, Section 2: CAC members and alternate members shall serve three (3) year terms.

3. The CAC was established as a JPB advisory group by Resolution No. 1992-28, dated June 3, 1992. The CAC serves as a forum for conveying community information, ideas and comments to the Board. The Board adopted a set of Bylaws under Resolution No. 2002-13, dated May 2, 2002, to formalize the rules of procedure governing the manner in which the CAC functions. The Board amended the Bylaws under Resolution No. 2019-45, dated December 5, 2019, to add one alternate member from each of the Counties to help ensure presence of a quorum in case of periodic CAC member absences and vacancies.

**Budget Impact**

There is no impact on the budget.

Prepared By: Margaret Tseng

JPB Secretary

07/15/2026

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Margaret Tseng, JPB Secretary

For: August 2026 JPB Board of Directors Meeting

Subject: **Appointment of the Citizens Advisory Committee Representatives for San Francisco County**



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

The Board of Directors representing the County of San Francisco, recommends:

- William Abbott to fill one regular member seat with term ending June 30, 2029
- Peter Wickman to fill one alternate member seat with term ending June 30, 2029

**Discussion**

The Citizens Advisory Committee (“CAC” or “Committee”) Bylaws state:

1. As prescribed by the Peninsula Corridor Joint Powers Board (“JPB” or “Board”), the CAC shall consist of nine (9) members and three (3) alternate members, with three (3) members and one (1) alternate member appointed from each constituent county (San Francisco County, San Mateo County, Santa Clara County). Each county will select its county committee members and alternate members, and the JPB will affirm these appointments. CAC members should reflect the demographics of Caltrain riders. The CAC shall act in an advisory capacity to the JPB. Its activities shall include seeking the views of various groups of users and potential users of Caltrain and ancillary transit facilities, and to develop proposals and recommendations for meeting the needs of these various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting the JPB in any matter which the Board may deem appropriate.
2. Article 1 – Membership, Section 2: CAC members and alternate members shall serve three (3) year terms.

3. The CAC was established as a JPB advisory group by Resolution No. 1992-28, dated June 3, 1992. The CAC serves as a forum for conveying community information, ideas and comments to the Board. The Board adopted a set of Bylaws under Resolution No. 2002-13, dated May 2, 2002, to formalize the rules of procedure governing the manner in which the CAC functions. The Board amended the Bylaws under Resolution No. 2019-45, dated December 5, 2019, to add one alternate member from each of the Counties to help ensure presence of a quorum in case of periodic CAC member absences and vacancies.

**Budget Impact**

There is no impact on the budget.

Prepared By: Margaret Tseng

JPB Secretary

07/21/2026

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: James C. Harrison, General Counsel  
For: August 2026 JPB Board of Directors Meeting  
Subject: **Renew Findings Regarding Remote Participation by Subsidiary Bodies of the Peninsula Corridor Joint Powers Board**

☐ Finance Committee  
Recommendation

☐ Technology, Operations, Planning,  
and Safety Committee  
Recommendation

☐ Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

At the February 2026 meeting of the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB or Caltrain) made findings and amended its Remote Meeting Policy. One amendment added a new exception from teleconferencing requirements for remote meetings conducted by eligible subsidiary bodies. The Ralph M. Brown Act (Brown Act) requires the Board to renew those findings six months thereafter.

If the Board does not renew its findings at this August 2026 Board meeting, members of the Citizens Advisory Committee (CAC) and the Bicycle and Active Transportation Committee (BATAC) will be unable to make use of this more flexible remote meeting exception. After reviewing the circumstances, staff recommend that the Board renew the findings it made in February 2026:

- (1) Teleconference meetings would enhance public access;
- (2) The JPB made the public aware of the opportunity for remote participation, and has afforded the public the opportunity to comment at an in-person meeting of the Board authorizing the subsidiary body to meet entirely remotely; and
- (3) Teleconference meetings would promote the recruitment, retention, and diversity of subsidiary body members.

**Discussion**

Meetings of the JPB and its Committees are subject to the Brown Act, which requires that meetings of local legislative bodies be open to the public. California Government Code § 54950 *et seq.* Generally, when legislative bodies meet via teleconference, all agendas must be posted at the remote meeting site, the locations must be noticed in the agenda, and the locations must be accessible and open to the public.

In August 2022, the California Legislature passed Assembly Bill (AB) 2449, amending the Brown Act to provide new remote meeting exceptions for just cause and emergency circumstances, which members of local agency bodies could use following the end of the COVID-19 state of emergency to meet remotely without needing to notice their locations and make them publicly accessible.

Following the adoption of AB 2449, the Board adopted the Policy Regarding Remote Participation in Meetings (Remote Meetings Policy) in December 2022. This policy has provided guidance to the Board, its committees, staff, and the public on teleconferencing requirements and applicable exceptions. This policy has applied for the past three years to all Regular and Special Board, Committee, and Advisory Committee Meetings.

In October 2025, the Legislature passed Senate Bill (SB) 707, which made substantial revisions to the Brown Act's remote meeting exceptions. The Board adopted the revised Remote Meetings Policy reflecting the changes enacted via SB 707 in February 2026.

One exception applicable to "eligible subsidiary bodies," such as the CAC and BATAC, requires the Board to renew findings every six months, which is then approved by majority vote of the subsidiary bodies. After reviewing the circumstances, staff recommend that the Board renew its previous findings for another six months.

#### **"Eligible Subsidiary Body" Exception**

If the legislative body of a local agency adopts a resolution approving remote meetings for eligible subsidiary bodies, members of subsidiary bodies of local agencies may meet remotely for an unlimited number of meetings in a six month period, provided that the subsidiary body cannot take final action, is purely advisory, and does not have "primary subject matter jurisdiction" over the following topics: elections, budgets, police oversight, privacy, removal or access to materials in public libraries, or taxes or related spending proposals. Therefore, this would permit the Citizens Advisory Committee (CAC) and Bicycle and Active Transportation Advisory Committee (BATAC) to meet remotely.

For the CAC and BATAC to continue making use of this exception, the Board must adopt a resolution finding that it considered the circumstances of the subsidiary body or bodies and that:

- (1) Teleconference meetings would enhance public access;
- (2) The JPB made the public aware of the opportunity for remote participation, and has afforded the public the opportunity to comment at an in-person meeting of the Board authorizing the subsidiary body to meet entirely remotely; and
- (3) Teleconference meetings would promote the recruitment, retention, and diversity of subsidiary body members.



**Budget Impact**

There is no budget impact associated with renewing these findings.

Prepared By: Quentin Barbosa

Associate Counsel

07/20/2026

**Resolution No. 2026-**

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

\* \* \*

**Renew Findings Regarding Remote Participation by Subsidiary  
Bodies of the Peninsula Corridor Joint Powers Board**

**Whereas**, the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) is committed to the principles of government transparency and the promotion of public participation; and

**Whereas**, the Ralph M. Brown Act (Brown Act) permits members of legislative bodies to participate remotely in public meetings via teleconferencing, so long as: (1) the remote location is connected to the main meeting location by telephone, video, or both; (2) the notice and agenda of the meeting identify the remote location; (3) the remote location is accessible to the public; (4) all votes are conducted by roll call; and (5) the meeting otherwise complies with the Brown Act, including providing an opportunity for the public to address the legislative body and allowing participation by members of the public present in remote locations; and

**Whereas**, the California Legislature adopted Assembly Bill (AB) 2449 in August 2022, which permitted the remote meetings for members of a local agency legislative body who have just cause or are experiencing an emergency circumstance; and

**Whereas**, the Board adopted a remote meetings participation policy following the adoption of AB 2449 to (1) provide the Board and staff with clear guidelines to follow when a member notifies the Board or Committee that the member intends to participate in a meeting remotely under AB 2449, and (2) ensure the processes and procedures for meeting remotely

promote transparency, public participation, and efficiency in the administration of public meetings, including by allowing members of the public to participate remotely or in person; and

**Whereas**, the California Legislature adopted revisions to the Brown Act's remote meetings provisions pursuant to Senate Bill 707, including adding a new remote meeting exception for subsidiary bodies; and

**Whereas**, the Board made required findings to authorize its subsidiary bodies, including the Citizens Advisory Committee and the Bicycle and Active Transportation Advisory Committee, to meet fully remotely under the exception via Resolution No. 2026-03, on February 5, 2026; and

**Whereas**, this exception requires the Board to renew these findings every six months; and

**Whereas**, the Board has reconsidered the circumstances of its subsidiary bodies, including the Citizens Advisory Committee and the Bicycle and Active Transportation Advisory Committee, and has redetermined that teleconferencing meetings of these bodies would enhance public access and promote the attraction, retention, and diversity of the membership of these subsidiary bodies; and

**Whereas**, the JPB made the public aware of the potential for fully remote meetings of subsidiary bodies at its August 6, 2026, meeting of the Board, and afforded the public the opportunity for comment; and

**Whereas**, staff recommends that the Board renew the above findings regarding remote meetings of subsidiary bodies.

**Now, Therefore, Be It Resolved** that the Board of Directors renews its findings to authorize its eligible subsidiary bodies to meet remotely for the next six months pursuant to the remote meetings exception in Government Code Section 54953.8.6 and in accord with the revised remote meetings policy.

Regularly passed and adopted this 6th day of August, 2026 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 Board of Directors

Through: Michelle Bouchard, Executive Director

From: Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization

For: August 2026 JPB Board of Directors Meeting

Subject: **Approve Hick's Creek Mitigation Project Cooperative Agreement with Midpeninsula Regional Open Space District and Adopt the Third Addendum to the 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) authorize the Executive Director to enter into a Cooperative Mitigation Agreement (Agreement) with Midpeninsula Regional Open Space District (Midpen) for the Hicks Creek Mitigation Project and adopt the associated addendum to the Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project (GRBRP). The Agreement will formalize the commitments and actions needed by the Peninsula Corridor Joint Powers Board (JPB) to implement the off-site mitigation project at the Hicks Creek Site and offset impacts related to the GRBRP.

**Discussion**

**Background**

The JPB is required to mitigate environmental impacts to wetlands and waters caused by the GRBRP, a safety-driven project to replace main track (MT) MT-1 bridge and extend the MT-2 bridge over the Guadalupe River. Because the GRBRP involves construction within and around the Guadalupe River corridor, the project must mitigate for its jurisdictional impacts. Due to space limitations at the GRBRP site, it is not feasible to implement all mitigation needs on-site. Therefore, JPB reached out to Midpen and identified an off-site mitigation opportunity on their property along Hicks Creek, beneficial for both parties. Pursuant to requirements for GRBRP included within the San Francisco Bay Regional Water Quality Control Board Water Quality Certification, an Administrative Order on Consent between the Joint Powers Authority (JPA) and United States Environmental Protection Agency, and an Amended Streambed Alteration Agreement between the JPA and the California Department of Fish and Wildlife, JPB identified, designed, and prepared materials to implement the habitat restoration project at Hicks Creek

to compensate for the environmental impacts of the GRBRP. That restoration project is the subject of the proposed Agreement.

#### Cooperative Agreement

Hicks Creek is located within the Sierra Azul Open Space Preserve, which Midpen owns. Midpen, an independent public agency governed by a seven-member elected board, owns and manages over 19,000 acres of protected open space in the Santa Cruz Mountains and surrounding areas. Its mission centers on preserving natural lands and restoring wildlife habitat in perpetuity.

Since January 2025 and throughout the development of the habitat restoration project at Hicks Creek, herein referred to as the Hicks Creek Mitigation Project, JPB has been coordinating with Midpen staff to ensure alignment of project design goals and benefits to Midpen policies. In March 2025, Midpen staff provided JPB a letter of support for the Hick Creek Mitigation Project. In July 2025, the Midpen Board provided Midpen staff authorization to negotiate the Agreement with JPB based on concept-level details of the Hicks Creek Mitigation Project. Since that time, staff and legal teams of the respective agencies have met multiple times to develop the language included in the proposed Agreement.

Under the proposed Agreement, Midpen will grant JPB access to a stretch of Hicks Creek within its Sierra Azul Open Space Preserve to carry out the restoration project, which includes removing invasive plants, concrete structures, and other impediments, and replanting the area with native species.

JPB will fund and implement the restoration project, which will include obtaining additional federal and state permits. Under the proposed Agreement, Midpen will cooperate with JPB to facilitate the additional permitting and site access, but it does not assume any project costs or liability. Midpen has not requested any compensation for the use of its property. All mitigation credits generated by the project will belong exclusively to JPB for use toward GRBRP permit compliance.

Under the GRBRP permits and restoration plan, JPB also will be responsible for monitoring the Hicks Creek mitigation site for up to ten years. When the restoration project successfully meets all regulatory performance standards, Midpen will assume permanent stewardship of the restored land as part of its existing preserve.

If authorization is granted by the JPB board, a JPB Executive Director signed version of the Agreement is anticipated to be presented to the Midpen Board at their regular meeting on September 23, 2026, meeting for full execution.

#### California Environmental Quality Act (CEQA) Analysis

JPB staff determined that under the CEQA, the Hicks Creek Mitigation Project is a component of the JPB's GRBRP.

The JPB Board adopted a Mitigated Negative Declaration (MND) for GRBRP (State Clearinghouse No. 2020110323) in accordance with CEQA (Public Resources Code §§21000 et seq.; 14 California Code of Regulations §§15000) (CEQA Guidelines) as part of the Board's approval of the GRBRP in February 2021. Following the Board's approval of the GRBRP and the filing of a Notice of Determination (NOD) for the Project, 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.

In March 2025, the Board adopted an Addendum to the MND for a modified project description, which included changes or refinements to the HMMP, project construction duration and sequencing, and other modifications. In April 2026, the Board adopted a second Addendum to the MND to support additional project modifications necessary to support construction at GRBRP.

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 Hicks Creek Mitigation Project and an evaluation for impacts.

The attached Addendum No. 3 documents JPB's consideration of the environmental effects associated with the Hicks Creek Mitigation Project. 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. (Public Resources Code, §21166; CEQA Guidelines, §15162(a)). Based upon the information provided in Addendum No. 3, the effects of the Hicks Creek Mitigation Project would not meet the qualifying criteria. As such, an addendum is appropriate, and Addendum No. 3 was prepared to address the environmental impacts of the Hicks Creek Mitigation 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 No. 3 with the MND prior to providing authorization to execute the Agreement for the Hicks Creek Mitigation Project. Once adopted, Addendum No. 3, will be placed in the administrative record, and a NOD will be filed with the County Clerk and State Clearinghouse.

#### **Budget Impact**

There is no impact on the budget.

Prepared By: Michael Tauchen

Deputy Director,  
Environmental Compliance

07/15/2026

**Resolution No. 2026-**

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

**State of California**

\* \* \*

**Approve Hick's Creek Mitigation Project Cooperative Agreement with Midpeninsula Regional Open Space District and Adopt the Third Addendum to the Mitigated Negative Declaration for the Guadalupe River Bridge Replacement Project**

**Whereas**, the Peninsula Corridor Joint Powers Board (JPB) intends to carry out a compensatory mitigation project at Hicks Creek to mitigate for impacts due to the Guadalupe River Bridge Replacement Project (GRBRP) on state and federal wetland and water jurisdictional areas, by enhancing and restoring a portion of the Hicks Creek riparian corridor. Enhancement will include the removal of non-native trees and invasive plants, removal of concrete building foundations and improvements, removal of a concrete wall lining the stream channel, removal of concrete lining within the channel of Hicks Creek (former swimming pool), removing and replacing two existing bridges to create a natural bed within the Creek, creating and installing habitat improvements in and around Hicks Creek, removing and controlling nonnative species, and revegetating the Hicks Creek Site by planting native species.

**Whereas**, the San Francisco Bay Regional Water Quality Control Board Water Quality Certification, an Administrative Order on Consent between the Joint Powers Authority (JPA) and United States Environmental Protection Agency, and an Amended Streambed Alteration Agreement between the JPA and the California Department of Fish and Wildlife related to the GRBRP, require JPB to identify, design, and implement a habitat restoration project at Hicks Creek to compensate for the environmental impacts of the GRBRP.



**Whereas,** Hicks Creek is located within the Sierra Azul Open Space Preserve, which the Midpeninsula Regional Open Space District (Midpen) owns. Midpen, an independent public agency governed by a seven-member elected board, owns and manages over 19,000 acres of protected open space in the Santa Cruz Mountains and surrounding areas. Its mission centers on preserving natural lands and restoring wildlife habitat in perpetuity.

**Whereas,** the JPB and Midpen (collectively referred to as the “Parties”) wish to execute a Cooperative Mitigation Agreement to formalize the commitments and actions needed by the Parties to implement off-site restoration mitigation project at the Hicks Creek (Hicks Creek Mitigation Project);

**Whereas,** under the Agreement, Midpen will grant JPB access to a stretch of Hicks Creek within its Sierra Azul Open Space Preserve to carry out the Hicks Creek Mitigation Project, which includes removing invasive plants, concrete structures, and other impediments, and replanting the area with native species; cooperate with JPB to facilitate the additional permitting and site access; does not assume any project costs or liability; will assume permanent stewardship of the restored land as part of its existing preserve once it successfully meets all regulatory performance standards. Midpen will not receive any compensation from JPB for the use of its property;

**Whereas,** under the Agreement, JPB will fund and implement all aspects of the Hicks Creek Mitigation Project, which will include obtaining additional federal and state permits; be responsible for monitoring the Hicks Creek mitigation site for up to ten years; and will exclusively obtain all mitigation credits generated by the Hicks Creek Mitigation Project for use toward GRBRP permit compliance.

**Whereas**, implementation of the Hicks Creek Mitigation Project is a component of GRBRP and subject to the California Environmental Quality Act;

**Whereas**, on February 4, 2021, at a regularly scheduled meeting, the JPB Board of Directors (Board) adopted the Mitigated Negative Declaration (MND) (State Clearinghouse No. 2020110323) for GRBRP in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §§21000 et seq.; 14 California Code of Regulations §§15000) and approved the Project;

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

**Whereas**, on March 6, 2025, the JPB Board adopted an Addendum to the Initial Study (IS)/MND for the changes to the Project (Resolution No. 2025-13) and Notice of Determination was filed with the County Clerk of Santa Clara County and the State Clearinghouse on March 12, 2025;

**Whereas**, on April 6, 2026, the JPB Board adopted a second Addendum to the IS/MND for additional project modifications to GRBRP (Resolution No. 2026-14) and Notice of Determination was filed with the County Clerk of Santa Clara County and the State Clearinghouse on April 7, 2026;

**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 (herein Addendum No. 3), the Hicks Creek Mitigation 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 Hicks Creek Mitigation 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 166 North Rollins Road in Millbrae, California.

**Be It Further Resolved,** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes the Executive Director or designee to execute the Cooperative Mitigation Agreement between the Parties; and

**Be It Further Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board authorizes the Executive Director, or designee, to take any other actions necessary to give effect to the resolution.

Regularly passed and adopted this 6th day of August, 2026 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

# **THIRD ADDENDUM TO THE MITIGATED NEGATIVE DECLARATION FOR THE PENINSULA CORRIDOR JOINT POWERS BOARD GUADALUPE RIVER BRIDGE REPLACEMENT PROJECT – HICKS CREEK OFFSITE MITIGATION**

## **PREPARED FOR:**

Peninsula Corridor Joint Powers Board  
166 N. Rollins Road  
Millbrae, California 94030  
Contact: Michael Tauchen  
Email: TauchenM@caltrain.com

## **PREPARED BY:**

ICF  
595 Market Street, Suite 950  
San Francisco, CA 94105  
Contact: Rich Walter  
Email: Rich.Walter@icf.com

**July 2026**



ICF. 2026. *Third Addendum to the Mitigated Negative Declaration for the Peninsula Corridor Joint Powers Board Guadalupe River Bridge Replacement Project – Hicks Creek Offsite Mitigation*. July. (ICF 103689.0.015.01.005.) San Francisco, CA. Prepared for Peninsula Corridor Joint Powers Board, San Carlos, CA.

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## Acronyms and Abbreviations

| Acronym                        | Definition                                   |
|--------------------------------|----------------------------------------------|
| APE                            | area of potential effect                     |
| BMPs                           | best management practices                    |
| CEQA                           | California Environmental Quality Act         |
| CNDDB                          | California Natural Diversity Database        |
| GRBR Project                   | Guadalupe River Bridge Replacement Project   |
| Hicks Creek HMMP               | Hicks Creek Offsite Mitigation HMMP          |
| Hicks Creek Offsite Mitigation | offsite mitigation at Hicks Creek            |
| HMMP                           | Habitat Mitigation and Monitoring Plan       |
| IPaC                           | Information for Planning and Consultation    |
| JPB                            | Joint Powers Board                           |
| Midpen                         | Mid-Peninsula Open Space District            |
| MND                            | Mitigated Negative Declaration               |
| NEPA                           | National Environmental Policy Act            |
| NWIC                           | Northwest Information Center                 |
| RWQCB                          | Regional Water Quality Control Board         |
| SCVWD                          | Santa Clara Valley Water District            |
| SWPPP                          | Stormwater Pollution Prevention Plan         |
| USACE                          | U.S Army Corps of Engineers                  |
| USEPA                          | United State Environmental Protection Agency |
| USFWS                          | United States Fish and Wildlife Service      |

## Chapter 1 Introduction

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### 1.1 Background

The Peninsula Corridor Joint Powers Board (JPB) operates the San Francisco Bay Area's Caltrain passenger rail service. This document is JPB's third California Environmental Quality Act (CEQA) (Public Resources Code §§21000 et seq.; 14 CCR §§15000 (CEQA Guidelines) addendum to the Guadalupe River Bridge Replacement Project (GRBR Project) Initial Study/Mitigated Negative Declaration (MND) that the JPB adopted in February 2021 (State Clearinghouse #2020110323) (Peninsula Corridor Joint Powers Board 2021). The Federal Transit Administration also evaluated the GRBR Project's potential environmental effects pursuant to the National Environmental Policy Act (NEPA) and in April 2021 issued a concurrence that the GRBR Project meets the criteria for a Documented Categorical Exclusion.

As previously approved by the JPB in 2021 and the February 2025 and April 2026 addendums, the GRBR Project involves the demolition and reconstruction of the MT-1 bridge and the expansion and seismic retrofitting of the MT-2 bridge. The GRBR Project provides critical safety improvements to the MT-1 and MT-2 bridges, which are necessary to provide safe crossing of the Guadalupe River for Caltrain passenger service, Union Pacific Railroad freight service, Amtrak passenger service, Altamont Commuter Express, and the Capitol Corridor passenger service. Following the JPB's approval of the Project and filing a Notice of Determination for the Project, the JPB prepared final project design plans and an onsite Habitat Mitigation and Monitoring Plan (HMMP), obtained permits from the U.S Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), San Francisco Bay Regional Water Quality Control Board (RWQCB), Santa Clara Valley Water District (SCVWD). Those permits were amended in 2025 and 2026, as necessary, to take account of changes in Project design, construction methods, timing, and mitigation.

In accordance with CEQA, JPB has prepared this third addendum to the MND as the CEQA lead agency to evaluate changes to the GRBR Project relative to implementing offsite mitigation at Hicks Creek (Hicks Creek Offsite Mitigation) in the Sierra Azel Open Space Preserve, which is owned by the Mid-Peninsula Open Space District (Midpen).

### 1.2 CEQA Obligations

This addendum documents the JPB's consideration of environmental effects associated with implementing the Hicks Creek Offsite Mitigation. As noted, the JPB previously prepared and adopted the MND for the GRBR Project in February 2021, a subsequent CEQA addendum in 2025, and a second addendum in 2026. Under CEQA, once a negative declaration has been adopted for a project, no subsequent environmental impact report or negative declaration shall be prepared unless the lead agency faced with a subsequent discretionary approval finds based on substantial evidence, one or more of the following:

- 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.
- 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.
- 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:
  - The project would have one or more significant effects not discussed in the previous MND;
  - Significant effects previously examined would be substantially more severe than shown in the previous MND;
  - 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
  - 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.

Based upon the information provided in Section 3.0, implementation of the Hicks Creek Offsite Mitigation would not result in new significant impacts or substantially increase the severity of impacts previously identified in the GRBR Project MND, and there are no previously infeasible alternatives that are now feasible. None of the other factors set forth in Section 15162(a)(3) are present. As such, an addendum is appropriate, and this addendum was prepared to address the environmental effects of the Project modifications.

An addendum need not be circulated for public review, but it can be included in, or attached to, the MND. The decision-making body (JPB's Board of Directors) shall consider the addendum with the MND prior to making a decision on the July 2026 Modified Project (e.g. the project as modified through April 2026 plus the offsite mitigation). Once adopted, the addendum, along with the original MND, is placed in the administrative record, and a Notice of Determination will be filed with the Santa Clara County Clerk and State Clearinghouse.

## Chapter 2 Project Description

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### 2.1 GRBR Project Description

The purpose and need for the GRBR Project is to provide critical safety updates to the MT-1 and MT-2 bridges (**Figure 2-1**). The Project description in the 2021 MND widened the channel; replacing the MT-1 bridge with a new, longer bridge; and extending the MT-2 bridge. The MND-described the GRBR Project limits as extending from south of Willow Street to Delmas Avenue along the existing JPB right-of way.

The MND evaluated replacing the existing 187-foot MT-1 bridge with a new 265-foot pre-cast concrete structure. The new MT-1 bridge would continue to accommodate a single track. Channel widening would occur under the south side of the MT-1 bridge to reduce scour/increase flow capacity. The southern abutment is designed so that it can potentially function as a pier without modification in the future if the USACE/SCVWD Reach 7 bypass channel is constructed.

As described in the MND, the GRBR Project includes extending the existing MT-2 bridge by 90 feet at the southern end, resulting in a new total bridge length of approximately 245 feet. To accommodate this extension, the Project removes and replaces the existing MT-2 abutment 5 and replaces it with a new pier, and channel widening.

The GRBR Project widens the Guadalupe River channel by approximately 75 feet to create a connection to the existing SCVWD Reach 6 bypass channel, which is downstream of the Project. The channel widening would reduce flow velocities during storm events and decrease the risk for further bank failure and scour problems.

As described in more detail in the GRBR Project MND, the work includes temporarily relocating fiber optic cables located on the MT-1 bridge and permanently relocating an existing overhead catenary system pole affected by the regrading and widening of the channel to Pier 5 of the MT-2 bridge. The fiber optic cables would be temporarily relocated to the MT-2 bridge (either underground beneath the tracks or aerially over the tracks on poles) during the demolition and construction of the new MT-1 bridge and then installed at their permanent location on the eastern side of the MT-1 track.

The GRBR Project would be constructed primarily within existing transportation and utility right-of way owned by JPB and SCVWD, and on California Department of Transportation, the City of San Jose, and SCVWD land under temporary construction easements.



Figure 2-1. GRBR Project Study Area



As explained in the MND, key construction activities include the MT-1 bridge replacement; the MT-2 bridge extension, riverbank stabilization and improvements; floodplain widening; and fiber optic cable removal and relocation. As explained in the 2021 MND, the Project also included dewatering an approximately 400-foot section of river. Following the completion of in-channel work, streamflow would be restored to the dewatered section of channel.

## 2.2 Hicks Creek Offsite Mitigation

As discussed in the Hicks Creek Offsite Mitigation HMMP (Hicks Creek HMMP), an offsite mitigation area was identified in the upper Guadalupe River watershed on Hicks Creek to provide mitigation for GRBR Project impacts in addition to the proposed onsite mitigation. The Hicks Creek Offsite Mitigation area is managed by Midpen within their Sierra Azul Open Space Preserve in Santa Clara County, California. Midpen is an independent special district that protects native habitats, plants, wildlife and fisheries resources by preserving more than 70,000 acres of land in the greater Santa Cruz Mountains region (**Figure 2-2**)(Midpen 2026).

The offsite mitigation HMMP describes site preparation, seed and plant material, installation methods, maintenance and monitoring, and contingency measures as necessary. Offsite habitat mitigation includes a variety of habitat elements including removal of concrete retaining walls, removal of grouted rock retaining walls, channel bed enhancements, in-channel rock enhancements, tributary realignment, and channel bank laybacks to create new riparian habitat. In addition to channel and bank improvements, the offsite HMMP also details implementation steps for the offsite mitigation including site preparation; maintenance; mitigation monitoring, including performance standards for the revegetation; and contingency measures.

In coordination with Midpen, JPB considered prioritization of restoration goals and strategies that are in alignment with, and anticipated to be most beneficial to, the programmatic restoration approaches of Midpen. Specifically, the Project includes the following in-stream mitigation and riparian restoration elements:

1. Removal of constructed hardscapes that restrict natural stream functions such as geomorphic processes and fish passage.
2. Realignment of a tributary to Hicks Creek to improve natural stream functions and fish passage.
3. Restoration of natural habitat in a creek in the Guadalupe River watershed that is important to salmonids.
4. Restoration and enhancement of waters of the U.S. under USACE jurisdiction and waters of the State under RWQCB and CDFW jurisdiction.
5. Promote the establishment of a self-sustaining, native aquatic and riparian habitat, resulting in a net increase of aquatic and riparian acreage in alignment with the goals and policies of Midpen.
6. Enhance stream function and native riparian habitat which is anticipated to support local communities of desirable fish, wildlife and plant species.

The implementation schedule for the Hicks Creek Offsite Mitigation is listed in **Table 2-1**.

**Table 2-1. Implementation Schedule**

| Stage        | Timing <sup>a</sup> |
|--------------|---------------------|
| Construction | Q2 2027 to Q3 2027  |
| Planting     | Q3 2027 to Q1 2028  |

<sup>a</sup>Q=Quarter

## 2.2.1 Location

The offsite mitigation site is part of the Mt. Umunhum Area of Midpen's Sierra Azul Open Space Preserve in Santa Clara County, California (**Figure 2-3**). The 90-acre Hicks Creek Ranch property is located off Reynolds Road in the Sierra Azul Preserve (18711 Reynolds Road). The property's development footprint is clustered in the northwest corner of the property along Hicks Creek. The site of the Hicks Creek Mitigation is owned by Midpen and is planned to provide offsite mitigation for RWQCB jurisdiction impacts, a portion of the CDFW jurisdiction impacts, and to satisfy mitigation requirements in the United State Environmental Protection Agency (USEPA)'s Administrative Order on Consent concerning the GRBR Project.

At the time of Midpen's purchase, the property included several existing structures including four residential units, pool house, changing room, pool and tub, storage barn, and shop building, the above ground portions of which have been removed by Midpen. The embedded building foundations, rock walls lining the stream channel, concrete-lined pool and tub, and surrounding contiguous portions of hardscapes, were left in place. Much of this in place existing hardscape is within the active channel of Hicks Creek, its confluence with an unnamed tributary, and the surrounding banks and environment, which interferes with the natural functions of the stream and has substantial impacts on the creek's geomorphology.



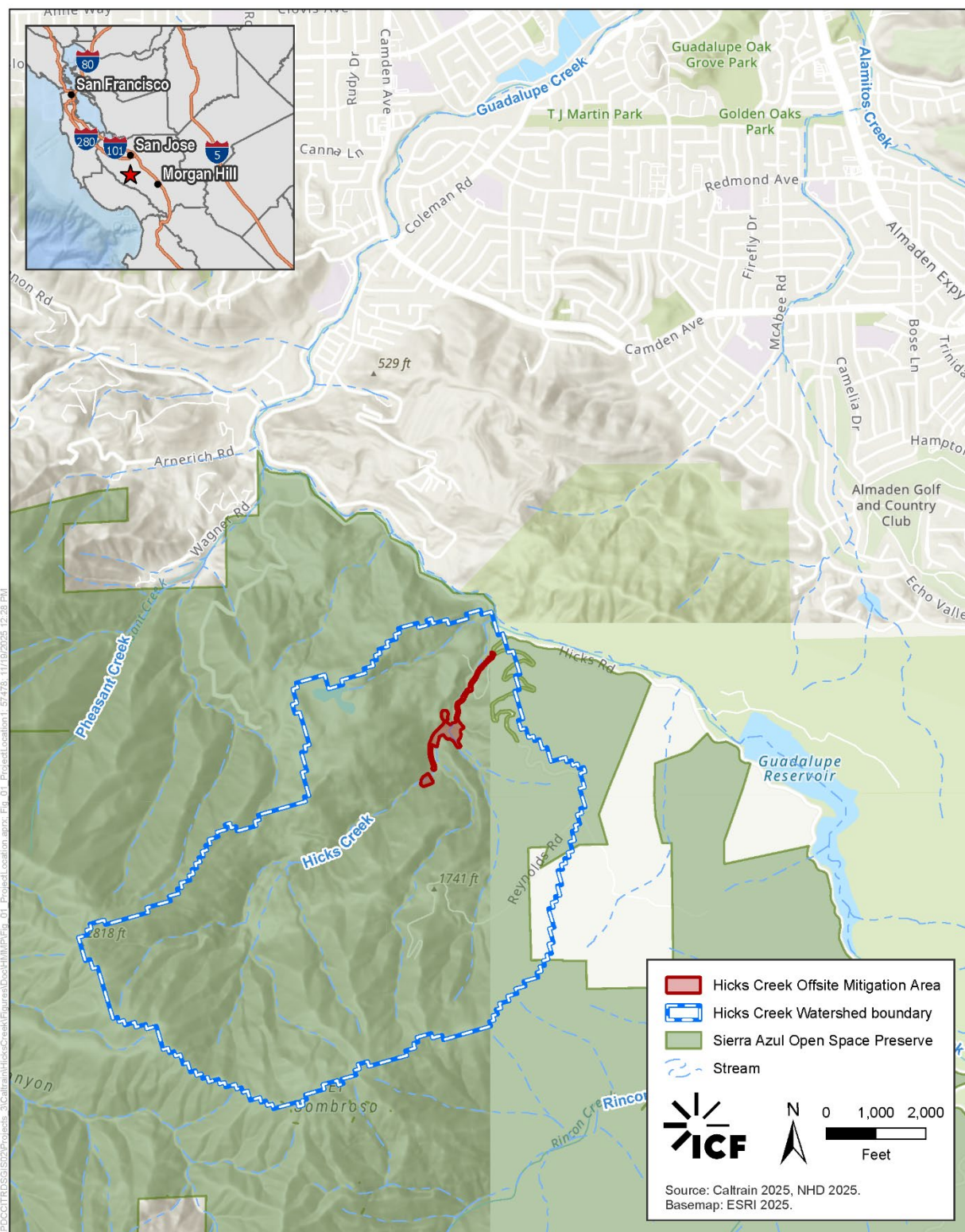


Figure 2-2. Hicks Creek Offsite Mitigation Property



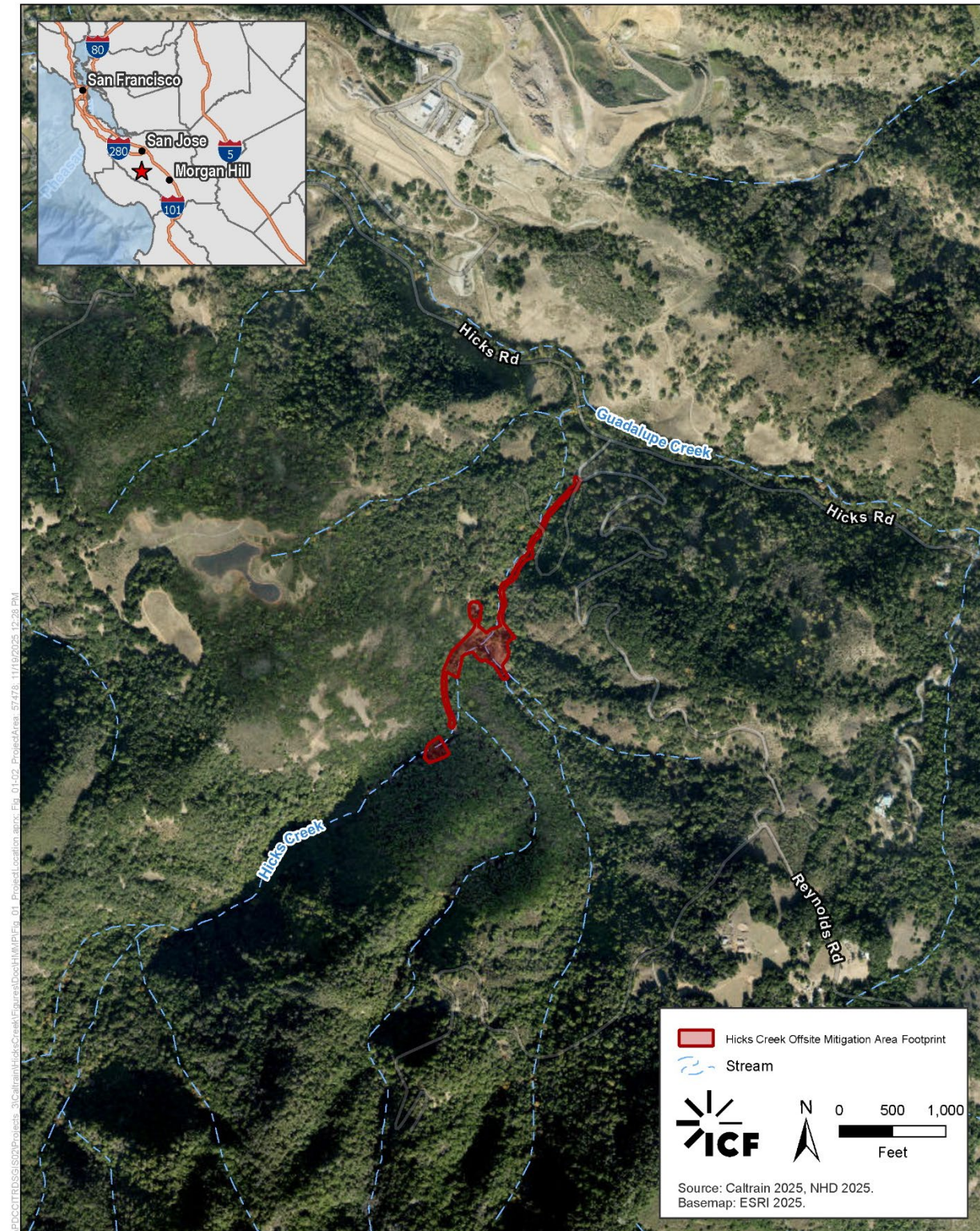


Figure 2-3. Hicks Creek Offsite Mitigation Property

## Chapter 3

# Updated Environmental Impact Analysis

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This third addendum to the GRBR Project MND evaluates the proposed changes to the Project to identify and address any new potential environmental impacts that were not evaluated by the 2021 MND and the first and second addendums prepared in February 2025 and April 2026 respectively, determine the severity or magnitude of any new or more severe environmental impacts, and determine whether the new or more severe environmental impacts of the July 2026 Modified Project changes would require substantial revisions to the MND. **Table 3-1** provides a summary of the resources unaffected by the changes to the Project. Following **Table 3-1**, this addendum evaluates the offsite mitigation for the GRBR Project that may result in new or more severe environmental impacts on air quality, energy, greenhouse gas emissions, biological resources, hydrology and water quality, geology and soils, parks and recreation, and cultural resources.

**Table 3-1. Resources not evaluated in Detail**

| Resource                           | 2021 MND Analysis | July 2026 CEQA Addendum Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Aesthetics                         | No impact         | <u>The July 2026 Modified Project would not result in new or more severe impacts on aesthetics.</u> The Hicks Creek Offsite Mitigation area is located within a portion of the Sierra Azul Open Space Preserve that is not currently open to the public. The preserve offers views of grasslands, rocky and steep chaparral, dense stands of bay trees, shaded oak woodland forests, deep ravines and riparian corridors in the Santa Cruz Mountains. Proposed demolition of dilapidated infrastructure, realignment of the Hicks Creek tributary, and riparian and upland plantings would result in beneficial effects by improving the visual quality of the site. |
| Agriculture and Forestry Resources | No impact         | <u>The Agriculture and Forestry Resources impact conclusions from the MND remain unchanged.</u> The Hicks Creek Offsite mitigation area does not possess agricultural or forestry uses. Implementation of the HMMP would not require conversion of forest land to non-forest uses.                                                                                                                                                                                                                                                                                                                                                                                   |
| Land Use and Planning              | No impact         | <u>The Land Use and Planning impact conclusions from the MND remain unchanged.</u> Implementation of the proposed offsite mitigation area in the Sierra Azul Open Space Preserve would not conflict with the existing land use onsite (hillsides, Other Public Open Lands, Regional Parks, Existing).                                                                                                                                                                                                                                                                                                                                                                |
| Mineral Resources                  | No impact         | <u>The Mineral Resources impact conclusions from the MND remain unchanged.</u> The site does not possess mineral resource uses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Population and Housing             | No impact         | <u>The Population and Housing impact conclusions from the MND remain unchanged.</u> No housing is present or proposed on the Hicks Creek Offsite Mitigation site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| Resource                      | 2021 MND Analysis                                                                                                 | July 2026 CEQA Addendum Analysis                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------------|-------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Public Services               | No impact                                                                                                         | <u>The Public Services impact conclusions from the MND remain unchanged.</u> The proposed offsite mitigation would not affect population growth or demand for public services.                                                                                                                                                                                                                                                                          |
| Transportation and Traffic    | No impact                                                                                                         | <u>The July 2026 Modified Project would not result in new or more severe impacts on Transportation and Traffic.</u> Construction-period truck trips would be limited due to the proposed reuse of excavated soil onsite for grading. Maintenance of the offsite mitigation property does not have the potential to affect transportation routes.                                                                                                        |
| Utilities and Service Systems | Less than significant impacts. Solid waste and stormwater created by Project construction. Impacts are temporary. | <u>The Utilities and Service Systems impact conclusions from the MND remain unchanged.</u> The Hicks Creek Offsite Mitigation would not increase demand on Utilities and Service Systems. Solid waste created by construction activities would be repurposed for grading purposes onsite or disposed of offsite, resulting in a negligible volume of waste being recycled or diverted to landfills. No new utility service would be established onsite. |
| Wildfire                      | No impact.                                                                                                        | <u>The Wildfire impact conclusions from the MND remain unchanged.</u> The Hicks Creek Offsite Mitigation area is located within a state responsibility area (SRA) high fire hazard severity zone. However, implementation of the HMMP would not expose people or structures to significant risk. Impacts would be less than significant.                                                                                                                |

Sources: County of Santa Clara. 1994 and 2026.

### 3.1 Air Quality, Energy, and Greenhouse Gas

The 2021 MND found that the GRBR Project would have a less-than-significant impact on air quality and no impact on energy and greenhouse gas emissions. The MND concluded that the Project would not result in long-term changes in emissions of air pollutants, would not conflict with implementation of San Jose's 2040 General Plan and BAAQMD's Bay Area 2017 Clean Air Plan, and would result in less-than-significant construction-related impacts with adherence to the following best management practices.

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered 2 times per day or as needed to maintain a minimum soil moisture of 12%. Moisture content can be verified by lab samples or moisture probe.
2. All haul trucks transporting soil, sand, or other loose material offsite will be covered.
3. All excavation, grading, and/or demolition activities will be suspended when average wind speeds exceed 20 miles per hour.
4. All trucks and equipment, including tires, will be washed prior to leaving the site.
5. Site entrances will be stabilized with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.
6. All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.



7. All vehicle speeds on unpaved temporary access roads will be limited to 15 miles per hour.
8. Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 2 minutes. Clear signage will be provided for construction workers at all access points.
9. Heavy construction equipment and haul trucks over 50 horsepower must meet at least USEPA Tier 3 emission standards or be from model year 2010 or newer. Prior to construction, the contractor will submit to JPB a list of all proposed equipment and vehicles (off-road equipment will include the California Air Resources Board-issued Equipment Identification Number) and documentation supporting the USEPA tier rating for verification of compliance. If an unanticipated need for the use of equipment or a vehicle arises after construction has commenced, the contractor will provide the required documentation of compliance within 14 days after an identified emergency or when the need arises and prior to the use of the equipment or vehicle.
10. All construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications. All equipment will be checked by a certified mechanic and determined to be running in proper condition prior to operation.
11. A publicly visible sign will be posted with the telephone number and person to contact at JPB regarding dust complaints. This person will respond and take corrective action within 48 hours. The Air District's phone number will also be visible to ensure compliance with applicable regulations.

Implementation of the updated HMMP, which includes offsite mitigation on Hicks Creek, would not change the air quality, energy, or greenhouse gas emissions impact conclusions of the MND. Construction activities at the mitigation property would include removal of concrete and rock masonry retaining walls along the channel banks, realignment of the Hicks Creek tributary through an existing swimming pool, and establishment of temporary construction staging areas. Additionally, implementation of the HMMP would include fish passage improvements through the removal of a constructed, 43.4-foot drop in the existing channel. Upon removal of constructed infrastructure in the Hicks Creek channel and associated tributary, riparian and upland plantings would occur throughout the property and impacted areas, as well as invasive plant removal and replacement with native species.

As stated in Section 5.8 of the HMMP, the mitigation site will be graded using standard earth-moving equipment. Onsite soil spoils generated from laying back the channel banks may be used to fill portions of the floodplain where hardscape features and Himalayan blackberry were removed. Given this, no off-haul of spoils is anticipated. Alternatively, all concrete, mortared rock, and wood retaining walls generated as part of demolition activities will be disposed of offsite, resulting in limited truck trips. Furthermore, the offsite mitigation property is located within the same air quality district as the GRBR Project, the Bay Area Air Quality Management district, and all construction activities would conform to the best management practices previously identified for the GRBR Project (BAAQMD 2026). Given this, construction emissions at the offsite mitigation property would not represent a substantial new source of emissions.

Once the demolition and planting phases of the HMMP are complete, operational emissions would be limited to periodic maintenance activities such as adjustments to the plant watering and schedule, erosion control maintenance, weed control, replacement planting, trash removal,

monitoring, and as-needed channel clearing. Given this, operational emissions at the offsite mitigation property would not represent a substantial new source of emissions.

The July 2026 Modified Project would not result in any new significant or more severe air quality impacts than those analyzed and addressed in the MND.

## 3.2 Biological Resources

The 2021 MND found that the GRBR Project would have less than significant impacts on biological resources with implementation of mitigation. The MND concluded that potentially significant impacts on steelhead and essential fish habitat (including fish stranding and entrainment, disruption of fish migration, fish relocation activities, toxic or hazardous spills, increased sediment and turbidity, and aquatic habitat modification) would be reduced to less-than-significant levels through implementation of Mitigation Measure BIO-1 and BIO-3 through BIO-8 (in-channel work window, biological monitoring, fish relocation, measures to minimize fish stranding and entrainment, SWPPP implementation, HMMP implementation, and construction best management practices [BMPs]). The MND also concluded that potentially significant impacts on western pond turtle and special-status nesting birds would be reduced to less than significant through implementation of Mitigation Measures BIO-3, BIO-9, BIO-11, and BIO-12 (biological monitoring, nesting bird surveys and buffers, in-channel work window, and worker environmental awareness training). The MND further concluded that the Project would result in permanent and temporary impacts on jurisdictional wetlands and waters of the U.S. and State and to riparian habitats (under the jurisdiction of the USACE, RWQCB, and CDFW), and that preparation and resource-agency approval of an HMMP (Mitigation Measure BIO-7)—together with site restoration—would mitigate those impacts, including impacts on ordinance-size trees; the MND also concluded the Project would not result in loss of San Jose heritage trees and would not require coverage under the Santa Clara Valley Habitat Plan because federally listed species covered under the HCP are not present and no special-status species under the California Endangered Species Act would be affected.

Similar to the GRBR Project, the Hicks Creek Offsite Mitigation area is located in the upper Guadalupe River watershed south of San Jose. Land cover types on the mitigation property consist of a combination of wetland and aquatic habitats and upland and riparian habitats as well as developed and disturbed areas (**Figure 3-1** and **Table 3-2**).

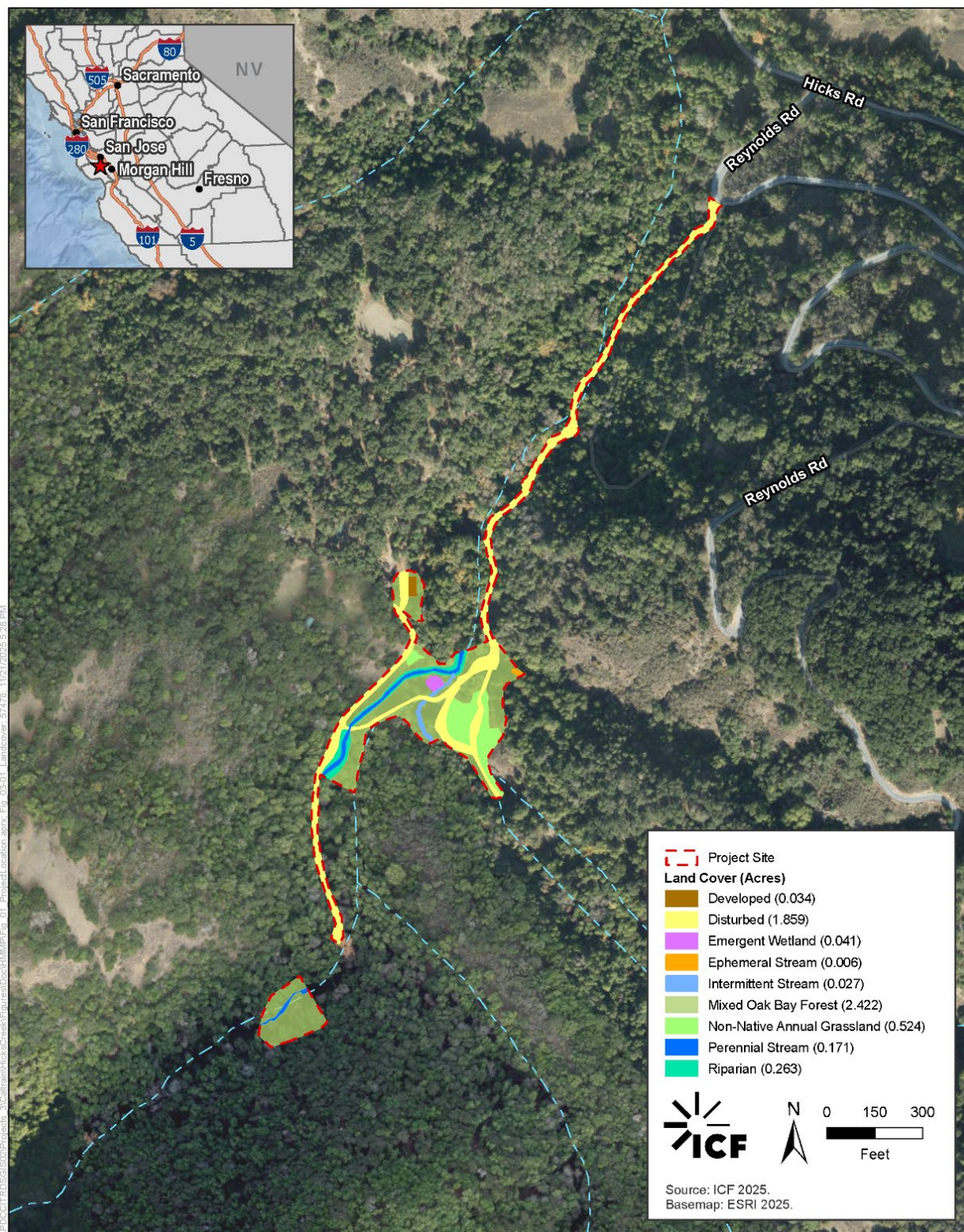


Figure 3-1. Landcover Types

**Table 3-2. Land Cover Amounts Before and After Construction**

| <b>Land Cover Type</b>                                      | <b>Amount Before Construction (Acres)</b> | <b>Amount After Construction (Acres)</b> | <b>Amount Lost (-) or Gained (+) (Acres)</b> |
|-------------------------------------------------------------|-------------------------------------------|------------------------------------------|----------------------------------------------|
| Disturbed                                                   | 1.533                                     | 1.269                                    | -0.264                                       |
| Emergent Wetland                                            | 0.041                                     | 0.000                                    | -0.041                                       |
| Ephemeral stream                                            | 0.006                                     | 0.006                                    | No change                                    |
| Floodplain Wetland                                          | 0.000                                     | 0.037                                    | +0.037                                       |
| Intermittent stream                                         | 0.027                                     | 0.027                                    | No change                                    |
| Mixed oak bay woodland                                      | 1.595                                     | 0.976                                    | -0.619                                       |
| Native grassland                                            | 0.000                                     | 0.727                                    | +0.727                                       |
| Non-native annual grassland                                 | 0.389                                     | 0.165                                    | -0.224                                       |
| Perennial stream                                            | 0.130                                     | 0.180                                    | +0.050                                       |
| Riparian                                                    | 0.263                                     | 0.599                                    | +0.336                                       |
| <b>Total= 3.985 acres</b>                                   |                                           |                                          |                                              |
| Net change in natural land covers: +0.266 acres             |                                           |                                          |                                              |
| Increase in aquatic and riparian habitats: +0.382 acres     |                                           |                                          |                                              |
| Area of enhanced aquatic and riparian habitats: 0.420 acres |                                           |                                          |                                              |

The proposed offsite mitigation plan proposes to remove legacy hardscape features installed prior to District ownership. The restoration design replaces these low-functioning, artificial in-channel structures with a naturalized stream corridor to support fish passage, backwater refugia, inset floodplain benches, and large wood and boulder structures that mimic natural geomorphic processes.

Work will primarily be confined to previously disturbed areas within the existing channel and adjacent riparian zone. Construction activities will follow BMPs developed under the District's Open Space Maintenance and Restoration Program, and regulatory permitting will be conducted in coordination with relevant state and federal agencies. JPB will conduct a minimum of 10 years of post-construction monitoring under a formal maintenance and monitoring plan. Monitoring will include both qualitative and quantitative assessments of revegetation success, channel stability, and aquatic habitat function. The plan includes adaptive management protocols to address unforeseen conditions and ensure the long-term success of the mitigation. District staff will review and approve the monitoring plan, and maintenance activities will be coordinated with the District to ensure consistency with its policies and ecological goals.

The proposed offsite mitigation would restore and enhance approximately 0.75 acre of aquatic, wetland, and riparian habitat on District lands within the Guadalupe River watershed, identified as a priority steelhead recovery area in the National Ocean and Atmospheric Administration Recovery Plan for Central California Coast Steelhead. The proposed restoration will provide year-round



rearing and migratory habitat for juvenile steelhead, reduce sediment delivery to downstream reaches, and expand native riparian vegetation. Key elements include:

1. Removal of existing in-channel concrete structures that disrupt stream hydrology and fish passage.
2. Regrading of incised banks and construction of a step-pool channel to restore hydrologic function and enable fish movement during low-flow periods.
3. Placement of large woody debris, coarse sediment, and floodplain benches to increase habitat complexity.
4. Removal of non-native vegetation and installation of native riparian and wetland vegetation to improve species composition, stabilize soils, and protect water quality.

Restoration actions include the removal of a concrete pool within the active stream channel, as well as the demolition of concrete and hardscape banks to reestablish a natural channel form. A section of chute-and-pool channel will be constructed to enhance fish passage and increase habitat complexity. These aquatic habitat improvements are intended to support multiple beneficial uses, including fish migration, spawning, preservation of rare and endangered species, and the enhancement of both cold and warm freshwater habitats. Inset floodplains are proposed along the channel and will become seasonally inundated, providing additional habitat diversity. The stream design also incorporates features specifically intended to improve conditions for amphibians and aquatic reptiles, such as the California red-legged frog and western pond turtle, both of which are known to occur near the offsite mitigation property.

Overall, the aquatic restoration design is primarily focused on improving habitat for steelhead, but it is also expected to benefit native herpetofauna by supporting their population viability over time. Additionally, the design may reduce habitat suitability for invasive predatory species such as bullfrogs, which are prevalent in the watershed. Revegetated areas within the Project will include aquatic habitats along the channel margins, freshwater emergent wetlands, and riparian plant communities. The selected plant palette is intended to enhance wildlife habitat quality and support a rich, diverse native understory.

Restoration work will be designed to enhance habitat in accordance with regulatory performance standards. The JPB will be responsible for design, construction, monitoring, maintenance, permitting, and CEQA compliance.

The United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) species list (USFWS 2025) identified eleven federally threatened, endangered, and proposed species that may occur in the Project location or may be affected by the Project. The CDFW California Natural Diversity Database (CNDDB) (CDFW 2025a) identified three additional federally threatened species within 5 miles of the offsite mitigation area. The IPaC and CNDDB lists are included as Appendix A (USFWS 2026). These species include:

Bird species:

- California condor (*Gymnogyps californianus*) – Endangered
- California Least Tern (*Sternula antillarum browni*) – Endangered

Invertebrate species:

- Bay checkerspot butterfly (*Euphydryas editha bayensis*) – Threatened
- Monarch butterfly (*Danaus plexippus*) – Proposed Threatened
- Zayante band-winged grasshopper: (*Trimerotropis infantilis*) – Endangered

Amphibian species:

- California red-legged frog (*Rana draytonii*) – Threatened
- California tiger salamander (*Ambystoma californiense*) – Threatened
- Foothill yellow-legged frog (*Rana boylei*) – Threatened

Reptile species:

- Northwestern pond turtle (*Actinemys marmorata*) – Proposed Threatened

Fish species:

- Tidewater goby (*Eucyclogobius newberryi*) – Endangered
- Steelhead – Central California Coast DPS (*Oncorhynchus mykiss*) – Threatened

Plants species:

- Metcalf Canyon Jewelflower *Streptanthus albidus* ssp. *Albidus* – Endangered
- Robust Spineflower *Chorizanthe robusta* var. *robusta* – Endangered
- Santa Clara Valley Dudleya *Dudleya setchellii* – Endangered

The offsite mitigation area was reviewed for suitable habitat for the USFWS-listed species and was evaluated against the known occurrences of listed species. It was determined the offsite mitigation property provides suitable habitat for five federally listed or proposed species including California red-legged frog, California tiger salamander, foothill yellow-legged frog, northwestern pond turtle, and steelhead; therefore, these species have the potential to occur in the offsite mitigation area.

**California red-legged frogs** require ponds, lakes, or ponded areas within creeks or streams that hold water for a sufficient period of time to allow for completion of the breeding cycle. California red-legged frogs spend a considerable amount of time resting and feeding in riparian vegetation, but the species will utilize upland habitat with abundant mammal burrows within relative proximity to aquatic habitat. This species has been documented migrating overland up to one mile from breeding habitat and is typically found from sea level to 5,000 feet. Breeding for this species occurs from mid-October through June. The nearest CNDDDB record for California red-legged frog (occurrence #1735) is located approximately 0.41 mile northeast of the offsite mitigation area near Guadalupe Creek. Hicks Creek and surrounding riparian habitat provided suitable habitat for this species. Breeding in the creek is unlikely; however, the concrete-lined pool, an emergent wetland, may provide potential breeding habitat for the species. Additionally, Hicks Creek is a tributary to Guadalupe Creek which has documented presence of this species. This species may occur in the offsite mitigation area.

**California tiger salamanders** require both aquatic and upland habitat at various stages of their lifecycle. Adults use ponds, vernal pools as well as other ephemeral and permanent water bodies that hold water for at least 12 weeks for breeding and larval development. Adults use small mammal burrows and underground passages constructed by California ground squirrel, and valley pocket gopher for shelter and protection from predators and desiccation. The nearest CNDDDB record for

California tiger salamander (occurrence #443) is located approximately 0.39 mile north of the offsite mitigation property on the Guadalupe Waste Management Facility property. While suitable aquatic habitat is not present for this species in the Project area there is suitable upland habitat for this species. This species may occur in the offsite mitigation area.

**Foothill yellow-legged frog** is found in or near rocky streams and rivers in a variety of habitats between 0 and 5,000 feet in elevation. This species occurs in many different vegetation communities including valley-foothill hardwood, valley-foothill hardwood-conifer, valley-foothill riparian, ponderosa pine, mixed conifer, mixed chaparral and wet meadows. Breeding stream habitat is typically shallow, rocky and at least partially exposed to direct sunlight. This species is closely associated with streams and is rarely observed far from the water's edge. The nearest CNDDDB record for foothill yellow-legged frog record (occurrence #87) is located approximately 385 feet north of the offsite mitigation area at Guadalupe Creek. Hicks Creek and surrounding habitat provided suitable habitat for this species. Additionally, Hicks Creek is a tributary to Guadalupe Creek which has documented presence of this species. This species may occur in the offsite mitigation area.

**Northwestern pond turtle** occurs in permanent and semi-permanent aquatic habitats such as ponds, lakes, streams, wetlands, and irrigation canals with abundant vegetation and basking structures, in woodland, forest, and grassland habitats up to 6,700 feet in elevation. Females typically nest within 300 feet of aquatic habitat but may disperse up to 1,600 feet to access suitable nesting, overwintering, or additional aquatic habitat. The breeding season occurs from March through August. During overwintering, September through May, they typically bury in upland leaf litter. The nearest CNDDDB record for northwestern pond turtle (occurrence #1322) is located approximately 0.32 mile west of the offsite mitigation area at Cherry Springs Pond. While suitable aquatic habitat is not present for this species in the Project area there is suitable upland habitat for this species. This species may occur in the offsite mitigation area.

**Steelhead** occupy freshwater streams or lakes during spawning and then migrate back to the open ocean to live during their adult non-spawning phase of their life cycle. Steelhead spend most of the year in estuaries or open ocean and only return to freshwater to spawn. Steelhead begin migrating back to fresh water beginning in December and the primary spawning season is from February through April, in small streams and tributaries. There are CNDDDB records for steelhead in Hicks Creek and this species is expected to occur in the offsite mitigation area.

CNDDDB (CDFW 2025b) identified six California state threatened, endangered, or candidate species potentially present in the offsite mitigation area:

Bird species:

- Bald eagle (*Haliaeetus leucocephalus*) – Endangered
- Burrowing owl (*Athene cunicularia*) – Candidate Threatened or Endangered

Invertebrate species:

- Crotch's bumble bee (*Bombus crotchii*) – Candidate Endangered
- Western bumblebee (*Bombus occidentalis*) – Candidate Endangered

Amphibian species:

- California tiger salamander (*Ambystoma californiense*) – Threatened

- Foothill yellow-legged frog (*Rana boylei*) – Endangered

The offsite mitigation property was reviewed for suitable habitat for the CNDDB-listed species and was evaluated against the known occurrences of listed species. It was determined the offsite mitigation area provides suitable habitat for four state-listed species including California tiger salamander, foothill yellow-legged frog, Crotch's bumble bee and mountain lion; therefore, these species have potential to occur. Additionally, the Southern California/Central Coast Evolutionarily Significant Unit of mountain lion (*Puma concolor*), including the Central Coast North population, was listed as state threatened on February 12, 2026. CNDDB records are not expected for mountain lion given the Southern California/Central Coast Evolutionarily Significant Unit's recent listing. Although there are no CNDDB records for mountain lion within 5 miles of the offsite mitigation area, the species has potential to occur in the offsite mitigation area as the property is in range of the species, and the Sierra Azul open space where the mitigation property is located has a known population of mountain lion. Species not yet reviewed on the USFWS list above with the potential to occur are discussed in greater detail below.

**Crotch's bumble bee** is found primarily in California within the Mediterranean region, Pacific Coast, Western Desert, Great Valley and adjacent foothills in southern California as well as in southwest Nevada near the California border. This species is found in grasslands and shrublands preferring hotter, drier environments. Crotch's bumble bee is a short-tongued species generalist and is often associated with plants such as milkweeds, dusty maiden, lupines and other grassland species. Leaf litter and woody forest edge can provide overwintering habitat, but this species typically nests underground in abandoned rodent burrows, or sometimes above ground in tree cavities or old bird nests. They have also been found nesting in man-made structures such as walls, rubble or abandoned furniture. The nearest CNDDB record for Crotch's bumble bee record (occurrence #100) is located approximately 4.86 miles east of the Project site. There is non-native annual grassland present in the offsite mitigation area that provides suitable habitat for Crotch's bumble bee. This species may occur in the offsite mitigation area.

**Mountain lion** in California occurs in redwoods and mixed forests, coastal brushlands, mountains, and riparian corridors. Around 40% of California is considered suitable habitat for the species. Territories encompass up to 300 miles for females and 500 miles for males. Reproduction is not limited to a season for this species and females may produce offspring any time of year. Mountain lion diets mostly consist of large animals such as deer, elk, pronghorn, bighorn sheep, wild pigs, feral horses and burros. Feeding behavior may change in response to environmental conditions, prey availability, and competition with other large carnivores which may result in opportunistic hunting of other animals including poultry, small livestock, or pets. No CNDDB records for the species occur within 5 miles of the offsite mitigation area. All land cover types on the mitigation property are considered habitat for mountain lion and this species may occur.

### 3.2.1.1 Other Special-Status Species

In addition to state- and federally listed threatened and endangered species, a comprehensive assessment was performed for other wildlife and plant species identified in a search of CNDDB included in Appendix A. No special-status plant species including those with California Native Plant Society Rare Plant Ranks 1A to 4 are expected in the offsite mitigation area based on available habitat conditions and known occurrences of each plant species. It was determined that the mitigation area provides suitable habitat for five additional wildlife species designated as a species

of special concern or fully protected by the state; therefore, these species have the potential to occur. These species include:

Bird species:

- Golden eagle (*Aquila chrysaetos*) – Fully protected

Amphibian species:

- California giant salamander (*Dicamptodon ensatus*) – Species of special concern
- Santa Cruz black salamander (*Aneides niger*) – Species of special concern

Mammal species:

- Pallid bat (*Antrozous pallidus*) – Species of special concern
- San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*) – Species of special concern

**California giant salamander** is endemic to Northern California and occurs in damp, coastal forests in both montane and valley-foothill riparian habitats within two regions. The first range is comprised of the counties of Sonoma, Napa, Marin, Southwestern Lake County, Western Glenn County, and Southern Mendocino County counties. Adults can develop into a terrestrial form or an aquatic form. The terrestrial form is found under surface litter and in tunnels, while the aquatic form is found most commonly in cool rocky streams but also occasionally in lakes and ponds. This is a primarily nocturnal species; however, diurnal activity can occur after the first rains following dry, during extend rain events, and during mating season within 150 to 200 feet of a water source. The nearest CNDDDB record for California giant salamander (occurrence # 104) is located 1.49 miles southeast of the offsite mitigation property near Rincon Creek. Hicks Creek and surrounding riparian habitat provide similar suitable habitat for this species. This species may occur in the mitigation area.

**Golden eagle** occurs in a wide variety of habitats, including open or partially open areas with high topographic relief such as mountains, rolling hills, and canyons. Breeding habitat is also varied and includes forest, woodland, prairie, grassland, chaparral, sagebrush, sage-juniper flats, and desert. Nests are typically placed on cliffs or large trees, and occasionally on manmade structures such as transmission towers. Foraging habitat includes both open terrain and forested landscapes. Golden eagles occur from sea level to 11,500 feet in elevation. The nearest CNDDDB record for golden eagle (occurrence #331) is located approximately 2.21 miles southeast of the offsite mitigation property in the Sierra Azul Open Space Preserve. There is moderate nesting habitat present in the offsite mitigation area and the surrounding vicinity. This species may occur in the mitigation area.

**Pallid bat** is found throughout California. Primary roost structures used by pallid bats include caves, crevices, and mines, and with occasional use of hollow trees, buildings, and bridges. This species forages in open habitats such as shrub-steppe grasslands, oak savannah grasslands, open ponderosa pine forests, talus slopes, gravel roads, lava flows, fruit orchards, and vineyards. The nearest CNDDDB record for pallid bat (occurrence #100) is located approximately 1.47 miles northwest of the offsite mitigation property near Venture Christian Academy. The offsite mitigation area provides both suitable tree roosting habitat and manmade structures roosting habitat. This species may occur in the mitigation area.

**San Francisco dusky-footed woodrat** is a rodent species native to California, found in the Santa Cruz Mountains and the Bay Area within forest and shrubland communities. This species is known

for building large stick houses known as middens that can range from 2 feet to 5 feet in height with base diameters of up to 8 feet. Middens are also sometimes built within the crotches of trees and hollow logs. This species is an herbivore generalist and consumes a wide variety of nuts, fruits, foliage, fungi and some forbs. The nearest CNDDDB record for San Francisco dusky-footed woodrat (occurrence #34) is located approximately 4.42 miles east of the offsite mitigation property in Almaden Quicksilver Park. During a site visit conducted on October 9, 2025, and an ICF biologist observed one small midden outside of the work zones within the mitigation area. This species is expected to occur in the mitigation area.

**Santa Cruz black salamander** is endemic to California, with a limited range west of the San Francisco Bay and south of the San Francisco Peninsula in Santa Cruz County, western Santa Clara County, and southern San Mateo County. This terrestrial species does not inhabit streams or other bodies of water; however, it is rarely encountered very far from water. This species occurs within mixed deciduous woodland, coniferous forests, and coastal grasslands under rocks near streams, in talus, under damp logs, and other objects. Adults forage for small invertebrates on the ground at night during wet weather. Invertebrate prey species include millipedes, ants and termites. Reproduction is terrestrial followed by egg deposition below ground in moist cavities where the female remains until the young hatch. The young develop completely in the egg and hatch fully formed. The nearest CNDDDB records for Santa Cruz black salamander (occurrence #104) is located approximately 1.50 miles southeast of the offsite mitigation area near Rincon Creek. Hicks Creek riparian habitat provides similar suitable habitat for this species. This species may occur in the mitigation area.

The offsite mitigation may temporarily affect the species noted above with potential to occur at the offsite mitigation site during construction due to construction equipment activity and movement, temporary removal of vegetation, and temporary dewatering of Hicks Creek and the tributary. Once construction is complete and planting has occurred and matured, the offsite mitigation will provide benefits to native fish and wildlife species as it will result in a net increase and enhancement of native aquatic and upland habitats on site.

With implementation of Mitigation Measures BIO-01 and BIO-03 through BIO-14 identified in the Final IS/MND and MMRP and the avoidance and minimization measures from the application for the CDFW Incidental Take Permit (JPB 2026a), the application for the USFWS Programmatic Biological Opinion (JPB 2026b), and the application for the NMFS Programmatic Biological Opinion (JPB 2026c), the Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered species, or eliminate important examples of the major periods of California history or prehistory. In the long term, the impacts of the Project will be beneficial. Specifically, the Project will benefit steelhead and Chinook salmon by widening the channel, increasing floodplain habitat, increasing high velocity refuge habitat for juvenile salmonids, enhancing fish passage conditions, and reducing bank scour.

Mitigation Measures BIO-01 and BIO-03 through BIO-14 are described below.

**Mitigation Measure BIO-01: In-channel Work Window.** All in-channel work will be limited to June 15 through October 31, a timeframe set by CDFW, USFWS, and NMFS as a time when special-status fish are least likely to be present.

**Mitigation Measure BIO-03: Biological Monitor.** A qualified biologist with appropriate knowledge and experience in the biology, life history, and identification characteristics of fish that are likely to be encountered during Project activities will be present during all in-water construction activities. In-water construction activities are considered work within the active river channel and include all Project-related activities such as river diversion, dam installation and removal, channel dewatering, and fish relocation activities. This monitor will also be given the authority to halt any work they deem may be a cause for concern that may endanger fish or wildlife species or resources.

In addition, biologists with knowledge of the species with potential to occur on the site, and control of invasive species will be present during vegetation removal, dewatering, excavation, bank stabilization, and revegetation activities to monitor compliance with environmental requirements.

**Mitigation Measure BIO-04: Fish Relocation.** Prior to dewatering, fish relocation efforts will be implemented to reduce the likelihood of fish becoming stranded as water levels recede. Fish exclusion netting or screens will be installed directly upstream and downstream of the channel segment to be dewatered to prevent fish from re-entering the work area after relocation. The bottom edge of the net or screen will be completely secured to the channel bed. Mesh will be no greater than 1/8 inch (0.125-inch) diameter. While in place, the fish exclusion netting or screens will be regularly checked and cleaned of debris to permit free flow of water. Fish exclusion netting or screens will be installed prior to fish relocation activities and will be removed once streamflow is diverted through the temporary diversion pipes.

Fish relocation and dewatering activities will only occur between June 15 and October 31. Various methods may be used to capture fish (e.g., dip net, beach seine); however, backpack electrofishing is expected to be the most effective, based on habitat complexity and in channel structure (e.g., woody debris, cobble, riprap) within the Project area. Backpack electrofishing will follow NMFS (2000) guidelines for electrofishing for anadromous salmonids. All captured fish will be identified, enumerated, and relocated to the nearest appropriate site downstream of the work area. Fish may be temporarily held in 5-gallon buckets with cool, shaded, aerated water. Air and water temperatures will be measured periodically during fish relocation.

Any steelhead captured during the fish relocation effort will be held separately from other fish species. A thermometer will be placed in holding containers to ensure temperatures remain suitable. If steelhead appear stressed or if water temperatures become too warm, steelhead will be immediately released downstream of the work area.

**Mitigation Measure BIO-05: Minimize Fish Stranding and Entrainment.** To minimize risks to any special-status fish species that may be present in the Project site, a qualified fisheries biologist approved by CDFW, NMFS, and USFWS (as required) will be on-site during the dewatering process. Prior to dewatering, the best means to bypass flow through the work area to minimize disturbance to the channel and avoid direct mortality of fish and other aquatic invertebrates will be determined. Cofferdams will be constructed using sand or gravel bags sealed with sheet plastic. Cofferdams will be located at the upstream and downstream end of the section of stream getting dewatered. When bypassing streamflow around the work area, streamflow below the construction site will be maintained similar to the unimpeded flow at all times.

Pumping will likely be required to temporarily divert flows around the work site during cofferdam construction prior to diverting flows through pipes. Pumps will be placed in flat areas, away from the stream channel, and secured by tying off to a tree or staked in place to prevent movement by vibration. Pump intakes will be screened following NMFS screening criteria to prevent fish

entrainment or impingement. Pump intakes will be periodically checked for impingement of fish or amphibians, which if found, will be relocated to a safe location downstream of the dewatered channel segment. Water pumped from the upstream end of the work site will be routed through long sections of hosing around the work site and returned to the river downstream of the coffer dam. The downstream end of the pump hoses will either be submerged in a deep-water section or positioned over a water-dissipating device to reduce scour and limit turbidity increases. A qualified fisheries biologist will be on-site during channel dewatering activities to inspect the dewatered area for any stranded fish and relocate them to nearby suitable habitat. Once the cofferdams are installed and the diversion pipes are in place, all streamflow will be diverted around the worksite through gravity fed diversion pipes. Diversion pipes will not be screened to allow downstream fish migration through the work area.

To minimize risks to any special-status fish species that may be present in the Project site during re-watering, a qualified biologist approved by CDFW, NMFS, and USFWS (as required) will be on-site during the re-watering process. The downstream cofferdam will be removed first. Clean river run gravel may be left in the stream channel, provided it does not impede streamflow or fish passage. After the downstream cofferdam is removed, the diversion pipes will be removed in sections beginning at the downstream end and working toward the upstream end. The upstream cofferdam will be removed last.

To the extent feasible, all temporary diversion structures and the supportive material will be removed within 48 hours after in-channel work for each work window is completed.

**Mitigation Measure BIO-06: Develop a Stormwater Pollution Prevention Plan (SWPPP).** A SWPPP will be developed and implemented for the Project that includes BMPs for erosion and sediment controls such as protecting existing storm drain inlets and stabilizing disturbed areas. Specific BMPs that may be implemented to reduce the sediment load of stormwater runoff from the adjacent upland materials management areas include installing control devices (e.g., earth berms, asphalt curbs, silt fences/curtains, or other barriers) around the materials handling areas and protecting existing catch basins with silt fences, asphalt curbs, or gravel bags. Under the SWPPP, contractors will store fuel and chemicals in such a manner to prevent accidental spills from affecting stormwater (e.g., kept within secondary containment). The SWPPP will include a spill control plan, which will address spills of hazardous materials in the materials handling areas. A full complement of oil spill clean-up equipment will be on-site and available for immediate deployment should there be an accidental discharge of fuel, lubricant, or hydraulic oils. Specific elements of the SWPPP will include the following commitments.

- Fueling and servicing of mobile equipment will be restricted to at least 100 feet from the top of bank.
- Consideration will be given to maintaining a vegetated buffer strip between staging/excavation areas and receiving waters.
- Slopes with exposed soil will be stabilized (e.g., with erosion control blankets), and channels will be protected (e.g., using silt fences or straw wattles).
- Stockpiling or placement of erodible materials in waterways or along areas of natural stormwater flow where materials could be washed into waterways will be prohibited.
- Stockpiled soil will be stabilized with geotextile or plastic covers.
- Site ingress/egress locations will be stabilized.



- All trash from the site will be removed daily to avoid attracting potential predators. Personnel will clean the work site before leaving each day by removing all litter and construction-related materials.
- Fiber rolls used for erosion control will be certified as free of noxious weed seed. Filter fences and mesh will be of material that will not entrap reptiles and amphibians. Erosion control measures will be placed between the outer edge of the buffer and the Project site.
- Vehicles operated within and adjacent to streams will be checked and maintained daily to prevent leaks of materials that, if introduced to the water, could be deleterious to aquatic life.
- Washing of vehicles will be permitted only at approved areas.

**Mitigation Measure BIO-07: Develop a Habitat Mitigation and Monitoring Plan (HMMP).** The HMMP will include plans for the restoration and enhancement of aquatic and riparian habitats, including a planting plan, including species composition, success criteria, and a monitoring schedule. As part of the riparian planting plans, native trees affected by the Project will be replaced at a 3:1 ratio, and non-native trees will be replaced with native trees at a 1:1 ratio. The HMMP will also include conceptual designs for in-channel improvements (e.g., in-channel structures to improve fish habitat quality) and a post-construction fish passage monitoring schedule. The HMMP will include evaluation of bioengineered bank treatments that incorporate live vegetation. Maintenance of natural stream characteristics, such as riffle-pool sequences, riparian canopy, sinuosity, floodplain, and a natural channel bed, will be important considerations in the mitigation design. Topsoil and gravel material incorporated in the restoration of the channel will be reused from material removed during construction to the extent practicable. The HMMP will be incorporated in JPB's permit applications to USACE, CDFW, and RWQCB.

**Mitigation Measure BIO-08: Implement Construction-related BMPs.** To minimize impacts on water quality, the Project will include measures to avoid and minimize potential adverse effects on listed species. The following are specific measures relevant for the protection of steelhead.

- Construction will occur only during dry periods.
- Prior to storm events, all construction activities will cease, and appropriate erosion control measures will be implemented.
- Soil, silt, or other organic materials will not be placed, stockpiled, or stored where such materials could pass into surface water or surface water drainage courses during unexpected rain events.
- All areas disturbed by Project activities will be protected from washout or erosion prior to the onset of the rainy season.
- All temporarily affected areas will be restored to pre-construction contours and conditions upon completion of construction activities.
- Prior to initiation of any waterside work, erosion control measures will be used throughout all phases of operation where silt and/or earthen fill threaten to enter waters of the U.S and/or state.
- To prevent inadvertent entrapment of animals during excavation, all excavated, steep-walled holes or trenches more than 2-feet deep will be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks.

**Mitigation Measure BIO-09: Nesting Birds.** If practicable, construction will be scheduled to commence outside the avian nesting season (e.g., prior to February 1 or after September 15).

If construction must occur within the avian nesting season (from February 1 to September 15), all suitable habitats located within the Project's area of disturbance, including staging and storage areas plus a 250-foot buffer around these areas, will be thoroughly surveyed, as feasible, for the presence of active nests by a qualified biologist no more than 5 days before commencement of any site disturbance activities and equipment mobilization. If Project activities are delayed by more than 5 days, an additional nesting bird survey will be performed. Active nesting is present if a bird is building a nest, sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys will be documented.

If pre-construction nesting bird surveys result in the location of active nests, no site disturbance and mobilization of heavy equipment (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), will take place within 250 feet of non-raptor nests and 1,000 feet of raptor nests, or as determined by a qualified biologist in consultation with CDFW, until the chicks have fledged.

The biologist will prepare a written record of survey results and implementation of any avoidance/minimization measures to be kept on file at the Caltrain office. The biologist will monitor any active nests to determine when young have matured sufficiently to have fledged.

**Mitigation Measure BIO-10: Roosting Bats.** A qualified biologist will conduct a preconstruction survey within 14 days prior to construction activities. If an occupied maternity or colony roost is detected, the biologist will contact CDFW to determine the appropriate buffer relative to the:

- proximity and noise level of Project activities;
- distance and amount of vegetation or screening between the roost and construction activities; and
- species-specific needs, if known, such as sensitivity to disturbance.

The buffer will remain in place until construction is completed. If the roost is in vegetation or in a structure that is planned to be removed, the qualified biologist will work with CDFW to devise a plan to exclude the bats and develop and implement any needed mitigation measures.

The biologist will prepare a written record of survey results and implementation of any avoidance/minimization measures to be kept on file at the Caltrain office. The biologist will recommend additional measures if a bat roost is found.

**Mitigation Measure BIO-11: Western Pond Turtle.** A qualified biologist will conduct pre-construction surveys for western pond turtle in the study area prior to the initiation of construction activities. If western pond turtle is found in the study area during pre-construction surveys, CDFW will be notified within 72 hours to determine the appropriate measures to prevent impacts on the species.

A qualified biologist will be present during vegetation clearing and during any dewatering activities. If any western pond turtles are observed in the construction area, including any dewatered areas, they will be captured and relocated to an appropriate location up or downstream of the construction area in coordination with CDFW. The qualified biologist will have the authority to stop construction until the western pond turtle can be safely relocated.

**Mitigation Measure BIO-12: Worker Environmental Awareness Training.** Before any construction activities begin, an approved biologist will conduct a training session for all construction personnel to discuss special-status species that may occur in the Project site (California red-legged frog, Foothill yellow-legged frog, California tiger salamander, Crotch's Bumblebee, mountain lion, pallid bat, San Francisco dusky-footed woodrat, California giant salamander, Santa Cruz black salamander, steelhead, western pond turtle and various nesting birds). The biologist will inform all construction personnel about the life history of the relevant species, the regulatory protections afforded each species, and protective actions to implemented if special-status species are observed during construction.

**Mitigation Measure BIO-13: Environmentally Sensitive Areas.** Clearing within the Project site will be confined to the minimal area necessary to facilitate construction activities. To ensure that construction equipment and personnel do not affect sensitive aquatic or terrestrial habitat identified within or adjacent to the Project boundary, bright-colored barrier fencing will be erected to clearly delineate the habitat to be avoided (environmentally sensitive areas). Fencing will also be used to mark ordinance trees to be protected in-place within temporary construction access/staging areas.

**Mitigation Measure BIO-14: Control of Invasive Species.** Invasive species within the limits of construction work will be removed under the supervision of a biologist to ensure removal and disposal methods minimize further propagation. Seed mixtures applied for erosion control will not contain invasive non-native species.

In addition, all of the avoidance and minimization measures (AMMs) from the application for the CDFW (concerning state-listed species), the application for the USFWS Programmatic Biological Opinion (concerning federal-listed wildlife species), and the application for the NMFS Biological Opinion (concerning federal-listed fish species), as modified in consultation with CDFW, NMFS, and USFWS, also apply to the offsite mitigation work and are incorporated by reference.

With implementation of Mitigation Measures BIO-1 and BIO-3 through BIO-14 and the AMMs from the CDFW Incidental Take Permit, the USFWS Programmatic Biological Opinion, and the NMFS Programmatic Biological Opinion (as modified in consultation with CDFW, USFWS, and NMFS), the July 2026 Modified Project would not result in any new significant or more severe impacts on biological resources beyond those analyzed and addressed in the MND.

### 3.3 Hydrology and Water Quality

The 2021 MND concluded that the GRBR Project would result in no impacts related to violating water quality standards or discharge requirements, groundwater supplies, surface runoff, stormwater drainage systems, flood flow, flood hazard, or obstruction of a water quality control plan. The MND concluded that the GRBR Project would result in less-than-significant impacts related to erosion or siltation due to temporary disturbance of construction activities, as well as a long-term increase in impervious surface area. Less-than-significant erosion and siltation impacts would be addressed through implementation of the SWPPP during construction and adherence to the Santa Clara Valley Urban Runoff Pollution Prevention Program C.3 Stormwater Handbook for post-construction stormwater management.

Implementation of the updated HMMP, which includes proposed offsite mitigation on Hicks Creek, would not change the impact conclusions of the MND (ICF 2026).

Similar to the GRBR Project, the HMMP would require a SWPPP to be prepared and implemented prior to site clearing. Construction activities onsite would include, but not be limited to, removal of concrete and rock masonry retaining walls along the channel banks, realignment of the Hicks Creek tributary, grading, and establishment of temporary construction staging areas. Grading activities will include laying back channel banks and slopes and floodplain grading following removal of hardscape features. The creek would be temporarily diverted during realignment. Subsequent to demolition and grading activities, riparian and upland plantings would occur throughout the property and impacted areas, as well as invasive plant removal and replacement with native species. Specific erosion control measures and BMPs would be implemented to offset the loss of soil or sediment to erosion during and immediately after the completion of construction and before establishment of the erosion control seed mix. Silt fencing, fiber rolls, jute matting and/or other erosion control measures and techniques would be implemented.

Once demolition and planting phases of the HMMP are complete, operational impacts on hydrology and water quality would be limited to irrigation, periodic maintenance activities such as adjustments to the plant watering schedule, erosion control maintenance, weed control, replacement planting, trash removal, monitoring, and as-needed channel clearing. Once implemented, the offsite mitigation would result in beneficial effects on Hicks Creek resulting from restoration of the natural stream functions and fish passage. Operational impacts at the offsite mitigation property would not have the potential to result in new or more severe impacts.

The July 2026 Modified Project would not result in any new significant or more severe hydrology and water quality impacts than the impacts analyzed and addressed in the MND.

### 3.4 Geology and Soils

The 2021 MND found that the GRBR Project would result in no impacts on geology and soils. The MND concluded that the Project site was not located in the vicinity of an earthquake fault zone and it would not be subject to impacts from high seismic ground shaking, seismic-related ground failure, liquefaction, or landslides. Construction-period soil erosion would be addressed through adherence to an NPDES Permit and SWPPP BMPs. Lastly, the MND concluded that the GRBR Project site was not located in a geologic unit or soil that is unstable, incapable of supporting the use of septic tanks or alternative waste water disposal systems, or subject to paleontological resources or sites that may be damaged or destroyed.

Implementation of the updated HMMP, which includes proposed offsite mitigation on Hicks Creek, would not change the impact conclusions of the MND.

Similar to the GRBR Project, the Hicks Creek Offsite Mitigation property is not located in close proximity to an earthquake fault zone. The closest of which is located over 6 miles southwest. However, the mitigation property is located in the larger San Francisco Bay Area which is susceptible to ground shaking, and the mitigation property boundaries also contain and or are located near areas subject to landslides and liquefaction (USGS. 2026). Implementation of the HMMP would involve demolition of infrastructure along the channel banks, realignment of the Hicks Creek tributary, riparian and upland planting, invasive plant removal, and monitoring. The mitigation plan would not construct new structures or infrastructure within the mitigation property. As previously noted, the Hicks Creek Offsite Mitigation would be required to adhere to BMPs identified in the SWPPP prepared for the Project. Implementation of these measures would avoid or reduce potential

impacts, and no new or more severe construction impacts are anticipated. Once constructed, maintenance of the site would not have the potential to introduce new or more severe impacts related to geology and soils.

The July 2026 Modified Project would not result in any new significant or more severe geology and soils impacts than those analyzed and addressed in the MND.

## 3.5 Parks and Recreation

The 2021 MND concluded that the GRBR Project would not result in impacts on existing parks or recreation facilities. Consistent with the GRBR Project, the proposed offsite mitigation does not include new residences and thus would not directly or indirectly induce population growth with the potential to exacerbate use of recreation areas and facilities. The Hicks Creek Offsite Mitigation area is managed by Midpen and is located within the Sierra Azul Open Space Preserve in Santa Clara County, California. The Sierra Azul Preserve is the largest open space area managed by Midpen and it protects more than 19,000 acres of wilderness in the Santa Cruz Mountains. The preserve is divided into four areas, two of which are open to the public, Kennedy-Limekin and Mount Umunhum. The Kennedy-Limekiln and Mount Umunhum areas were opened in 2017 after a nearly decade-long effort to restore the summit and remove abandoned military buildings and hazardous materials. The Cathedral Oaks and Rancho de Guadalupe areas are not presently accessible to the public but opening them is a priority for Midpen.

The preserve encompasses 26 miles of multiuse trails for hiking, dog walking, biking and horseback riding, and offers visitors views of serpentine grasslands, rocky and steep chaparral, dense stands of bay trees, shaded oak woodland forests, and deep ravines and riparian corridors.

Implementation of the offsite mitigation area within the Rancho De Guadalupe area aligns with Midpen's goals of restoring the preserve and removing dilapidated structures, resulting in a beneficial impact to the preserve. Construction activities would include removal of existing hardscapes located within the offsite mitigation area and realignment of Hicks Creek to improve natural stream functions and fish passage. Upon removal of constructed infrastructure in the channel and associated tributary, riparian and upland planting would occur throughout the property, improving the overall condition of the preserve for future recreational use. No temporary access impacts are anticipated because the Rancho De Guadalupe area is not currently open to the public. Following completion of the demolition and planting phases of the HMMP, operational impacts would be limited to routine maintenance, trash removal, weed control, and irrigation. Given this, no temporary or permanent impacts on recreational resources area anticipated, and a beneficial effect would occur related to future recreational use of the Rancho De Guadalupe area.

The July 2026 Modified Project would not result in any new significant or more severe parks and recreation impacts than the impacts analyzed and addressed in the MND.

## 3.6 Cultural Resources

The 2021 MND concluded that the GRBR Project would not result in impacts on cultural or tribal cultural resources. JPB conducted a cultural resources record search at the California Historical Resource Information System's Northwest Information Center on October 18, 2018, and the search

revealed no California Register of Historic Places or National Register of Historic Places-listed or eligible resources within the project area.. Based on the results of the cultural resources records research and additional geoarchaeological investigation that was conducted for the Project, the MND determined that no known historic or prehistoric buried archaeological resources, human remains, or resources anticipated to be culturally significant to a California Native American tribe were present in the project area and no impacts on cultural resources or tribal cultural resources were anticipated. Implementation of the updated HMMP, which includes proposed offsite mitigation on Hicks Creek, would not change the impact conclusions of the MND.

ICF conducted a geoarchaeological sensitivity analysis review, a records search at the California Historical Resources Information System's Northwest Information Center (NWIC) at Sonoma State University, and an archaeological and built environment field survey of the Hicks Creek Offsite Mitigation area in October 2025. Research and review of pertinent geologic and geoarchaeological studies of the approximately 5.6-acre area of potential effect (APE) included the following resources.

- Geologic Maps of California
- Far Western Anthropological Research Group's Geoarchaeological studies of California Department of Transportation District 4 and District10 (Meyer and Rosenthal 2007)

According to the archaeology sensitivity analysis, surface soils within the APE date from the Pre-Holocene Epoch (greater than 11,800 years), indicating that the APE has a low sensitivity for buried archaeological sites, since these landforms were formed prior to human occupation. The APE is not located within alluvial fan deposits, which tend to have a higher sensitivity for buried archaeological resources because alluvial fans are primarily Holocene-aged (11,800 to 2,000 years), thus decreasing the degree of sensitivity to a low potential for encountering buried archaeological resources. The combination of the analysis from Meyer and Rosenthal (2007), and geologic maps indicates that the potential for encountering buried archaeological deposits in the APE is low, resulting in limited potential to result in any new significant or more severe impacts on archaeological resources.

A cultural resource records search was conducted at the NWIC in Sonoma, California on October 7, 2025. The NWIC, an affiliate of the Office of Historic Preservation, is the official state repository of cultural resources records and reports for Santa Clara County. The NWIC record search identified three previously conducted cultural studies within a 0.50-mile radius of the APE (**Table 3-3**). None of the previous cultural resource studies intersect with the APE.

**Table 3-3. Previous Cultural Resource studies within 0.50 mile of the APE**

| Agency Study # | Year | Author         | Report Title                                                                                                                      |
|----------------|------|----------------|-----------------------------------------------------------------------------------------------------------------------------------|
| S-026188       | 2002 | Robert Cartier | Cultural Resource Evaluation of the Hicks Creek Ranch Project in the County of Santa Clara                                        |
| S-027070       | 2003 | Robert Cartier | Cultural Resources Evaluation of the Guadalupe Creek Trail Project in the City of San Jose                                        |
| S-037865       | 2011 | Sunshine Psota | Archaeological Survey of an 100-Acre Southern Portion of 15999 Guadalupe Mines Road Near San Jose, Santa Clara County, California |

The NWIC records search identified two previously recorded cultural resources within 0.50 mile of the APE (**Table 3-4**). Of the two previously recorded cultural resources, one is a precontact

archaeological site, and one is a historic-era district. No previously recorded resources were identified within the APE.

**Table 3-4. Previously recorded Cultural Resources within 0.25 mile of the APE**

| Primary/Trinomial          | Age         | Archaeological/Built Environment | Description                                                                               |
|----------------------------|-------------|----------------------------------|-------------------------------------------------------------------------------------------|
| P-43-002012/CA-SCL-000871  | Pre-contact | Archaeological                   | Precontact midden site with fire-cracked rock and groundstone                             |
| P-43-002400/CA-SCL-000891H | Historic    | Built Environment                | Historic district consisting of the Guadalupe Mines and the associated town of Guadalupe. |

ICF's archaeologist Shelby Caulder and architectural historian Nicole Felicetti conducted an intensive archaeological and built-environment survey of the proposed APE on October 13, 2025, to determine the presence of historic and pre-contact cultural materials within the APE. As a result of the pedestrian survey, no precolonial or historic-era archaeological resources were located within the APE. However, one headstone was identified approximately 45 feet west of a vehicle storage barn.

No historic-age buildings (those older than 45 years) were observed during the pedestrian survey. No buildings identified in Hicks Creek Property Historic Resource Evaluation (Garavaglia Architecture, Inc. 2014) were extant. ICF's architectural historian observed and photographed rock walls along the creek, which were captured in the previous documentation as part of the property's finding of no historic significance (Garavaglia Architecture, Inc. 2014:A2-A3, 56). Additionally, ICF's architectural historian observed and photographed one contemporary ancillary structure in a staging area. The ancillary structure was constructed circa 2006 and is therefore not a historic-age building). As a result of the intensive pedestrian survey, no built-environment resources were identified within the APE.

As a result of the surveys and archaeological study, no archaeological resources were observed or recorded within the APE, and the site sensitivity analysis determined that the APE is located on Cretaceous to Jurassic (201 million to 66 million years) geologic deposits with low potential to encounter subsurface archaeological deposits. The records search indicated that there is one precontact archaeological site located within 0.50 mile of the APE, however it will not be affected by the offsite mitigation activities. Implementation of the offsite mitigation plan at Hicks Creek would have limited potential to affect archaeological resources or human remains during grading. However, there is always a chance of encountering an archaeological resource during ground-disturbing activities. Additionally, the presence of a tombstone onsite signals potential for human remains. Procedures that would be implemented upon inadvertent discovery of archaeological resources or human remains must be implemented. With adherence to the environmental commitment included in the 2021 MND MMRP, described below, no new or more severe impacts on cultural resources are anticipated.

**Environmental Commitment: Inadvertent Discovery.** If an unanticipated archaeological resource is discovered during construction, construction will be halted in the area of the find until an archaeologist assesses the resource. If human remains are uncovered, construction will be halted in the area where burial finds are discovered, and conduct the notifications and coordination required by law with the County Coroner and California Native American Heritage Commission.

## 3.7 Mandatory Findings of Significance

With incorporation of mitigation measures as identified in the MND, the July 2026 Modified Project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The Hicks Creek Offsite Mitigation would not result in impacts that are individually limited but cumulatively considerable, and the July 2026 Modified Project does not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. The impact determinations in the MND are unchanged.

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Signature

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Date



## Chapter 4 References

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## Appendix A

### **IPaC and CNDDDB 5-Mile Species Search**

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# Selected Elements by Common Name

## California Department of Fish and Wildlife

### California Natural Diversity Database

Item #7.e  
8/6/2026



Query Criteria: BIOS selection

| Species                                                                                              | Element Code | Federal Status | State Status         | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|------------------------------------------------------------------------------------------------------|--------------|----------------|----------------------|-------------|------------|--------------------------------|
| <b>American badger</b><br><i>Taxidea taxus</i>                                                       | AMAJF04010   | None           | None                 | G5          | S3         | SSC                            |
| <b>American peregrine falcon</b><br><i>Falco peregrinus anatum</i>                                   | ABNKD06071   | Delisted       | Delisted             | G4T4        | S3S4       |                                |
| <b>arcuate bushmallow</b><br><i>Malacothamnus arcuatus</i> var. <i>arcuatus</i>                      | PDMAL0Q0E0   | None           | None                 | GNRT2       | S2         | 1B.2                           |
| <b>bald eagle</b><br><i>Haliaeetus leucocephalus</i>                                                 | ABNKC10010   | Delisted       | Endangered           | G5          | S3         | FP                             |
| <b>Bay checkerspot butterfly</b><br><i>Euphydryas editha bayensis</i>                                | IILEPK4055   | Threatened     | None                 | G4G5T1      | S3         |                                |
| <b>bent-flowered fiddleneck</b><br><i>Amsinckia lunaris</i>                                          | PDBOR01070   | None           | None                 | G3          | S3         | 1B.2                           |
| <b>black swift</b><br><i>Cypseloides niger</i>                                                       | ABNUA01010   | None           | None                 | G4          | S3         | SSC                            |
| <b>black-crowned night heron</b><br><i>Nycticorax nycticorax</i>                                     | ABNGA11010   | None           | None                 | G5          | S4         |                                |
| <b>burrowing owl</b><br><i>Athene cunicularia</i>                                                    | ABNSB10010   | None           | Candidate Endangered | G4          | S2         | SSC                            |
| <b>California giant salamander</b><br><i>Dicamptodon ensatus</i>                                     | AAAAH01020   | None           | None                 | G2G3        | S2S3       | SSC                            |
| <b>California red-legged frog</b><br><i>Rana draytonii</i>                                           | AAABH01022   | Threatened     | None                 | G2G3        | S2S3       | SSC                            |
| <b>California tiger salamander - central California DPS</b><br><i>Ambystoma californiense</i> pop. 1 | AAAAA01181   | Threatened     | Threatened           | G3T3        | S3         | WL                             |
| <b>Congdon's tarplant</b><br><i>Centromadia parryi</i> ssp. <i>congdonii</i>                         | PDAST4R0P1   | None           | None                 | G3T2        | S2         | 1B.1                           |
| <b>Crotch's bumble bee</b><br><i>Bombus crotchii</i>                                                 | IIHYM24480   | None           | Candidate Endangered | G2          | S2         |                                |
| <b>foothill yellow-legged frog - central coast DPS</b><br><i>Rana boylei</i> pop. 4                  | AAABH01054   | Threatened     | Endangered           | G3T2        | S2         |                                |
| <b>fragrant fritillary</b><br><i>Fritillaria liliacea</i>                                            | PMLIL0V0C0   | None           | None                 | G2          | S2         | 1B.2                           |
| <b>golden eagle</b><br><i>Aquila chrysaetos</i>                                                      | ABNKC22010   | None           | None                 | G5          | S3         | FP                             |
| <b>great blue heron</b><br><i>Ardea herodias</i>                                                     | ABNGA04010   | None           | None                 | G5          | S4         |                                |
| <b>great egret</b><br><i>Ardea alba</i>                                                              | ABNGA04040   | None           | None                 | G5          | S4         |                                |
| <b>hairless popcornflower</b><br><i>Plagiobothrys glaber</i>                                         | PDBOR0V0B0   | None           | None                 | GX          | SX         | 1A                             |



Selected Elements by Common Name  
California Department of Fish and Wildlife  
California Natural Diversity Database

Item #7.e  
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| Species                                                                          | Element Code | Federal Status      | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|----------------------------------------------------------------------------------|--------------|---------------------|--------------|-------------|------------|--------------------------------|
| <b>Hall's bushmallow</b><br><i>Malacothamnus hallii</i>                          | PDMAL0Q0F0   | None                | None         | G2          | S2         | 1B.2                           |
| <b>hoary bat</b><br><i>Lasiurus cinereus</i>                                     | AMACC05032   | None                | None         | G3G4        | S4         |                                |
| <b>Hom's micro-blind harvestman</b><br><i>Microcina homi</i>                     | ILARA47020   | None                | None         | G1          | S2         |                                |
| <b>Loma Prieta hoita</b><br><i>Hoita strobilina</i>                              | PDFAB5Z030   | None                | None         | G2?         | S2?        | 1B.1                           |
| <b>most beautiful jewelflower</b><br><i>Streptanthus albidus ssp. peramoenus</i> | PDBRA2G012   | None                | None         | G2T2        | S2         | 1B.2                           |
| <b>Mt. Hamilton thistle</b><br><i>Cirsium fontinale var. campylon</i>            | PDAST2E163   | None                | None         | G2T2        | S2         | 1B.2                           |
| <b>northwestern pond turtle</b><br><i>Actinemys marmorata</i>                    | ARAAD02031   | Proposed Threatened | None         | G2          | SNR        | SSC                            |
| <b>obscure bumble bee</b><br><i>Bombus caliginosus</i>                           | IIHYM24380   | None                | None         | G2G3        | S1S2       |                                |
| <b>Opler's longhorn moth</b><br><i>Adela oplerella</i>                           | IILEE0G040   | None                | None         | G2          | S2         |                                |
| <b>osprey</b><br><i>Pandion haliaetus</i>                                        | ABNKC01010   | None                | None         | G5          | S4         | WL                             |
| <b>pallid bat</b><br><i>Antrozous pallidus</i>                                   | AMACC10010   | None                | None         | G4          | S3         | SSC                            |
| <b>purple martin</b><br><i>Progne subis</i>                                      | ABPAU01010   | None                | None         | G5          | S3         | SSC                            |
| <b>robust spineflower</b><br><i>Chorizanthe robusta var. robusta</i>             | PDPGN040Q2   | Endangered          | None         | G2T1        | S1         | 1B.1                           |
| <b>rock sanicle</b><br><i>Sanicula saxatilis</i>                                 | PDAP11Z0H0   | None                | Rare         | G2          | S2         | 1B.2                           |
| <b>Salinas kangaroo rat</b><br><i>Dipodomys heermanni goldmani</i>               | AMAFD03065   | None                | None         | G4T2T3      | S2S3       |                                |
| <b>San Francisco collinsia</b><br><i>Collinsia multicolor</i>                    | PDSCR0H0B0   | None                | None         | G2          | S2         | 1B.2                           |
| <b>San Francisco dusky-footed woodrat</b><br><i>Neotoma fuscipes annectens</i>   | AMAFF08082   | None                | None         | G5T2T3      | S2S3       | SSC                            |
| <b>Santa Clara red ribbons</b><br><i>Clarkia concinna ssp. automixa</i>          | PDONA050A1   | None                | None         | G5?T3       | S3         | 4.3                            |
| <b>Santa Clara Valley dudleya</b><br><i>Dudleya abramsii ssp. setchellii</i>     | PDCRA040Z0   | Endangered          | None         | G4T2        | S2         | 1B.1                           |
| <b>Santa Cruz black salamander</b><br><i>Aneides niger</i>                       | AAAAD01070   | None                | None         | G3          | S3         | SSC                            |
| <b>smooth lessingia</b><br><i>Lessingia micradenia var. glabrata</i>             | PDAST5S062   | None                | None         | G2T2        | S2         | 1B.2                           |



Selected Elements by Common Name  
California Department of Fish and Wildlife  
California Natural Diversity Database

Item #7.e  
8/6/2026



| Species                                                                                      | Element Code | Federal Status | State Status         | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|----------------------------------------------------------------------------------------------|--------------|----------------|----------------------|-------------|------------|--------------------------------|
| <b>snowy egret</b><br><i>Egretta thula</i>                                                   | ABNGA06030   | None           | None                 | G5          | S4         |                                |
| <b>steelhead - central California coast DPS</b><br><i>Oncorhynchus mykiss irideus pop. 8</i> | AFCHA0209G   | Threatened     | None                 | G5T3Q       | S3         | SSC                            |
| <b>Townsend's big-eared bat</b><br><i>Corynorhinus townsendii</i>                            | AMACC08010   | None           | None                 | G4          | S2         | SSC                            |
| <b>western bumble bee</b><br><i>Bombus occidentalis</i>                                      | IIHYM24252   | None           | Candidate Endangered | G3          | S1         |                                |
| <b>western leatherwood</b><br><i>Dirca occidentalis</i>                                      | PDTHY03010   | None           | None                 | G2          | S2         | 1B.2                           |
| <b>western ridged mussel</b><br><i>Gonidea angulata</i>                                      | IMBIV19010   | None           | None                 | G3          | S2         |                                |
| <b>woodland woollythreads</b><br><i>Monolopia gracilens</i>                                  | PDAST6G010   | None           | None                 | G3          | S3         | 1B.2                           |
| <b>yellow rail</b><br><i>Coturnicops noveboracensis</i>                                      | ABNME01010   | None           | None                 | G4          | S2         | SSC                            |
| <b>Zayante band-winged grasshopper</b><br><i>Trimerotropis infantilis</i>                    | IIORT36030   | Endangered     | None                 | G1          | S1         |                                |

Record Count: 50



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Sacramento Fish And Wildlife Office

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

Phone: (916) 414-6600 Fax: (916) 414-6713



In Reply Refer To:

10/16/2025 19:10:29 UTC

Project Code: 2025-0157220

Project Name: Hicks Creek Restoration Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.



Attachment(s):

- Official Species List

## OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Sacramento Fish And Wildlife Office**

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

## PROJECT SUMMARY

Project Code: 2025-0157220  
Project Name: Hicks Creek Restoration Project  
Project Type: Bridge - Replacement  
Project Description: Creek Restoration Project  
Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@37.199689899999996,-121.90011088591534,14z>



Counties: Santa Clara County, California

## ENDANGERED SPECIES ACT SPECIES

There is a total of 11 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

**BIRDS**

| NAME                                                                                                                                                                                                                                                                                                                                                             | STATUS     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| California Condor <i>Gymnogyps californianus</i><br>Population: Wherever found, except where listed as an experimental population<br>There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/8193">https://ecos.fws.gov/ecp/species/8193</a> | Endangered |
| California Least Tern <i>Sternula antillarum browni</i><br>No critical habitat has been designated for this species.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/8104">https://ecos.fws.gov/ecp/species/8104</a>                                                                                                                               | Endangered |

**REPTILES**

| NAME                                                                                                                                                                                                                           | STATUS                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Northwestern Pond Turtle <i>Actinemys marmorata</i><br>No critical habitat has been designated for this species.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/1111">https://ecos.fws.gov/ecp/species/1111</a> | Proposed<br>Threatened |

**AMPHIBIANS**

| NAME                                                                                                                                                                                                                                                                                                                                                  | STATUS     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| California Red-legged Frog <i>Rana draytonii</i><br>There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/2891">https://ecos.fws.gov/ecp/species/2891</a>                                                                       | Threatened |
| California Tiger Salamander <i>Ambystoma californiense</i><br>Population: U.S.A. (Central CA DPS)<br>There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/2076">https://ecos.fws.gov/ecp/species/2076</a>                      | Threatened |
| Foothill Yellow-legged Frog <i>Rana boylei</i><br>Population: Central Coast Distinct Population Segment (Central Coast DPS)<br>There is <b>proposed</b> critical habitat for this species. Your location overlaps the critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/5133">https://ecos.fws.gov/ecp/species/5133</a> | Threatened |

**FISHES**

| NAME                                                                                                                                                                                                                                                                     | STATUS     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| Tidewater Goby <i>Eucyclogobius newberryi</i><br>There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/57">https://ecos.fws.gov/ecp/species/57</a> | Endangered |

**INSECTS**

| NAME                                                                                                                                                          | STATUS                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Monarch Butterfly <i>Danaus plexippus</i><br>There is <b>proposed</b> critical habitat for this species. Your location does not overlap the critical habitat. | Proposed<br>Threatened |

| NAME                                                                                                       | STATUS |
|------------------------------------------------------------------------------------------------------------|--------|
| Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a> |        |

## FLOWERING PLANTS

| NAME                                                                                                                                                                                                                                                                                      | STATUS     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| Metcalf Canyon Jewelflower <i>Streptanthus albidus ssp. albidus</i><br>No critical habitat has been designated for this species.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/4186">https://ecos.fws.gov/ecp/species/4186</a>                                            | Endangered |
| Robust Spineflower <i>Chorizanthe robusta var. robusta</i><br>There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/9287">https://ecos.fws.gov/ecp/species/9287</a> | Endangered |
| Santa Clara Valley Dudleya <i>Dudleya setchellii</i><br>No critical habitat has been designated for this species.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/3207">https://ecos.fws.gov/ecp/species/3207</a>                                                           | Endangered |

## CRITICAL HABITATS

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

| NAME                                                                                                                                                        | STATUS   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| Foothill Yellow-legged Frog <i>Rana boylei</i><br><a href="https://ecos.fws.gov/ecp/species/5133#crithab">https://ecos.fws.gov/ecp/species/5133#crithab</a> | Proposed |

## IPAC USER CONTACT INFORMATION

Agency: ICF  
Name: Ross Wilming  
Address: 595 Market Street  
Address Line 2: Suite 950  
City: San Francisco  
State: CA  
Zip: 94105  
Email: rwilming@gmail.com  
Phone: 4158468489

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Sherry Bullock, Deputy Executive Director, Engineering, Capital and Modernization

For: August 2026 JPB Board of Directors Meeting

Subject: **Authorize Amendment to the RSE Corporation Contract for the South Linden Avenue and Scott Street Grade Separation Project\***



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Staff recommends that the Board of Directors (Board) authorize the Executive Director, or designee, to execute Amendment No. 1 for the contract with RSE Corporation (RSE) for Preliminary Engineering Design Services for the South Linden Avenue and Scott Street Grade Separation Project, increasing the base contract by \$1,665,517, from \$4,287,044 to \$5,952,561, with no change to the optional services, for a revised total contract amount of \$18,142,779.

**Significance**

The South Linden Avenue and Scott Street Grade Separation Project will eliminate the at grade crossings at South Linden Avenue and Scott Street. The project will improve safety and traffic operations, and reduce vehicle delay and train horn noise. The proposed contract amendment will allow the Project to complete preliminary engineering based on the selected Optimized Alternative and complete the technical work necessary to support environmental clearance and future final design. This builds on the original project objectives approved by the Board in 2023.

**Discussion**

In May 2023, the Board awarded a contract to RSE Corporation to perform preliminary engineering services through 35 percent design for the South Linden Avenue and Scott Street Grade Separation Project. The original base contract totaled \$4,287,044, with optional services available for future final design and construction support.

Following contract award, additional engineering evaluation determined that the originally identified preferred alternative presented significant challenges such as increased construction complexity, right-of-way impacts, and overall project cost.

Working collaboratively with Caltrain and partner agencies, RSE evaluated multiple alternatives and developed an Optimized Alternative that:

- Eliminates temporary shoofly tracks
- Reduces construction duration
- Lowers construction cost
- Minimizes right-of-way impacts
- Minimizes impacts to infrastructure from the recently completed Caltrain Electrification Project

The Optimized Alternative was selected in March of 2025 and became the basis for continued project development. As the project matured, the scope of work evolved beyond the original preliminary engineering assumptions.

The amendment:

- Separates broad engineering tasks into discipline-specific design packages
- Expands technical investigations including geotechnical, traffic, and environmental studies
- Increases project management and stakeholder coordination
- Expands utility coordination
- Incorporates additional Alternative Development activities performed between June 2023 and July 2025.

The following table summarizes the updates to the design tasks, and associated costs, to better align with the current project scope and reflect the engineering effort necessary to advance the selected Optimized Alternative. No time extension is required. The amended contract maintains the current expiration date as May 31, 2027.



|      | <b>Original Contract</b>                                                                                                                                                                                                                                        |                      | <b>Amended Contract</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                      | <b>Variance<br/>(Amended<br/>– Original)</b> |
|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|----------------------------------------------|
| Base | Services and Tasks                                                                                                                                                                                                                                              |                      | Services and Tasks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                      |                                              |
|      | Task 1 – Project Management<br>Task 2 – Preliminary Studies (35% Design)<br>Task 4 – Environmental Clearance & Right of Way Support<br>Task 3 – Preliminary Engineering (35% Design)<br>Task 5 – Utility Coordination<br>Task 6 – Project Working File Transfer |                      | 1 - Project Management Services<br>2 - Geotechnical Studies<br>2b-Environmental Site Assessment<br>3 - Traffic Studies<br>4 - Retaining Wall Design<br>5 - Roadway Design<br>6 - Utility Coordination<br>7 - Drainage Design<br>8 - Railroad Design<br>9 - South Linden Avenue Structure Design<br>10- Scott Street Structure Design<br>11-Landscape Architecture Design<br>12-Project Plans, Documentation, and Finals Reports/Files<br><b>13 - Alternative development<br/>June 2023- July 2025</b> |                      |                                              |
|      | <b>Total – Base Contract</b>                                                                                                                                                                                                                                    | <b>\$ 4,287,044</b>  | <b>Total – Amended Base Contract</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>\$ 5,952,561</b>  | <b>\$1,665,517</b>                           |
|      | <b>Total – Options</b>                                                                                                                                                                                                                                          | <b>\$ 12,190,218</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>\$ 12,190,218</b> | <b>\$</b>                                    |
|      | <b>Total Contracts Amount</b>                                                                                                                                                                                                                                   | <b>\$ 16,477,262</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>\$ 18,142,779</b> | <b>\$1,665,517</b>                           |

The amendment increases the base contract by \$1,665,517, from \$4,287,044 to \$5,952,561. The optional services remain unchanged at \$12,190,218, resulting in a revised total contract authority of \$18,142,779.

#### **Budget Impact**

The proposed amendment increases the base contract authority by \$1,665,517, from \$4,287,044 to \$5,952,561. The optional services authorized under the original contract remain unchanged. The revised total contract amount will be \$18,142,779.

Funding for this amendment is available within the South Linden Avenue and Scott Street Grade Separation Project Capital Budget. No budget amendment is required for this amendment.

Prepared By: Zhenlin Guan

Jane Huang

Director, Infrastructure Delivery

Deputy Project Manager

07/01/2026

07/01/2026

**Resolution No. 2026-**

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

\* \* \*

**Authorize Amendment to the RSE Corporation Contract for the South  
Linden Avenue and Scott Street Grade Separation Project\***

**Whereas**, on May 4, 2023, the Board of Directors of the Peninsula Corridor Joint Powers Board (JPB) awarded a contract to RSE Corporation (RSE) for Preliminary Engineering Design Services for the South Linden Avenue and Scott Street Grade Separation Project (Project) for a not-to-exceed amount of \$4,287,044 for a two-year base term, and authorized up to four one-year option terms for additional services in a total not-to-exceed amount of \$12,190,218; and

**Whereas**, following execution of the contract, through that continued engineering effort, the Project team evaluated and developed an Optimized Alternative that eliminates the need for temporary shoofly tracks, reduces construction duration and costs, minimizes right-of-way impacts, and improves compatibility with the completed Caltrain Electrification infrastructure; and

**Whereas**, selection of the Optimized Alternative in 2025 required additional alternatives analysis, engineering evaluations, stakeholder coordination, and project development activities beyond the scope contemplated under the original contract; and

**Whereas**, as the Project advanced, the scope of work was refined to better align with the engineering disciplines and deliverables required to support continued design

development, including geotechnical, environmental, traffic, roadway, railroad, structural, drainage, landscape architecture, utility coordination, and project documentation services; and

**Whereas,** the proposed Amendment No. 1 restructures and expands the consultant scope of work, incorporates Alternative Development activities performed between June 2023 and July 2025, and increases the base contract amount by \$1,665,517, from \$4,287,044 to \$5,952,561; and

**Whereas,** the amendment does not modify the previously authorized optional services totaling \$12,190,218, resulting in a revised total contract authority of \$18,142,779;

**Whereas,** staff has determined that the amended scope, schedule, and negotiated compensation are fair and reasonable and necessary to continue advancement of the Project; and

**Whereas,** staff and legal counsel have reviewed the proposed amendment and determined that it is in the best interest of the JPB.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes Amendment No. 1 to the Contract with RSE Corporation for Preliminary Engineering Design Services for the South Linden Avenue and Scott Street Grade Separation Project, Increasing the Base Contract Amount by \$1,665,517 for a Revised Base Contract Amount Not-to-Exceed \$5,952,561

**Be It Further Resolved** that the previously authorized optional services totaling \$12,190,218 shall remain unchanged; and

**Be It Further Resolved** that the total contract authority, including the amended base contract and previously authorized option services, shall not exceed \$18,142,779; and

**Be It Further Resolved** that the Executive Director, or designee, is authorized to execute Amendment No. 1 in a form approved by legal counsel and to take any additional actions necessary to carry out the intent of this Resolution.

Regularly passed and adopted this 6th day of August, 2026 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 Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Ladi Millard-Omeda, Interim Chief Financial Officer  
For: August 2026 JPB Board of Directors Meeting  
Subject: **Approve and Ratify Fiscal Year 2027 Joint Powers Board Insurance Program**



Finance Committee  
Recommendation



Technology, Operations, Planning,  
and Safety Committee  
Recommendation



Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Staff recommends the Board ratify the binding of commitments for the Peninsula Corridor Joint Powers Board's (JPB) insurance program for Fiscal Year (FY) 2027, at a total premium cost of \$13,017,914 inclusive of the following:

- Renew \$198 million Railroad Liability, Commercial General Liability and Excess Automobile Liability coverage with a \$2 million self-insured retention. The total premium for \$200 million liability coverage, inclusive of terrorism coverage, is \$6,393,633; and
- Satisfy the Department of Transportation's Rail Passenger Liability Cap adjustment notice of February 2021 to \$323 million by adding \$23 million in excess of the combined JPB / Transit America Services Inc. (TASI) \$300 million for a total of \$323 million railroad liability coverage. The premium for the additional \$23 million railroad liability coverage is \$196,202; and
- Renew blanket Railroad Protective Liability coverage subject to a zero self-insured retention at an annual premium of \$44,941 for various coverage levels of \$2 million to \$10 million; and
- Renew Federal Employees Liability Act Insurance (FELA) coverage with \$100 million limit, and \$3 million self-insured retention, at a premium of \$2,223,142; and
- Renew \$400 million limits for real and personal property insurance with a \$500,000 deductible (\$750,000 deductible applies to rolling stock and fiber optics) for an annual premium of \$3,886,313. Coverage extends to Centralized Equipment Maintenance and Operations Facility (CEMOF) property, stations, tunnels, bridges, culverts, signals, railroad equipment, and rolling stock. Coverage satisfies the State of California boiler

and machinery inspection requirements against perils and provides for coverage against terrorism; and

- Renew the \$15 million Public Officials Liability policy with a deductible of \$75,000 at an annual premium of \$148,964; and
- Renew the \$10 million Pollution Liability insurance for a two-year term with a \$50,000 self-insured retention at a premium of \$83,565; and
- Renew Special Events and Emergency Drill Liability policy with a \$2 million limit and deductible of \$25,000 for a premium of \$39,655; and
- Renew Accidental Death and Dismemberment (AD&D) insurance with limits of \$100,000 and \$25,000 deductible at an annual premium of \$1,499.

### **Discussion**

Despite the hardening insurance market over the past few years and ongoing nuclear verdicts that insurance carriers are paying, the FY27 insurance program provides the JPB with coverage levels similar to those in the FY26 insurance program.

Railroad Liability, Commercial General Liability and Excess Automobile Liability coverage remains the same at \$198 million with a \$2 million self-insured retention (litigation legal fees are reimbursable above the \$2 million self-insured retention (SIR) calculated in a formula proportional to the settlement). TASI procures an additional \$100 million. The JPB added an additional \$23 million in excess of TASI's \$100 million to satisfy the federal government's 2021 \$323 million liability cap. This measure taken by the JPB satisfies contractual obligations with certain vendors that require that the JPB maintain limits equal to or higher than the federal government's liability cap.

It is anticipated that in FY27 the federal government may increase the existing liability cap from \$323 million to as high as \$402 million. The JPB has budgeted for this likely increase and will procure the insurance when it is required.

The FELA insurance limit remains the same at a \$100 million limit with an increased \$3 million self-insured retention. We increased the SIR from \$2 million to \$3 million given JPB's exceptional loss experience and the significant premium savings achieved by increasing the SIR.

Securing Rail Liability coverage remains a challenge. Available capacity in the insurance market has improved somewhat and the JPB's long-term relationship with carriers and underwriters has helped ensure coverage levels are met. Liability premiums increased approximately 25 percent from \$5,347,717 FY26 to \$6,589,443 FY27, given the 46 percent increase in ridership. Below is an overview and comparison of the JPB's FY26 and FY27 premiums.

| Premium Element (\$)                                                     | FY26                | FY27                | Variance         |
|--------------------------------------------------------------------------|---------------------|---------------------|------------------|
| Liability: Railroad, Commercial General, Excess Automobile               | 5,347,717           | 6,589,834           | 1,242,117        |
| FELA Insurance                                                           | 2,782,194           | 2,223,142           | (559,052)        |
| Property Insurance                                                       | 4,214,755           | 3,886,313           | (328,442)        |
| Pollution Liability (2-year policy term)                                 | 0                   | 83,565              | 83,565           |
| Public Officials, AD&D, Special Events and Railroad Protective Liability | 239,088             | 235,059             | (4,029)          |
| <b>Totals</b>                                                            | <b>\$12,583,754</b> | <b>\$13,017,914</b> | <b>\$434,160</b> |

### Background

The JPB's liability limits will remain at \$323 million. This amount is equivalent to the first \$200 million purchased by the JPB, an additional \$100 million purchased by TASI, and another \$23 million purchased by the JPB to satisfy the Department of Transportation's current Passenger Rail Liability Cap requirement of \$323 million. As mentioned, we expect the federal government will increase the Cap to \$402 million, and we will procure the additional insurance when it is increased.

The JPB's FELA program limits remain the same at \$100 million with the increased \$3 million self-insured retention.

Property values decreased from \$2.5 billion FY26 to \$2.2 billion FY27 due to the sale of older rolling stock. Limits on Property remain unchanged at \$400 million with a dedicated \$500,000 deductible for real and personal property and a \$750,000 deductible for rolling stock and claims associated with fiber optic.

Limits on the JPB's Public Officials Liability program remain the same with limits of \$15 million and a self-insured retention of \$75,000. The JPB will renew the annual Special Events and Emergency Drill Liability policy with a limit of \$2 million. This coverage includes a \$25,000 self-insured retention and protects the JPB during what are sometimes higher hazard operations for its annual special train events and emergency training exercises. The JPB's Pollution Liability program is a two-year policy for limits of \$20 million and a \$50,000 deductible. The JPB procures AD&D insurance for the volunteers working at these special events. The JPB will continue to carry the Railroad Protective Liability insurance program designed specifically for construction activities along the JPB right-of-way. The JPB is named insured on the District's cyber liability program with limits of \$10 million and a \$50,000 deductible.

### Summary

The JPB's insurance program remains largely unchanged from FY26, except as noted below, along with the following noteworthy highlights:

- Three percent overall increase in premiums.

- Maintain \$323 million liability coverage and \$2 million SIR.
- Renew \$100 million FELA insurance coverage, with an increased SIR from \$2 million to \$3 million.
- Robust property insurance program with \$2.2 billion in property values that includes the electrification infrastructure and electric multiple units (EMUs).
- \$500,000 deductible applies to real and personal property.
- \$750,000 deductible applies to rolling stock and fiber optics.

**Budget Impact**

Funding for the payment of premiums associated with the recommended program is included in the FY27 Operating Budget.

Prepared By: Marshall Rush Insurance and Claims Administrator 07/17/2026



**Resolution No. 2026-**

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

\* \* \*

**Approve and Ratify Fiscal Year 2027 Joint Powers Board Insurance Program**

**Whereas**, the Executive Director of the Peninsula Corridor Joint Powers Board (JPB) has approved an insurance program for Fiscal Year (FY) 2027 with premiums totaling \$13,017,914; and

**Whereas**, in conjunction with the expiration of the JPB's existing insurance program on June 30, 2026, JPB staff renewed its insurance program for FY27 based on the plan approved by the Executive Director, with the following significant elements:

1. A self-insured retention in the amount of \$2 million.
2. Railroad Liability, Commercial General Liability and Excess Automobile Liability policies, including Terrorism (TRIA) coverage, with a total limit of \$198 million, in excess of the \$2 million self-insured retention, at an annual premium of \$6,393,633.  
  
The JPB also procures \$23 million in excess of \$300 million additional policy limits so as to satisfy the federal government's new \$323 million Rail Passenger Liability Cap, as well as meet contractual requirements that the JPB maintain limits up to the rail liability cap, for an annual premium of \$196,202.
3. Railroad Protective Liability coverage with an annual premium of \$44,941.
4. Federal Employees Liability Act Insurance (FELA) coverage with \$100 million limit, and \$3 million self-insured retention and a premium \$2,223,142.
5. Property insurance, including Special Risk property policies, at an annual premium

- of \$3,886,313 with limits of \$400 million and a \$500,000 deductible (\$750,000 deductible applies to rolling stock and fiber optic cables) to cover real and personal property, including stations, the Centralized Equipment Maintenance and Operations Facility, tunnels, bridges, culverts, signals, railroad equipment, and rolling stock, as well as Boiler and Machinery insurance sufficient to meet the State of California inspection requirements.
6. Public Officials Liability coverage with \$15 million limits at an annual premium of \$148,964.
  7. Environmental Liability coverage with \$10 million limits at a two-year pre-paid premium of \$83,565.
  8. Annual Special Events and Emergency Drill liability with a \$2 million limit at a premium of \$39,655.
  9. Volunteers Accidental Death and Dismemberment (AD&D) for a premium of \$1,499; and

**Whereas**, staff recommend that the Board approve and ratify the renewal of the JPB's insurance program for FY27, as delineated above.

**Now, Therefore, Be It Resolved** that the Peninsula Corridor Joint Powers Board hereby approves and ratifies the renewal of the JPB's insurance program for FY27, including the types of coverage, limits and premiums recited above and authorizes the Executive Director or designee to take all actions necessary to implement the program.

Regularly passed and adopted this 6<sup>th</sup> day of August, 2026 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary

| Excess Liability                                           | Rail Liability Expiring<br>7-1-25/26<br>Double Agg 1st layer/ \$2M<br>SIR                                                                                                                           | Rail Liability Renewal<br>7-1-26/27<br>Double Agg 1st layer/ \$2M<br>SIR                                                                                                                                          | Premium<br>Change |
|------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| \$1,000,000 occ/ \$2,000,000 agg Limit xs. SIR             | Apollo 66.67%,<br>Aegis 33.33%                                                                                                                                                                      | Apollo 66.67%,<br>Aegis 33.33%                                                                                                                                                                                    |                   |
| Self-Insured Retention (SIR)                               | \$2,000,000                                                                                                                                                                                         | \$2,000,000                                                                                                                                                                                                       |                   |
| TRIA                                                       | <u>Included</u>                                                                                                                                                                                     | <u>Included</u>                                                                                                                                                                                                   |                   |
| <b>Total Premium</b>                                       | <b>\$379,250</b>                                                                                                                                                                                    | <b>\$379,250</b>                                                                                                                                                                                                  | 0.0%              |
| \$22,000,000 xs. \$3,000,000 Limit<br>NO DROP DOWN         | Lexington (London)<br>22.7272%, AXA XL (London)<br>22.5%, Aegis 11.3863%,<br>Apollo 4.75%, QBE<br>11.3636%, MAP 6.8182%,<br>Inigo 6.8182%, Argenta<br>4.5455%, Sevanta 4.5454%,<br>Rokstone 4.5455% | Lexington (London)<br>22.7272%, AXA XL (London)<br>22.5%, Aegis 11.3863%,<br>Apollo 4.75%, QBE<br>11.3636%, MAP 6.8182%,<br>Inigo 6.8182%, Argenta<br>4.5455%, Sevanta 4.5454%,<br>Rokstone 4.5455%               |                   |
| <b>Total Premium</b>                                       | <b>\$2,316,610</b>                                                                                                                                                                                  | <b>\$2,895,763</b>                                                                                                                                                                                                | 25.0%             |
| \$25,000,000 xs \$25,000,000 Limit                         | Canopus 12%, Gemini<br>(Boston) 30%, Hannover Re<br>10%, Aspen 14%, Vantage<br>20%, Inigo 8%, MAP 6%                                                                                                | Canopus 12%, Gemini<br>(Boston) 30%, Hannover Re<br>10%, Aspen 14%, <b>Vantage<br/>10%</b> , Inigo 8%, MAP 6%, <b>Ark<br/>(London) 10%</b>                                                                        |                   |
| <b>Total Premium</b>                                       | <b>\$639,141</b>                                                                                                                                                                                    | <b>\$798,927</b>                                                                                                                                                                                                  | 25.0%             |
| \$50,000,000 xs. \$50,000,000 Limit Renewal                | Lexington (London) 10%,<br>Argo Re (London) 10%,<br>Sompo 27%, Apollo 15.4%,<br>QBE 5%, MAP 3.2%, Munich<br>Re 9.4%, First Specialty<br>10%, Gemini 10%                                             | Lexington (London) 10%,<br><b>Fortegra (London) 10%</b> ,<br>Sompo 27%, Apollo 15.4%,<br>QBE 5%, MAP 3.2%, Munich<br>Re 9.4%, First Specialty<br>10%, Gemini 10%                                                  |                   |
| <b>Total Premium</b>                                       | <b>\$803,275</b>                                                                                                                                                                                    | <b>\$1,004,094</b>                                                                                                                                                                                                | 25.0%             |
| \$100,000,000 xs. \$100,000,000 Limit Renewal              | AXA XL (Bermuda) 20%, Argo<br>(Bermuda) 15%, Aspen 9%,<br>Liberty 7.5%, Canopus 7%,<br>Hiscox 5%, Ascot 2.5%,<br>AWAC 5%, Inigo 15%, Helix<br>5.8%, Aegis 4.2%, Rokstone<br>3%, Sevanta 1%          | AXA XL (Bermuda) 20%, Argo<br>(Bermuda) 15%, Aspen 9%,<br><b>Liberty 5%</b> , Canopus 7%,<br>Hiscox 5%, Ascot 2.5%,<br>AWAC 5%, Inigo 15%, Helix<br>5.8%, Aegis 4.2%, Rokstone<br>3%, Sevanta 1%, <b>MAP 2.5%</b> |                   |
| <b>Total Premium</b>                                       | <b>\$1,052,480</b>                                                                                                                                                                                  | <b>\$1,315,600</b>                                                                                                                                                                                                | 25.0%             |
| <b>Limit</b>                                               | <b>Total \$200M</b>                                                                                                                                                                                 | <b>Total \$200M</b>                                                                                                                                                                                               |                   |
| <b>Total Premiums including TRIA<br/>Premium Change \$</b> | <b>\$5,190,756</b>                                                                                                                                                                                  | <b>\$6,393,633<br/>\$1,202,877</b>                                                                                                                                                                                | 23.2%             |
| TASI LAYER \$100,000,000 xs \$200,000,000 Limit            | AXA XL (London) 11.25%,<br>AWAC 15%, Hamilton Re<br>15%, Markel 10%, Hiscox<br>10%, Munich Re 15%, Liberty<br>7.5%, Ascot 8.25%, First<br>Specialty 3%, Convex 5%                                   | <b>AXA XL (London) 10%</b> ,<br>AWAC 15%, Hamilton Re<br>15%, Markel 10%, <b>Hiscox<br/>5%</b> , Munich Re 15%, <b>Liberty<br/>10%</b> , <b>Ascot 7%</b> , First<br>Specialty 3%, Convex 5%,<br><b>Banyan 5%</b>  |                   |
| <b>Total Premium</b>                                       | <b>\$845,318</b>                                                                                                                                                                                    | <b>\$1,056,648</b>                                                                                                                                                                                                | 25.0%             |
| JPB Layer \$23,000,000 xs \$300,000,000 Limit              | Ascot 19.5652%, Ark<br>32.6087%, Helix 47.8261%                                                                                                                                                     | Ascot 19.5652%, Ark<br>32.6087%, Helix 47.8261%                                                                                                                                                                   |                   |
| <b>Total Premium</b>                                       | <b>\$156,961</b>                                                                                                                                                                                    | <b>\$196,202</b>                                                                                                                                                                                                  | 25.0%             |

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors

Through: Michelle Bouchard, Executive Director

From: Ladi Millard-Olmeda, Interim Chief Financial Officer

For: August 2026 JPB Board of Directors Meeting

Subject: **Amend and Increase the Fiscal Year 2027 Capital Budget from \$23,026,000 to \$33,712,000**

☐ Finance Committee  
Recommendation

☐ Technology, Operations, Planning,  
and Safety Committee  
Recommendation

☐ Advocacy and Major Projects  
Committee Recommendation

**Purpose and Recommended Action**

Staff recommend that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) amend the Fiscal Year 2027 (FY27) Capital Budget in the amount of **\$10,686,000**, increasing the budget from **\$23,026,000, to \$33,712,000**.

**Discussion**

The proposed amendment to the FY27 Capital Budget includes:

- \$0.3 million Capital Planning Technical Support
- \$0.5 million Capital Project Development and Support
- \$0.5 million State of Good Repair (SOGR) Program Support
- \$1 million SOGR Program – Right-of-Way (ROW) Cleaning
- \$0.4 million San Carlos Historic Station Essential Repairs
- \$3.3 million At-Grade Crossing Baseline Safety Enhancement
- \$0.8 million Energy Resiliency and Optimization Strategy
- \$3.6 million Downtown Rail Extension (DTX)/The Portal - Caltrain Service Extension to Salesforce Transit Center
- \$0.3 million 25<sup>th</sup> Avenue Environmental Mitigation

Line 15: Capital Planning Technical Support \$0.3 million (Project Budget From \$0.4 million to \$0.7 million)

Funds supporting capital planning and project initiation to advance priority capital initiatives identified through the Capital Improvement Plan development process.

Funding for this project is provided through the Capital Reserve using Measure RR funds.

Line 16: Capital Project Development and Support (New Project Budget \$0.5 million)

Supports the initiation of new projects or the advancement of existing projects before project specific funding is activated. These activities may include development of staffing plans and other financial analyses to facilitate negotiations with project partners. Where appropriate, the project should reimburse these costs once available.

Funding for this project is provided through the Capital Reserve using Measure RR funds.

Line 22: State of Good Repair Program Support (New Project Budget \$0.5 million)

Provides funding for the planning, development, contract administration, management, and delivery of State of Good Repair capital programs.

Funding for this project is provided through the Measure RR State of Good Repair Set-Aside.

Line 17: SOGR Program – ROW Cleaning (New Project Budget \$1 million)

This project addresses the right-of-way cleaning and clearing needs: removal of accumulated debris, sediment, and excess vegetation; reduction of environmental and drainage impacts; and support for the safe and proper condition of the surrounding infrastructure.

The project provides funding for the clearing of sediments for the Cordilleras Creek and other right-of-way cleaning and clearing needs. Running through a culvert under the tracks, there is heavy sediment accumulation and excess vegetation along the banks. This is creating a bottleneck that can restrict water flow capacity and increase the risk of localized flooding. If left unaddressed, these conditions could also affect drainage performance and potentially threaten the stability of rail infrastructure.

The project is funded with the Measure RR State of Good Repair Set-Aside.

Line 18: San Carlos Historic Station Essential Repairs \$0.4 million (Project Budget from \$2.3 million to \$2.7 million)

Funds for essential repairs at the Historic San Carlos Station, including a new electrical panel, drainage upgrades, replacing broken roof tiles, power washing the building, and a new coat of paint.

This project is supported by \$424,000 from the San Mateo County Transportation Authority (SMCTA) via Measure A Caltrain Category funds.

Line 14: At-Grade Crossing Baseline Safety Enhancement \$3.32 million (Project Budget From \$1.95 million to \$5.27 million)

This project continues the “Rapid Deployment Improvements” along at-grade crossings along the Caltrain corridor. Improvements include solar markers, delineators, and restriping. This budget amendment also provides funding for installation of programs like RailSentry, and associated licensing and monitoring services.

This project is funded through two sources: \$2.32 million from SMCTA's Measure A Caltrain Category, which will fund baseline safety enhancements at all grade crossings in San Mateo County, and \$1 million from a Federal Transit Administration (FTA) Congressionally Directed Spending (CDS) earmark.

Line 19: Energy Resiliency and Optimization Strategy (New Project Budget \$0.8 million)

This project will develop a strategy to reduce Caltrain's energy costs and improve system resiliency by identifying opportunities to reduce peak electricity demand and optimize energy use. The study will evaluate options such as battery energy storage, energy efficiency improvements, and other cost-saving initiatives, and will develop a roadmap for future implementation. The strategy also includes a pilot project for energy storage.

The project is funded with \$800,000 from Low Carbon Fuel Standard (LCFS) credits.

Line 20: DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center \$3.6 million (Project Budget From \$18.5 million to \$22.1 million)

This project will extend Caltrain from its current terminus at 4th and King Street directly into the Salesforce Transit Center. The project will improve travel time and enhance regional connectivity. This funding supports Caltrain’s continued participation during the Project Development and Final Engineering phases. As a key stakeholder, Caltrain’s active participation is essential to ensure integration of Caltrain’s service and infrastructure needs.

This project is funded by the Transbay Joint Powers Authority (TJPA) via a Funding Agreement.

Line 21: 25th Avenue Environmental Mitigation for San Mateo 25th Avenue Grade Separation Project \$0.3 million (Project Budget from \$200.2 million to \$200.5 million)

In September 2021, Caltrain in conjunction with the City of San Mateo completed the 25th Avenue Grade Separation Project, which raised Caltrain tracks above E. 25th Avenue in the City of San Mateo. The additional funds cover ongoing environmental monitoring costs not included in the initial capital project budget.

This project is supported by \$262,000 from the SMCTA via Measure A Caltrain Category funds.

**Budget Impact**

The proposed capital budget amendment increases the FY26 Capital Budget from **\$23,026,000, to \$33,712,000.**

The funding sources for this budget amendment are described in Table 1 below.

*Table 1. Funding Sources for the FY27 Capital Budget Amendment 1*

| <b>Project</b>                                                           | <b>Source</b>                     | <b>FY27 Capital Budget Amendment Request (in millions)</b> |
|--------------------------------------------------------------------------|-----------------------------------|------------------------------------------------------------|
| Capital Planning Technical Support                                       | Measure RR – Capital Reserve      | \$0.300                                                    |
| Capital Project Development and Support                                  | Measure RR – Capital Reserve      | \$0.500                                                    |
| State of Good Repair Program Support                                     | Measure RR – SOGR Set-Aside       | \$0.500                                                    |
| SOGR Program – ROW Cleaning                                              | Measure RR – SOGR Set-Aside       | \$1.000                                                    |
| San Carlos Historic Station Essential Repairs                            | SMCTA Measure A Caltrain Category | \$0.424                                                    |
| At-Grade Crossing Baseline Safety Enhancement                            | SMCTA Measure A Caltrain Category | \$2.320                                                    |
|                                                                          | FTA 5537 Federal Earmark          | \$1.000                                                    |
| Energy Resiliency and Optimization Strategy                              | Low Carbon Fuel Standard Credit   | \$0.800                                                    |
| DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center | TJPA Funding Agreement            | \$3.580                                                    |
| 25 <sup>th</sup> Avenue Environmental Mitigation                         | SMCTA Measure A Caltrain Category | \$0.262                                                    |
| <b>Total</b>                                                             |                                   | <b>\$10.686</b>                                            |

|                                      |                                             |            |
|--------------------------------------|---------------------------------------------|------------|
| Prepared By: Oscar Quintanilla Lopez | Director of Budgets and Financial Analysis  | 07/17/2026 |
| Lyne-Marie Bouvet                    | Principal Planner, Capital Improvement Plan | 07/17/2026 |
| Matthew Murphy                       | Intern, Capital Planning                    | 07/17/2026 |



**Resolution No. 2026-**

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

\* \* \*

**Amend and Increase the Fiscal Year 2027 Capital Budget from \$23,026,000  
to \$33,712,000**

**Whereas**, pursuant to Resolution No. 2025-29 adopted on June 5, 2025, the Peninsula Corridor Joint Powers Board (JPB) adopted the Fiscal Year 2027 (FY27) Capital Budget for a total authorized budget of \$23,026,000; and

**Whereas**, additional funding has become available from various local, regional, federal, and other sources to support new capital projects and advance priority capital initiatives; and

**Whereas**, the FY27 Capital Budget amendment includes \$3.32 million for At-Grade Crossing Baseline Safety Enhancements, funded by \$2.32 million in San Mateo County Measure A funds and \$1 million in Federal Earmark funds; and

**Whereas**, the San Mateo County Transportation Authority has agreed to provide \$0.3 million in Measure A Caltrain Category funds for 25th Avenue Environmental Mitigation and \$0.4 million for essential repairs to the San Carlos Historic Station; and

**Whereas**, the FY27 Capital Budget amendment includes \$0.5 million from the Measure RR Capital Reserve for Capital Project Development and Support and \$0.3 million for Capital Planning Technical Support; and

**Whereas**, the JPB has set-aside Measure RR funds to support state of good repair activities for the railroad and that as part of the budget amendment, \$0.5 million will be

dedicated for State of Good Repair Program Support; and \$1 million for the State of Good Repair Program – Right-of-Way Cleaning; and

**Whereas**, at its June 11, 2026, Board of Directors meeting, the Transbay Joint Powers Authority (TJPA) added \$3.58 million to support Caltrain interagency coordination activities for the Downtown Rail Extension (DTX)/The Portal – Caltrain Service Extension to Salesforce Transit Center; and

**Whereas**, the JPB received Low Carbon Fuel Standard (LCFS) Credit funds, and \$0.8 million of those funds will support the Energy Resiliency and Optimization Strategy to advance battery energy storage initiatives; and

**Now, Therefore, Be it Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby authorizes an amendment to the FY27 Capital Budget, increasing the total FY27 Capital Budget by \$10,686,000, from \$23,026,000 to \$33,712,000, to incorporate the projects and funding sources described herein

Regularly passed and adopted this 6<sup>th</sup> day of August, 2026 by the following vote:

Ayes:

Noes:

Absent:

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Chair, Peninsula Corridor Joint Powers Board

Attest:

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JPB Secretary



| Project Identification                           |                            |              |                                                                                         | FY2027<br>Adopted Capital<br>Budget | Proposed<br>Amendment 1<br><i>(August 2026)</i> | FY2027<br>Revised Capital<br>Budget | FY27 Funding Source (in millions) |       |      |         |         |       |       |          |
|--------------------------------------------------|----------------------------|--------------|-----------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------------------|-------------------------------------|-----------------------------------|-------|------|---------|---------|-------|-------|----------|
| Project #                                        | CIP<br>Priority            | Project Name | Measure RR                                                                              |                                     |                                                 |                                     | SFCTA                             | SMCTA | VTA  | Federal | STA SGR | AB664 | Other | Unfunded |
| I. Mandates and Compliance                       |                            |              |                                                                                         |                                     |                                                 |                                     |                                   |       |      |         |         |       |       |          |
| 1                                                | 100912                     | Mandate      | Storm Water Management Program                                                          | .570                                |                                                 | .570                                | .000                              | .000  | .000 | .000    | .270    | .000  | .300  | .000     |
|                                                  |                            |              | Subtotal                                                                                | .570                                | .000                                            | .570                                |                                   |       |      |         |         |       |       |          |
| II. Maintain Core Services                       |                            |              |                                                                                         |                                     |                                                 |                                     |                                   |       |      |         |         |       |       |          |
| Projects                                         |                            |              |                                                                                         |                                     |                                                 |                                     |                                   |       |      |         |         |       |       |          |
| 2                                                | 100696                     | High         | Fiber Optic Permanent Repair                                                            | 1.350                               |                                                 | 1.350                               | .000                              | .350  | .000 | .000    | 1.000   | .000  | .000  | .000     |
| 3                                                | 100913                     | High         | Tunnel 1, 2, 3 and 4 Weep Hole Rehabilitation and Drainage Improvements                 | 1.500                               |                                                 | 1.500                               | .000                              | .300  | .000 | .000    | 1.200   | .000  | .000  | .000     |
| 4                                                | 100427                     | High         | San Francisquito Creek Bridge Replacement                                               | 3.375                               |                                                 | 3.375                               | .000                              | .000  | .000 | .000    | 2.700   | .675  | .000  | .000     |
| 5                                                | 100919                     | Medium       | Control Center Power Resiliency - <i>UPS Procurement</i>                                | .625                                |                                                 | .625                                | .000                              | .000  | .000 | .000    | .500    | .125  | .000  | .000     |
| 15                                               | 100621                     | Medium       | Capital Planning Technical Support <sup>[2]</sup>                                       | .000                                | .300                                            | .300                                | .300                              | .000  | .000 | .000    | .000    | .000  | .000  | .000     |
| 16                                               | New                        | Medium       | Capital Project Development and Support <sup>[2]</sup>                                  | .000                                | .500                                            | .500                                | .500                              | .000  | .000 | .000    | .000    | .000  | .000  | .000     |
| 22                                               | New                        | Medium       | State of Good Repair Program Support <sup>[3]</sup>                                     | .000                                | .500                                            | .500                                | .500                              | .000  | .000 | .000    | .000    | .000  | .000  | .000     |
| Recurring Programs                               |                            |              |                                                                                         |                                     |                                                 |                                     |                                   |       |      |         |         |       |       |          |
| 6                                                | 100915                     | High         | SOGR Program - Stations                                                                 | 1.875                               |                                                 | 1.875                               | .000                              | .375  | .000 | .000    | 1.500   | .000  | .000  | .000     |
| 7                                                | 100429                     | High         | SOGR Program - MOW Tracks                                                               | 6.250                               |                                                 | 6.250                               | .000                              | 1.250 | .000 | .000    | 5.000   | .000  | .000  | .000     |
| 8                                                | 100428                     | High         | SOGR Program - Bridges and Structures                                                   | 1.750                               |                                                 | 1.750                               | .000                              | .000  | .000 | .000    | 1.400   | .350  | .000  | .000     |
| 9                                                | 100695                     | High         | SOGR Program - ROW and ROW Fencing                                                      | 1.286                               |                                                 | 1.286                               | .000                              | .000  | .000 | .000    | 1.036   | .250  | .000  | .000     |
| 10                                               | 100920                     | High         | SOGR Program - Communication/System Technologies                                        | .625                                |                                                 | .625                                | .000                              | .125  | .000 | .000    | .500    | .000  | .000  | .000     |
| 11                                               | 100727                     | High         | SOGR Program - Signal                                                                   | .500                                |                                                 | .500                                | .000                              | .100  | .000 | .000    | .400    | .000  | .000  | .000     |
| 17                                               | New                        | High         | SOGR Program - ROW Cleaning <sup>[3]</sup>                                              | .000                                | 1.000                                           | 1.000                               | 1.000                             | .000  | .000 | .000    | .000    | .000  | .000  | .000     |
| 18                                               | 100611                     | Medium       | San Carlos Historic Station Essential Repairs <sup>[4]</sup>                            | .000                                | .424                                            | .424                                | .000                              | .000  | .000 | .000    | .000    | .000  | .000  | .424     |
|                                                  |                            |              | Subtotal                                                                                | 19.136                              | 2.724                                           | 21.860                              |                                   |       |      |         |         |       |       |          |
| III. Provide a Safe and Secure Railroad          |                            |              |                                                                                         |                                     |                                                 |                                     |                                   |       |      |         |         |       |       |          |
| 14                                               | 100951                     | High         | At-Grade Crossing Baseline Safety Enhancement <sup>[5]</sup>                            | .000                                | 3.320                                           | 3.320                               | .000                              | .000  | .000 | .000    | .000    | .000  | .000  | 3.320    |
|                                                  |                            |              | Subtotal                                                                                | .000                                | 3.320                                           | 3.320                               |                                   |       |      |         |         |       |       |          |
| IV. Enhance Service and Customer Experience      |                            |              |                                                                                         |                                     |                                                 |                                     |                                   |       |      |         |         |       |       |          |
| 19                                               | New                        | New          | Energy Resiliency and Optimization Strategy <sup>[6]</sup>                              | .000                                | .800                                            | .800                                | .000                              | .000  | .000 | .000    | .000    | .000  | .000  | .800     |
|                                                  |                            |              | Subtotal                                                                                | .000                                | .800                                            | .800                                |                                   |       |      |         |         |       |       |          |
| V. Deliver the Long-Range Service Vision         |                            |              |                                                                                         |                                     |                                                 |                                     |                                   |       |      |         |         |       |       |          |
|                                                  |                            |              | Subtotal                                                                                | .000                                | .000                                            | .000                                |                                   |       |      |         |         |       |       |          |
| VI. Contribute to the Region's Economic Vitality |                            |              |                                                                                         |                                     |                                                 |                                     |                                   |       |      |         |         |       |       |          |
| 12                                               | 100917                     | n/a          | Diridon Station - Environmental Clearance <sup>[1]</sup>                                | 2.000                               |                                                 | 2.000                               | .000                              | .000  | .000 | .000    | .000    | .000  | .000  | 2.000    |
| 20                                               | 100687                     | n/a          | DTX/The Portal - Caltrain Service Extension to Salesforce Transit Center <sup>[7]</sup> | .000                                | 3.580                                           | 3.580                               | .000                              | .000  | .000 | .000    | .000    | .000  | .000  | 3.580    |
|                                                  |                            |              | Subtotal                                                                                | 2.000                               | 3.580                                           | 5.580                               |                                   |       |      |         |         |       |       |          |
| VII. Partner with Local Jurisdictions            |                            |              |                                                                                         |                                     |                                                 |                                     |                                   |       |      |         |         |       |       |          |
| 21                                               | 002088                     | n/a          | 25th Avenue Environmental Mitigation <sup>[8]</sup>                                     | .000                                | .262                                            | .262                                | .000                              | .000  | .000 | .000    | .000    | .000  | .000  | .262     |
|                                                  |                            |              | Subtotal                                                                                | .000                                | .262                                            | .262                                |                                   |       |      |         |         |       |       |          |
| VIII. Capital Contingency Funds                  |                            |              |                                                                                         |                                     |                                                 |                                     |                                   |       |      |         |         |       |       |          |
| 13                                               | 002121<br>002122<br>002124 | n/a          | Capital Contingency Funds                                                               | 1.320                               |                                                 | 1.320                               | .000                              | .000  | .000 | .000    | .000    | .000  | .000  | 1.320    |
|                                                  |                            |              | Subtotal                                                                                | 1.320                               | .000                                            | 1.320                               |                                   |       |      |         |         |       |       |          |
|                                                  |                            |              | Total                                                                                   | 23.026                              | 10.686                                          | 33.712                              | 2.300                             | 2.500 | .000 | .000    | 15.506  | 1.400 | .300  | 10.386   |
|                                                  |                            |              |                                                                                         |                                     |                                                 |                                     |                                   |       |      |         |         |       |       | 1.320    |

[1] Funded by an agreement with the Valley Transportation Authority (VTA)

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: James C. Harrison, General Counsel  
For: August 2026 JPB Board of Directors Meeting  
Subject: **Adopt Proposed Amendments to Peninsula Corridor Joint Powers Board  
Committee Charter, Code of Conduct for Public Meetings, and Citizens  
Advisory Committee Bylaws and Charter**

|                                                              |                                                                                                      |                                                                                  |
|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| <input type="checkbox"/> Finance Committee<br>Recommendation | <input type="checkbox"/> Technology, Operations, Planning,<br>and Safety Committee<br>Recommendation | <input type="checkbox"/> Advocacy and Major Projects<br>Committee Recommendation |
|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|

**Purpose and Recommended Action**

Staff recommend that the Board of Directors (Board) of the Peninsula Corridor Joint Powers Board (JPB) amend the:

1. JPB Rules of Procedure to clarify committee roles, simplify the meeting minutes procedures from summary minutes to action minutes, and change the rules of order from Robert's to Rosenberg's Rules of Order;
2. Citizens Advisory Committee (CAC) Charter and Bylaws to clarify the Board's authority and to rename the CAC to the "Community Advisory Committee"; and
3. Code of Conduct for all Regular and Special Board, Committee, and Advisory Committee meetings to address the unique circumstances of the new Board Room.

The proposed amendments to the Rules of Procedure, CAC Bylaws, and Code of Conduct will also change the JPB's address to the new Millbrae headquarters.

**Discussion**

**Amendments to JPB Rules of Procedure**

Meetings of the JPB and its Committees are governed by the JPB Rules of Procedure. The Rules of Procedure establish the functions and responsibilities of the JPB's standing committees. The JPB first adopted the Rules of Procedure on November 4, 1992, and revised the rules most recently on November 2, 2022. Section 19 of the Rules of Procedure also state, "All rules of order not covered herein shall be determined in accordance with the latest revised edition of Robert's Rules of Order."

The current Rules of Procedure include the following standing committees:

- (1) Finance Committee
- (2) Technology, Operations, Planning and Safety (TOPS) Committee
- (3) Advocacy and Major Projects (AMP) Committee

Presently, the Rules of Procedure require the Secretary to draft summary minutes of each Board meeting. Staff recommend simplifying the minutes procedures in section 15 of the Rules of Procedure to adopt action minutes rather than summary minutes. Summary minutes are no longer required as JPB records all meetings of the Board with audio and video recording. This change is expected to preserve staff resources for the District Secretary's Office (DSO). The DSO also supports the San Mateo County Transit District and San Mateo County Transportation Authority and these agencies, are concurrently making this change to their Rules of Procedure.

Staff recommend changes to section 19 of the Rules of Procedure to adopt Rosenberg's Rules of Order for any instance not covered by the JPB Rules of Procedure. Rosenberg's Rules of Order contained simplified rules of parliamentary procedure and have been adopted by many peer agencies as more practical and easier to implement in the setting of local government agencies public meetings.

Staff recommend changes to the Rules of Procedure to amend the Committees' Charters to clarify the Committees' jurisdiction over real estate matters, which are currently divided between the Finance and TOPS Committees, and the Committees' authority to make recommendations regarding contract within their subject matter jurisdiction.

If adopted, the Finance Committee will hear all items related to real estate and will continue to hear all items related to proposed procurements, except for procurements that fall within the jurisdiction of another committee. The AMP Committee will consider items related to major capital projects, including contracts related to those projects, and legislation. The TOPS Committee will hear all items related to technology, safety, and short-range and long-range planning, including capital improvement projects, such as grade separation projects, including contracts related to those projects.

The revised committee structure will increase efficiency by directing all real estate-related items to a single committee, thereby avoiding a situation where two committees consider the same matter, e.g., TOPS considers a variance under the Rail Corridor Use Policy for a potential lease and the Finance Committee considers the lease. Similarly, the revised committee structure will ensure procurements relating to projects that fall within the jurisdiction of AMP or TOPS are heard the committee that has oversight over the projects.

### **Amendments to CAC Bylaws and Adoption of CAC Charter**

The JPB established the CAC as an advisory group in 1992 (JPB Resolution No. 1992-28). The CAC serves as a forum for conveying community information, ideas, and comments to the Board. The Board adopted CAC Bylaws in 2002 to formalize the rules of procedure governing the conduct of the CAC (JPB Resolution No. 2002-13). The CAC most recently amended its Bylaws on November 15, 2023 (CAC Resolution No. 2023-1), to change the order of business and authorize the CAC to modify the order of business at the start of a meeting to make it the effective order of business until another motion is passed to change the order of business.

Article VI of the CAC Bylaws permits the CAC to amend the Bylaws via a two-thirds vote of the members present and voting, so long as the proposed amendments were submitted in writing to the CAC at the prior meeting. Notably, the Bylaws do not explicitly state that the Board of the JPB may amend to the Bylaws, even though the Board has amended the CAC Bylaws, most recently in 2019 to add alternate members and move Public Comment before the Chair's Report on the CAC order of business (JPB Resolution No. 2019-45).

Staff recommend amending the CAC Bylaws to confirm the Board's authority to take actions involving the CAC, including:

1. Clarifying that the members of the CAC serve at the pleasure of the Board.
  - a. Just as the Board must affirm the appointments of members of the CAC, this amendment clarifies that the members of the CAC are subject to removal by the Board of Directors.
2. Requiring that future amendments to the CAC's Bylaws must be reviewed and approved by the Board.
  - a. This change will ensure that future amendments to the Bylaws are within the jurisdiction and scope of the CAC's authority granted by the Board.
3. Authorizing the Board to revise the CAC Bylaws if deemed to be in the best interest of the JPB and the public.
4. Renaming the Citizens Advisory Committee to the Community Advisory Committee.
  - a. This change is consistent with the terminology used for other transit advisory bodies.
5. Changing the rules of order from Robert's to Rosenberg's Rules of Order
  - a. This will simplify the rules of parliamentary procedure that apply to the CAC

Staff also recommend the adoption of a CAC charter to clarify expectations for how members should conduct themselves at CAC meetings, memorialize staff involvement in those meetings, and further clarify the role of the CAC.

### **Revisions to Code of Conduct at Public Meetings**

Meetings of the JPB and its Committees are subject to the Ralph M. Brown Act (the Brown Act), which requires meetings of legislative bodies to be open to the public. Cal. Gov. Code § 54950 et seq. The Brown Act was enacted in 1953 to guarantee the public's right to attend and participate in meetings of local legislative bodies. The Act protects the public's right to participate in government meetings, including by requiring notice of meetings and publication of meeting agendas and materials and prohibiting registration or payment of a fee as a condition of attendance. The governing body of a local agency must allow public criticism of the body to be freely expressed in its meetings. Cal. Gov. Code § 54954.3(c). However, the governing body may decline to take public comment on topics that are not within the subject matter jurisdiction of the body, and a legislative body is not required to tolerate personal insults or slander of its members or staff.

The governing boards of local agencies are permitted to adopt and enforce policies designed to ensure that meetings are conducted in an orderly fashion and that decorum is maintained so that all members of the public may observe and participate in the conduct of the people's business. The Act also specifically permits the governing body to remove disruptive individuals from Board and Committee meetings as described in the proposed Code of Conduct in order to preserve order in a meeting and allow it to continue. Cal. Gov. Code § 54957.9.

In 2023, in response to changes to the Brown Act, the Board adopted a Code of Conduct establishing expectations regarding appropriate conduct at public meetings. The intention of the Board was to create an environment that promotes productivity and efficiency while fostering public participation. Staff have attached proposed revisions to this Code of Conduct to:

1. Change the address to the new JPB headquarters at Millbrae; and
2. Address unique circumstances in the Board room that could affect public participation at public meetings of the JPB and its Committees. Specifically, the proposed revisions reflect that attendees of public meetings shall not impede others from entering or exiting the Board Room, including by standing in the hallway opposite the glass window at the back of the Board Room

This change is needed to ensure that walkways are clear in the event of emergency and generally to ensure no disruption to the daily operations of San Mateo County Transit District (SamTrans) and Caltrain at the Millbrae headquarters.

This Code of Conduct complies with the requirements of the Brown Act and promotes public participation and efficient, productive, and orderly meetings.

**Budget Impact**

There is no budget impact associated with amending the Public Meeting Code of Conduct, JPB Rules of Procedure, or CAC Committee Charter and Bylaws Amendments.

|              |                      |                   |            |
|--------------|----------------------|-------------------|------------|
| Prepared By: | Anna Myles-Primakoff | Counsel           | 07/17/2026 |
|              | Quentin Barbosa      | Associate Counsel | 07/17/2026 |



**Resolution No. 2026-**

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

\* \* \*

**Adopt Proposed Amendments to Peninsula Corridor Joint Powers Board Committee  
Charter, Code of Conduct for Public Meetings, and Citizens Advisory Committee Bylaws and  
Charter**

**Whereas**, meetings of the Peninsula Corridor Joint Powers Board (JPB) and its Committees are governed by the JPB Rules of Procedure, and the JPB prescribes the functions and responsibilities of its standing committees. The JPB Rules of Procedure were initially adopted on November 4, 1992, and revised most recently on November 2, 2022; and

**Whereas**, the current Rules of Procedure include the following standing committees: (1) Finance Committee; (2) Technology, Operations, Planning and Safety (TOPS Committee); (3) Advocacy and Major Projects (AMP) Committee; and

**Whereas**, staff recommend amending the Rules of Procedure and Committees' Charter to clarify the Committees' jurisdiction over real estate matters, which are currently divided between the Finance and TOPS Committees, and the Committees' authority to make recommendations regarding contracts within their subject matter jurisdiction; and

**Whereas**, the revised committee structure will increase efficiency by directing all real estate-related items to a single committee, thereby avoiding a situation where two committees consider the same matter; and

**Whereas**, the Finance Committee will hear all items related to real estate and will continue to hear all items related to proposed procurements, except for procurements that fall within the jurisdiction of another committee. The AMP Committee will hear all items related to

technology, safety, and short-range and long-range planning, including capital improvement projects, such as grade separation projects, and contracts related to those projects; and

**Whereas**, staff recommend simplifying the minutes procedures in section 15 of the Rules of Procedure to adopt action minutes rather than summary minutes, to preserve staff time and because all meetings of the Board are recorded with audio and video recording; and

**Whereas**, staff recommend changing the rules of order from Robert's to Rosenberg's Rules of Order to simplify the rules of parliamentary procedure that apply to the JPB and its committees.

**Now, Therefore, Be It Resolved** that the Board of Directors of the Peninsula Corridor Joint Powers Board hereby adopts the attached revised Rules of Procedure (Attachment 1).

\* \* \*

**Whereas**, pursuant to Resolution No. 1992-28, dated June 3, 1992, the JPB established a Citizens Advisory Committee (CAC) to provide an organized forum for conveying community information, ideas and comments to the JPB; and

**Whereas**, pursuant to Resolution No. 2002-13, dated May 2, 2002, the Board of Directors (Board) of the JPB adopted Bylaws to govern CAC proceedings; and

**Whereas**, pursuant to CAC Resolution No. 2023-1, the CAC most recently amended its Bylaws on November 15, 2023, to change the order of business and authorize the CAC to modify the order of business at the start of a meeting to make it the effective order of business until another motion is passed to change the order of business; and

**Whereas**, the CAC Bylaws do not explicitly state that the Board of the JPB may amend the Bylaws, even though the Board has amended the CAC Bylaws, most recently in 2019; and

**Whereas**, staff recommend amending the CAC Bylaws to confirm the Board's authority to take actions involving the CAC, including clarifying that the members of the CAC serve at the pleasure of the Board; and

**Whereas**, staff recommend requiring future amendments to the CAC's Bylaws be reviewed and approved by the Board to ensure amendments to the Bylaws are within the jurisdiction and scope of the CAC's authority; and

**Whereas**, staff recommend authorizing the Board to revise the CAC Bylaws if deemed to be in the best interest of the JPB and the public; and

**Whereas**, staff recommend renaming the Citizens Advisory Committee to the Community Advisory Committee. This change is consistent with the terminology used for other transit advisory bodies; and

**Whereas**, staff recommend the adoption of a CAC charter to clarify expectations for how members should conduct themselves at CAC meetings, memorialize staff involvement in those meetings, and further clarify the role of the CAC;

**Whereas**, staff recommend changing the rules of order from Robert's to Rosenberg's Rules of Order in the CAC bylaws to mirror the amendments to the JPB Rules of Procedure;

**Now, Therefore, Be It Resolved** that the Citizens Advisory Committee to the Peninsula Corridor Joint Powers Board amends the Citizens Advisory Bylaws as reflected in Attachments 2 and 3, and adopt a CAC charter as reflected in Attachments 4 and 5.

\* \* \*

**Whereas**, meetings of the JPB and its Committees are subject to the Ralph M. Brown Act (the Brown Act), which protects the public's right to participate in meetings of local government bodies; and

**Whereas**, the governing body of a local agency must allow free expression of criticism of the body in its meetings. However, the governing body may decline to take public comments on topics that are not within the subject matter jurisdiction of the body, and a legislative body is not required to tolerate personal insults or slander of its members or staff; and

**Whereas**, the governing boards of local agencies may adopt and enforce policies designed to maintain decorum and conduct orderly meetings so members of the public may observe and participate in the conduct of the people's business; and

**Whereas**, the Brown Act permits the governing body to remove disruptive individuals from Board and Committee meetings in order to preserve order in a meeting and allow it to continue; and

**Whereas**, in response to Brown Act amendments in 2023, the Board adopted a Public Meeting Code of Conduct (Code of Conduct) establishing expectations and promoting productivity and efficiency while fostering public participation; and

**Whereas**, in 2026, the JPB moved into its new headquarters in Millbrae. Accordingly, staff recommend changing the address in the Code of Conduct to the address for the new JPB headquarters; and

**Whereas**, staff recommend amending the Code of Conduct to address unique circumstances in the new Board Room that could affect public participation. Specifically,

attendees shall not impede others from entering or exiting the Board Room, including by standing in the hallway opposite the glass window at the back of the Board Room; and

**Whereas**, this change to the Code of Conduct will ensure that walkways are clear in the event of emergency and generally ensures no disruption to the daily operations of SamTrans and Caltrain at the Millbrae headquarters;

**Now, Therefore, Be It Resolved** that the Peninsula Corridor Joint Powers Board amends its Public Meeting Code of Conduct as provided in Attachments 6 and 7.

Regularly passed and adopted this 6th day of August, 2026 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, Peninsula Corridor Joint Powers Board

Attest:

---

JPB Secretary

Proposed amendments 8.6.26 (deleted text reflected in strike-out font and added text in bold/italics fonts); Final 1.9.23; Adopted 11.2.22, with directions to staff reflected in final version

## **RULES OF PROCEDURE FOR THE PENINSULA CORRIDOR JOINT POWERS BOARD**

The Peninsula Corridor Joint Powers Board (“PCJPB” or “Board”) hereby promulgates the following rules to govern its proceedings:

**Section 1. Officers.** The officers of the PCJPB shall be a Chair and a Vice-Chair.

**Section 2. Chair.** The Chair shall be elected by the nine-member Board of the PCJPB and shall serve a term of one (1) year. It shall be the duty of the Chair to preside at all meetings of the Board. Unless otherwise provided by a resolution of the Board, the Chair shall, as necessary, execute legal instruments approved by the Board.

**Section 3. Vice-Chair.** The Vice-Chair shall perform the duties of the Chair in the Chair’s absence or incapacity and, in case of a vacancy of the office of Chair, the Vice-Chair shall perform the duties of said office until such time as the Board shall regularly elect a new Chair. In the absence of the Chair and the Vice-Chair, the Board shall appoint a presiding officer pro tempore from among the members present. If the office of the Vice-Chair becomes vacant, the Board shall elect a successor to such office from its membership at the next regular meeting.

**Section 4. Regular Meetings.** Except as otherwise determined by the PCJPB, regular Board meetings shall be held on the first Thursday of every month at 9:00 a.m., unless the Chair specifies a different time. Committee meetings shall be held on a monthly basis or as needed at the call of the Committee Chairs. These meetings will take place at the Administrative Headquarters of the San Mateo County Transit District, located at ~~1250 San Carlos Drive~~ **166 N. Rollins Rd., Millbrae, San Carlos**, California, unless the Chair specifies a different location.

**Section 5. Special Meetings.** Upon the discretion of the Chair of the Board or upon the request of any two members with the concurrence of the Chair, a special meeting may be called for the purpose of transacting any business so specified in the notice therefor. Such notice may be given to each member of the Board by personal delivery, or by mail at least twenty-four (24) hours before the time of such special meeting. Said notice shall specify the time and place of such special meeting together with a brief general description of each item of business to be transacted. No other business shall be conducted by the Board except that so specified in the notice calling the special meeting.

**Section 6. Meetings Open to the Public.** All regular and special meetings shall be open and public; all such meetings shall be noticed with posted agendas, as required by law (Government Code Sections 54950 et seq.) (hereinafter “Brown Act”). Any such regular or special meeting may be adjourned to a date and place certain as specified by the Board, and any such adjourned meeting shall be deemed to be a part of the regular or special meeting so adjourned.

**Section 7. Meeting Falling on Legal Holiday.** In the event any regular or special meeting shall fall upon a legal holiday, the meeting shall be held on the next succeeding day thereafter that does not fall on a holiday unless otherwise determined by the Board.

**Section 8. Public Comment.** At both regular and special meetings, persons wishing to address the Board or committee of the Board on an agenda item will be recognized when that item

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is being considered and prior to any action concerning same. Persons wishing to address the Board or a committee of the Board concerning items of interest to the public that are not on the agenda and are within the subject matter jurisdiction of the Board or a committee will be recognized during the public comment period at regular meetings. The Board may adopt reasonable regulations during each meeting pertaining to the permitted scope and duration of public testimony to be received on a particular matter on the agenda. During the public comment period on non-agendized items the total amount of time allocated for public testimony by each individual speaker shall be limited to two (2) minutes unless the Chair establishes a different standard based on the Board or committee's business needs, and all items raised that require a response will be referred to staff for reply.

**Section 9. Quorum.** A majority of the membership of the Board constitutes a quorum for the purpose of conducting the business of the PCJPB; however, if there is not a quorum, the lesser number of Board members present or the Secretary of the PCJPB may adjourn the meeting from time to time until there is a quorum.

**Section 10. Call to Order and Roll Call.** The Chair shall preside at all meetings, and shall call each regular, adjourned, recessed or special meeting to order at the appointed hour. Immediately after the call to order, the Secretary shall call the roll of the members of the Board and shall record those present and those absent. If present, members of the Board will be recorded present regardless of their answer or failure to answer to the roll call. Immediately after the roll call, or the appointment of a Chair pro tempore in the event that the Chair and Vice-Chair are absent, the presiding officer shall proceed with the order of business.

**Section 11. Conduct of Business.**

**Section 11.1. Regular Meetings.** The Order of Business for each regular meeting of the PCJPB, which shall not be changed except by consent of a majority of the Board members present, shall be as follows:

- I. Call to Order/Roll Call
- II. Public Comments
- III. Closed Session (if needed)
- IV. Report Out from Closed Session (if applicable)
- V. Report of the Executive Director
- VI. Public Hearing (if scheduled)
- VII. Consent Calendar
- VIII. Regular Calendar

Proposed amendments 8.6.26 (deleted text reflected in strike-out font and added text in bold/italics fonts); Final 1.9.23; Adopted 11.2.22, with directions to staff reflected in final version

- IX. Reports of Chair, ~~Citizens~~ **Community** Advisory Committee, and Local Policy Makers Group
- X. Correspondence
- XI. Board Member Requests
- XII. Date and Place of Next Meeting
- XIII. Adjournment

**Section 11.2. Consent Calendar.** The Consent Calendar shall be prepared prior to every meeting of the Board and shall be incorporated in the agenda circulated to Board members. The matters to be included in the Consent Calendar are those that are regularly presented to the Board and are routine in nature, such as minutes, financial statements, and matters that have been presented to and recommended by a Committee. Upon presentation of the Consent Calendar for approval, any member of the Board may request of the Chair that an item or items listed on the Consent Calendar be considered and acted upon separately. Each such request shall be granted and the item(s) shall be separately heard and acted upon by the PCJPB after approval of the remainder of the Consent Calendar. Adoption of the Consent Calendar shall require the affirmative vote of a majority of the members of the Board.

**Section 11.3. Regular Calendar.** Each agenda will additionally include a Regular Calendar for items not considered under the Consent Calendar or during a Public Hearing. The Regular Calendar will include all items that may require significant discussion by the Board prior to taking action.

**Section 11.4. Closed Session.** Closed Session items identified on the agenda shall contain the information specified in Government Code Section 54954.5. Prior to holding any closed session, the Chair, General Counsel, or Board Secretary shall state, in open session, any items to be discussed in the closed session. Any decision taken by the Board of Directors in closed session that is required to be reported shall be reported in open session at the same meeting at which the closed session occurred.

**Section 11.5. Public Hearings.** Public hearings shall be conducted by the Board of Directors (or by staff at the Board's direction) when required by law or PCJPB policy.

**Section 12. Agenda.** Prior to every meeting of the Board, the Executive Director, in consultation with the Chair, shall prepare an agenda which shall set forth a general description of each item of business to be transacted or discussed by the Board.

**Section 12.1. Notice.** A complete copy of each agenda shall be delivered or mailed to each Board member so as to reach the recipient on the fifth day preceding the scheduled Board meeting. No action shall be taken on any item not appearing on the posted agenda unless (1) a majority of the Board determines that an emergency situation exists as defined in the Brown Act; (2) two-thirds of the Board or, if less than two-thirds of the Board members are present, all of the members present determine that there is a need to take immediate action and such need came to the attention



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of the PCJPB subsequent to the agenda being posted; or (3) the item was posted in an agenda for a meeting of the Board held not more than five calendar days earlier, where the item was continued to the meeting where action is being taken. In addition, as authorized under the Brown Act, the PCJPB or members of the Board may, as to matters not appearing on the agenda, respond to public comments or seek clarification from or give direction to support staff.

**Section 12.2. Placement of Items on the Agenda.** Board members may request that an item be added to the agenda of any Board or committee meeting. If one additional member of the Board concurs, the item will be placed on the agenda of the next meeting. Members of the public may request items to be added to the agenda by submitting a request in writing to the Board of Directors. Such requests will be shared with all members of the Board of Directors who may request that an item be considered by the Board at a future meeting pursuant to this paragraph.

**Section 13. Manner of Voting.** Voting on ordinances and formal resolutions, or any other matters which may be requested by the majority of the Board members, shall be by roll call. Voting by motion shall be by voice vote with any abstentions recorded if a meeting is conducted in-person.

**Section 14. Voting Requirements.** Every Board member present when a question is ready for action shall vote for or against it, unless a member has abstained for cause. No action may be taken by the Board except upon the affirmative vote of five or more members.

**Section 15. Minutes of Meeting.** The minutes of the meetings of the Board shall be kept by the Secretary of the PCJPB and *will describe each particular type of business transacted set off in paragraphs with proper descriptive headings.* ~~they shall be recorded electronically with a record of each particular type of business transacted set off in paragraphs with proper descriptive headings. A copy of the minutes of the Board shall be provided to each member of the Board either electronically or in hard copy, per the request of the member. The Secretary shall be required to make a record of such business as was actually passed upon by vote of the Board, together with a summary of matters discussed. The Secretary shall not be required to make a verbatim transcript of the proceedings, providing that such proceedings are recorded, (such recording to be retained for a period of 60 days) but the Secretary shall, as to all proposed ordinances and resolutions voted upon by the Board, record in the minutes the names of those members who voted for and those who voted against the matter. A record shall be made of the names of the persons addressing the Board, the title of the subject matter to which their remarks are directed and an indication as to whether they spoke in support of or in opposition to such item. A~~ *copy of the minutes of the Board shall be provided to each member of the Board.*

**Section 16. Remarks of Board Members When Entered in Minutes.** A Board member may request, through the presiding officer, the privilege of having an abstract of their statement on any subject matter under consideration by the Board entered into the minutes.

**Section 17. Committees.** The Chair shall appoint all committees and the membership thereof, and the Chair shall serve as an ex-officio member of all committees. Unless otherwise prescribed, a committee shall consist of not less than three (3) members, excluding the ex-officio member, and each committee shall have representation from the three county jurisdictions. If members of a committee are absent from a committee meeting, the Chair of the committee or the committee member presiding over the meeting may appoint one (1) non-committee Board member

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who is present to serve on the committee in place of such absent members in order to attain a quorum; provided that if two (2) committee members are absent, the Chair of the committee or the committee member presiding over the meeting may appoint two (2) noncommittee Board members who are present to serve on the committee in place of such absent members if such appointments achieve equal jurisdictional representation from each member agency. A majority of the committee membership shall constitute a quorum and a vote of such majority shall be required for action.

The Chair shall appoint the following Standing Committees:

- (1) Finance Committee
- (2) Technology, Operations, Planning and Safety Committee
- (3) Advocacy and Major Projects Committee

The functions and responsibilities of the standing committees shall be prescribed from time to time by the PCJPB. Meetings of the Standing Committees shall be held as needed at the call of the Chair. For more information on the three Standing Committees, *see* Attachment B.

Special ad hoc committees and advisory committees may be appointed by the Chair. Notice of committee meetings and the posting of committee meeting agendas shall be in full accordance with the requirements of the Brown Act.

**Section 18. Reports of Committees.** Committees shall report on any subject referred to them by the Board or the Chair and shall give their recommendations thereon. All matters, except those that are approved by the Chair for placement on the Board agenda, must first be reviewed by a committee before being presented to the Board for action.

**Section 19. ~~Robert's~~ Rosenberg's Rules of Order.** All rules of order not covered herein shall be determined in accordance with the latest revised edition of ~~Robert's~~ **Rosenberg's** Rules of Order.

**Section 20. Amendments to Rules.** The rules of this Board may be amended by majority vote of the Board at a regular or special meeting, but only after the proposed changes have been introduced for adoption at a previous regular or special meeting.

ADOPTED: 11/4/92 (Resolution No. 1992-50)

REVISED: 11/4/93 (Resolution No. 1993-118); 4/7/94 (Resolution No. 1994-9);  
6/4/09 (Resolution No. 2009-25); 11/3/22 (Resolution No. 2022-66)

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**ATTACHMENT A  
DESCRIPTION OF CLOSED SESSIONS**

- **CONFERENCE WITH REAL PROPERTY NEGOTIATOR**

(closed session held pursuant to Govt. Code § 54956.8)

**Description of property:** (Specify street address, or if no street address, the parcel number or other unique reference, of the real property under negotiation)

**Negotiating parties:** (Specify name of party (not agent) with whom the negotiator may negotiate)

**Matter Under negotiation:** (Specify whether instruction to negotiator will concern price, term of payment, or both)

- **CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION**

(closed session held pursuant to Govt. Code § 54956.9 (a))

**Name of case:** (Specify by reference to case names or claim numbers); or

**Case name unspecified:** (Specify that disclosure would jeopardize service of process upon one or more unserved parties or the agency's ability to conclude existing settlement negotiations to its advantage)

- **CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION**

(closed session held pursuant to Govt. Code § 54956.9)

**Significant exposure to litigation pursuant to subdivision (b) of section 54956.9:**  
(Specify total number of potential cases)

**Initiation of litigation pursuant to subdivision (c) of Section 54956.9:**  
(Specify total number of potential cases)

- **THREAT TO PUBLIC SERVICES OR FACILITIES**

(closed session held pursuant to Govt. Code § 54957)

**Consultation with:** (Specify name of law enforcement agency and title of officer)

- **PUBLIC EMPLOYEE EMPLOYMENT OR APPOINTMENT**

(closed session held pursuant to Govt. Code § 54957)

**Title:** (Specify description of position to be filled)

- **PUBLIC EMPLOYEE PERFORMANCE EVALUATION**

(closed session held pursuant to Govt. Code § 54957)

**Title:** (Specify position title of employee being reviewed)

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- **PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE**

(closed session held pursuant to Govt. Code § 54957)

(No additional information is required in connection with a closed session to consider discipline, dismissal, or release)

- **CONFERENCE WITH LABOR NEGOTIATOR**

(closed session held pursuant to Govt. Code § 549S7.6)

**Agency negotiator:** (Specify name)

**Employee organization:** (Specify name of organization representing employee); or

**Unrepresented employee:** (Specify position title of unrepresented employee who is the subject of the negotiations)

## ATTACHMENT 1

Proposed amendments 8.6.26 (deleted text reflected in strike-out font and added text in bold/italics fonts); Final 1.9.23; Adopted 11.2.22, with directions to staff reflected in final version

## ATTACHMENT B STANDING COMMITTEE CHARTERS

### OVERVIEW

The key responsibilities of the Standing Committees are described below. Each Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board, and take any actions reasonably related to the key responsibilities below.

Each Standing Committee will additionally have the authority to request that any member of the Board, any officer, or staff of the PCJPB, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests.

#### I. Finance Committee

##### A. Committee Authority

The Finance Committee shall assist the Board by reviewing, providing guidance, and making recommendations where applicable with respect to the JPB's financial policies, financial transactions, and budget. The Finance Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Finance Committee shall have access to all books, records, facilities, and staff of JPB. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records, or staff in connection with the performance of their fiduciary duties as Board members.

##### B. Key Responsibilities

To fulfill its purpose, the Finance Committee shall:

1. Review the PCJPB's proposed annual budget and recommend approval of the budget to the Board.
2. Review and recommend finance policies, including budget, operating reserve, and capital reserve policies.
3. Review all matters substantially affecting the fiscal operation of the PCJPB, including revenues, expenditures, investments, fares ***and related Title VI analyses***, and related fiscal matters.
4. Review annually the proposed plan to meet the financial requirements of the PCJPB's capital plans, as well as any financing proposals during the fiscal year that deviate from the proposed financial plan for that year, and review and make recommendations to the Board regarding any capital budget amendments.

## ATTACHMENT 1

Proposed amendments 8.6.26 (deleted text reflected in strike-out font and added text in bold/italics fonts); Final 1.9.23; Adopted 11.2.22, with directions to staff reflected in final version

5. Review any proposal relating to the incurrence (or repayment) of material indebtedness or any other financing arrangement, ~~unless the financing is one component of a larger project, such as a TOD, within the jurisdiction of another committee.~~
6. Review any proposed procurements submitted to the Finance Committee by the Chief Contract and Procurement Officer/Director of Contracts and Procurement or Agency Procurement Officers, ***except for those procurements that fall within the jurisdiction of another Committee.***
7. Recommend the selection of an external independent auditor and receive the annual audit of the PCJPB.
8. Review proposed real property acquisition and development, property exchanges, and other real estate transactions involving the PCJPB, ***including the formulation and application of real estate policies and procedures.***
9. Review of proposed Surplus Land Act determinations.
10. Review annually the scope and terms of the PCJPB's insurance policies and coverage.

## II. Advocacy and Major Projects (AMP) Committee

### A. Committee Authority

The Advocacy and Major Projects (AMP) Committee shall assist the Board by overseeing and making recommendations where applicable regarding the planning, development, procurement, and/or delivery of current PCJPB or PCJPB-involved major ***capital*** projects that include regional, interregional, or statewide connections and involve complex input and decision making by multiple jurisdictions and public entities. Such projects may include an anticipated investment of capital funds or other resources by the JPB and may have implications for the use of JPB-owned assets and the future delivery of Caltrain services. The Committee shall review and make recommendations to the Board on decisions pertaining to the planning and implementation of such projects. Additionally, the AMP Committee shall monitor the progress of and promote the efficient development and delivery of major projects safely, on time, within scope and budget, while seeking to enhance the value of these projects to the Caltrain system and maximizing equitable outcomes.

### B. Key Responsibilities

To fulfill its purpose, the AMP Committee shall:

1. Review ***and recommend*** plans, ~~and~~ proposals, ***and contracts*** for development, procurement, and/or delivery of current PCJPB or PCJPB-involved major ***capital***

## ATTACHMENT 1

Proposed amendments 8.6.26 (deleted text reflected in strike-out font and added text in bold/italics fonts); Final 1.9.23; Adopted 11.2.22, with directions to staff reflected in final version

- projects that include regional, interregional, or statewide connections and involve complex input and decision making by multiple jurisdictions and public entities.
2. Monitor the expenditures incurred, current and future funding needs of regional, interregional, or statewide connections availability of funds to meet such needs.
  3. Review the planning and construction of major *capital* projects, including project delivery methods, and construction, consultant, and related contracts already within the capital budget.
  4. Monitor the progress of major projects and key project performance metrics (scope, schedule, budget, funding, risk, etc.) and recommend appropriate actions to address items of concern.
  5. Monitor federal, state, and local legislation affecting operations and capital projects, including recommendations and positions on legislation.
  6. Review and adopt annual legislative programs
  7. Review proposed collaborations, partnerships, and relationships with public officials, public agencies, and private sector partners *relating to major capital projects policies and legislation*.
  8. Review public and community relations, including website updates, social media strategy, and Government and Community Affairs department activities.

### III. Technology, Operations, Planning, and Safety (TOPS) Committee

#### A. Committee Authority

The Technology, Operations, Planning, and Safety (TOPS) Committee shall assist the Board by reviewing and making recommendations where applicable regarding all planning, construction, and engineering activities, with the exception of major projects as defined in the AMP Committee Charter, including the development of new and modifications to existing transportation services provided by the PCJPB to its customers. The Committee shall be responsible for oversight of the Board's service development, planning, environmental and Title VI policies.

#### B. Key Responsibilities

To fulfill its purpose, the TOPS Committee shall:

1. *Review, adopt, and oversee the 10-Year Capital Improvement Plan (CIP), which includes the prioritization of the capital program and the comprehensive portfolio of capital projects encompassing maintenance, safety, regulatory and mandated requirements, system enhancements, and expansion initiatives.*

## ATTACHMENT 1

Proposed amendments 8.6.26 (deleted text reflected in strike-out font and added text in bold/italics fonts); Final 1.9.23; Adopted 11.2.22, with directions to staff reflected in final version

2. Review ***and recommend*** plans, ~~and~~ proposals, ***and contracts*** for grade separation, bridge, and transit facility and related maintenance, repair, and planning projects funded partially or wholly by third parties.
3. Review ~~approve~~ Caltrain's biennial Sustainability Report.
4. Review and monitor Caltrain's Business Plan and Long-Range Service Vision, and periodically review and update the Long-Range Service Vision.
5. Review and monitor and major service changes, including review of Title VI service Equity Analysis.
6. ~~Provide support and guidance to the PCJPB in its formulation of its real estate policies and procedures and consider proposals for "non-railroad" uses of real property.~~
7. Review State of Good Repair, operations and maintenance, safety, and security, and other Caltrain performance metrics and workplans.
8. Review and oversee the PCJPB's cyber security programs and proposals for the use of new security systems and technologies.



**COMMUNITY ADVISORY COMMITTEE**  
**PENINSULA CORRIDOR JOINT POWERS BOARD**

**BYLAWS**

**ARTICLE I – MEMBERSHIP**

Section 1. As prescribed by the Peninsula Corridor Joint Powers Board (“JPB” or “Board”), the Community Advisory Committee (“CAC” or “Committee”) shall consist of nine (9) members and three (3) alternate members, with three (3) members and one (1) alternate member appointed from each constituent county (San Francisco County, San Mateo County, Santa Clara County). Each county will select its county committee members and alternate members, and the JPB will affirm these appointments. CAC members serve at the pleasure of the JPB. CAC members should reflect the demographics of Caltrain riders. The CAC shall act in an advisory capacity to the JPB. Its activities shall include seeking the views of various groups of users and potential users of Caltrain and ancillary transit facilities, and to develop proposals and recommendations for meeting the needs of these various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting the JPB in any matter which the Board may deem appropriate.

Section 2. CAC members and alternate members shall serve three (3) year terms, subject to the JPB’s removal authority.

Section 3. When the JPB conducts recruitments to fill vacancies on the CAC, such recruitments shall be conducted to minimize the opportunity for a resulting appointment to create a vacancy in the alternate position, as follows: The recruitment should seek candidates for both the vacant seat and the same county's alternate position, thereby

allowing the Board to either (a) appoint a new applicant to fill the vacancy, or (b) appoint the county's alternate member to serve the remainder of the term of the vacant member's seat and also appoint a new alternate member to serve the remainder of the alternate member's term.

## ARTICLE II – OFFICERS

Section 1. The Officers of the CAC shall be a Chairperson and a Vice-Chairperson. Their duties shall be as follows:

Chairperson: Presides over CAC meetings; develops the monthly meeting agenda; appoints subcommittees and subcommittee chairpersons; and is responsible for submission of the report of the most recent CAC meeting, in a manner the Chair deems suitable, for the monthly JPB meetings, and may delegate this responsibility to another CAC member. The Chairperson may call a special meeting of the Committee should the Chairperson deem it appropriate.

Vice-Chairperson: Presides over the CAC meetings in the absence of the Chairperson; conducts the other duties of the Chairperson in his/her absence.

Should neither the Chairperson nor Vice-Chairperson be able to perform the duties of the chair, the remaining members shall elect one of themselves to serve as temporary chair.

Section 2. Selection of Officers shall be made as follows:

Chairperson: The Chairperson shall be elected by a majority of the appointed members or their seated alternates at the January meeting.

The term of office shall be for one year. If the term of appointment of the member elected Chairperson expires before the year is out and that member does not either

seek reappointment or the Board does not grant such reappointment, the Vice- Chairperson will serve as Chairperson until the following January.

Vice-Chairperson: This Officer shall be elected by a majority of the appointed members or their seated alternates at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Vice-Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, the Committee will hold an election for a Vice-Chairperson to serve out the remainder of the term.

Except in extenuating circumstances as determined by the Committee, at no time shall two officers be elected from the same county. The officers shall be elected in a rotation between counties on a yearly basis. If the majority of the Committee chooses, Officers may be retained for a period longer than one year.

Only Committee members (as opposed to alternate members) can serve as Officers.

Clerk of the Committee: The Clerk shall be appointed by the Executive Director of JPB who will serve as staff to the Committee. The duties of Clerk to the Committee shall be to prepare and post the agenda, as advised by the CAC officers. In addition, the Clerk shall attend all regularly scheduled and special meetings of the CAC and shall prepare monthly minutes for the CAC, staff reports and public hearing notices when appropriate. The minutes shall describe each particular type of business transacted set off in paragraphs with proper descriptive headings, unless the Board prescribes a different form for how minutes shall be prepared in the JPB's Rules of Procedure.

Section 3. In the case of vacancy.

In the case of any vacancy in office, the vacancy shall be filled by an election at the first regular meeting after the occurrence of the vacancy.

### ARTICLE III – MEETINGS

Section 1. The regular meetings of the CAC shall be held on the third Wednesday of each month at 5:40 p.m. The CAC can approve amending its regularly scheduled meeting time, date and location without having to seek Board authorization. Any meeting may be cancelled or postponed by majority vote of those in attendance at any meeting prior to the meeting being cancelled or postponed.

Section 2. The CAC meetings are subject to the Ralph M. Brown Act, Government Code Section 54950, et seq.

Section 3. Attendance being of prime importance to maintain contact between constituents and Committee, attendance of members and alternate members is required at all meetings. Should a member or alternate member be unable to attend a meeting they should notify the Clerk to the Committee before the meeting. Should any member or alternate member have more than two (2) absences in a calendar year, the Chair shall send the member or alternate member a reminder of the attendance policy. Any member or alternate member who is absent for four (4) regularly scheduled meetings during a calendar year shall automatically be terminated. Any resulting vacancy shall be filled for the duration of the departing member's or alternate member's term.

Section 4. Any Committee member can have an item placed on the agenda by notifying the Clerk to the Committee seventy-two (72) hours prior to the meeting.

Section 5. Alternate members serve on the Committee (but not a subcommittee or ad hoc committee) during (a) the absence of Committee members from the

same county or (b) vacancies in membership from the same county. When an alternate member serves in place of a member or to fill a vacancy, the alternate member has all of the rights, duties and obligations of a member, except for those rights, duties and obligations associated with a Committee office held by a member.

#### ARTICLE IV – SUBCOMMITTEES

Section 1. Subcommittees and Ad Hoc Committees may be established by the Chairperson as necessary.

Section 2. Each subcommittee shall consist of at least three (3) CAC members, one (1) delegate from each county, appointed by the CAC Chairperson. Only Committee members (as opposed to alternate members) may serve on Subcommittees and Ad Hoc Committees.

#### ARTICLE V – PARLIAMENTARY AUTHORITY

Section 1. The rules contained within the current edition of Rosenberg's Rules of Order shall govern the CAC in all cases to which they are applicable and are not inconsistent with these by-laws, and any special rules of order the CAC may adopt.

Section 2. A quorum is defined as a majority of seats currently filled, or currently able to be filled using alternate members. Alternate members are counted towards a quorum only when seated in the place of a member appointed from the same county (e.g., an alternate from Santa Clara County is only counted towards a quorum when sitting on the Committee in the place of a member from Santa Clara County or when filling a Santa Clara vacancy). All official acts of the Committee shall require a quorum of seats currently filled, or currently able to be filled using alternate members.

**ARTICLE VI – AMENDMENT OF BY-LAWS**

These by-laws may be amended at any regular meeting of the CAC by a two-thirds (2/3) vote of the CAC members present and voting, provided that the amendment has been submitted in writing at the previous regular meeting and with the approval of the Board of Directors. The Board may also impose changes to the Committee's bylaws it deems to be in the best interest of the JPB and the public it serves.

**ARTICLE VII – CONFLICT OF INTEREST**

There shall be no personal or monetary gain by members or alternate members of the CAC as a result of their membership and actions on the CAC. Reimbursement for expenses that may be authorized by the Executive Director from time to time shall not be deemed to be compensation.

**ARTICLE VIII – MAJORITY/MINORITY REPORTS**

CAC members may elect to present separate reports on decisions and actions by the CAC under the following circumstances: A majority report will reflect at least two-thirds (2/3) of the CAC members or seated alternate members present and voting. A minority report will reflect at least twenty-five percent (25%) of the CAC members or seated alternate members present and voting.

**ARTICLE IX – ORDER OF BUSINESS**

At the start of a regular meeting, the Chair or any member of the Committee may move to pass an alternative Order of Business, to meet the needs of the CAC. Following approval by a majority of the members of the CAC, the updated Order of

Business shall remain operative until the CAC passes a motion at a later date approving a new alternative Order of Business or returning to the Order of Business provided in the Bylaws.

The Order of Business for a regular meeting shall be as follows:

- a. CALL TO ORDER
- b. PLEDGE OF ALLEGIANCE TO THE FLAG
- c. ROLL CALL
- d. MINUTES - Approval
- e. PUBLIC COMMENTS – At this time persons in the audience may

Speak on any item on the agenda or any other matter within the jurisdiction of the Committee. The Brown Act (the State local agency open meeting law) prohibits the CAC from acting on any matter that is not on the agenda. It is the policy of Committee to refer such matters to staff for investigation and/or action. Speakers are requested to fill out a "speaker" card located on the table by the door and hand it to staff before the meeting.

The Chair may limit speakers to three minutes each.

- f. CHAIRPERSON'S REPORT
- g. PUBLIC HEARINGS
- h. STAFF REPORTS
- i. COMMITTEE COMMENTS
- j. PENDING ACTION REPORTS
- k. OLD BUSINESS
- l. NEW BUSINESS
- m. OTHER ISSUES
- n. ADJOURNMENT

JPB CAC By-laws Subcommittee  
Prepared by:

Jerry Graham – JPB CAC SMC  
Bruce Balshone – JPB CAC SFC  
Mike Rodriguez – JPB CAC SCC

May 2, 2002  
JPB Resolution No. 2002-13

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CAC Resolution No. 2023-01

(if adopted)  
Amended [date], 2026  
CAC Resolution No. 2026-X  
JPB Resolution No. 2026-X



## ATTACHMENT 3

Proposed amendments 8.6.26 (deleted text reflected in strike-out font and added text in ***bold/italics*** fonts)

### ~~CITIZENS~~ **COMMUNITY** ADVISORY COMMITTEE PENINSULA CORRIDOR JOINT POWERS BOARD BYLAWS

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JPB CAC By-laws Subcommittee  
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*(if adopted)*  
*Amended [date], 2026*  
*CAC Resolution No. 2026-X*  
*JPB Resolution No. 2026-X*

## ATTACHMENT 4

Draft CAC Charter – July 2026

JPB Resolution No. 1992-28 (adopted)

JPB Resolution No. 2022-03 (amended)

### **Peninsula Corridor Joint Powers Board** **Community Advisory Committee (CAC) Charter**

1. Each member agency shall recommend three members for appointment to the Community Advisory Committee (CAC). Members of the CAC shall be appointed by, and serve at the pleasure of the Board of Directors of the Peninsula Corridor Joint Powers Board (JPB). The terms of office for CAC members shall be three years.
2. Meetings shall be held monthly at Caltrain headquarters in Millbrae. At least one staff member will be present at all meetings. Members may participate remotely as permitted by the JPB's remote meeting policy.
3. The JPB staff shall provide support to the CAC, including a staff liaison. The Chair and Vice-Chairperson of the CAC will have regular meetings with JPB staff to determine the agenda for meetings. Concerns of CAC members should be forwarded to the Chair who will share them directly with the JPB staff liaison.
4. The purpose of the CAC is to represent the interests of Caltrain's ridership and the public and to advise the Board on these interests. To that end, members of the CAC will act with respect and civility when interacting with each other, the Board of Directors, staff, and members of the public. Behavior which violates the CAC's commitment to respect and civility includes, but is not limited to, yelling, cursing, interrupting, humiliating, threatening, and all forms of harassment. Any violations of this provision will be referred to the Chair of the CAC for resolution and if the concern cannot be resolved by the Chair or if it involves the Chair, to the Chair of the JPB Board of Directors. The Chair may also refer repeat or severe violations of this provision to the JPB for consideration of removal from the CAC.
5. The CAC shall act as an advisory committee to the JPB. Its activities shall include seeking the views of various groups of users and potential users of public transit and developing proposals and recommendations for meeting the needs of these various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting the JPB in any matter which the Board may deem appropriate.
6. The CAC shall serve as the independent oversight committee for the Measure RR sales tax as required by resolution of the Peninsula Corridor Joint Powers Board. In its capacity as the independent oversight committee, the CAC shall be responsible for verifying that the tax proceeds are invested in a way that is consistent with the purpose of the tax by: (1) receiving the annual independent audit of the receipt and expenditure of tax proceeds; (2) holding a public hearing; and (3) issuing an annual report to provide the public with information regarding how the tax proceeds are being spent.

## ATTACHMENT 4

### Draft CAC Charter – July 2026

7. The CAC may adopt and amend its own bylaws at any regular meeting of the CAC by a two-thirds (2/3) vote of the CAC members present and voting, provided that the amendment has been submitted in writing at the previous regular meeting and subject to the approval of the JPB Board of Directors. The JPB may also impose changes to the Committee's bylaws it deems to be in the best interest of the JPB and the public it serves.

## ATTACHMENT 5

*Draft CAC Charter – July 2026 Proposed amendments 8.6.26 (deleted text reflected in strike-out font and added text in bold/italics fonts)*

JPB Resolution No. 1992-28 (adopted)  
JPB Resolution No. 2022-03 (amended)

Citizens  
**Peninsula Corridor Joint Powers Board**  
**Community Advisory Committee (CAC) Charter**

1. Each member agency shall ~~appoint~~ ***recommend*** three members ~~to represent its county with~~ ***for appointment*** to the understanding that in the selection process an effort will ~~will~~ ***Community Advisory Committee (CAC). Members of the CAC shall be made to reflect appointed by, and serve at the demographic components pleasure of the Board of Directors of the Peninsula Commute ridership Corridor Joint Powers Board (JPB).*** The terms of office ***for CAC members*** shall be three years, with the first appointee drawing one, two, and three year terms by lot.
2. Meetings shall be held monthly at SanTrans ***Caltrain*** headquarters, 1250 San Carlos Avenue, San Carlos. ~~in Millbrae.~~ ***At least one staff member will be present at all meetings. Members may participate remotely as permitted by the JPB's remote meeting policy.***
3. The JPB staff shall provide support to the ~~Citizens Advisory Committee,~~ with ***CAC, including*** a staff liaison designated for each member county. ***The Chair and Vice-Chairperson of the CAC will have regular meetings with JPB staff to determine the agenda for meetings. Concerns of CAC members should be forwarded to the Chair who will share them directly with the JPB staff liaison.***
4. ***The purpose of the CAC is to represent the interests of Caltrain's ridership and the public and to advise the Board on these interests. To that end, members of the CAC will act with respect and civility when interacting with each other, the Board of Directors, staff, and members of the public. Behavior which violates the CAC's commitment to respect and civility includes, but is not limited to, yelling, cursing, interrupting, humiliating, threatening, and all forms of harassment. Any violations of this provision will be referred to the Chair of the CAC for resolution and if the concern cannot be resolved by the Chair or if it involves the Chair, to the Chair of the JPB Board of Directors. The Chair may also refer repeat or severe violations of this provision to the JPB for consideration of removal from the CAC.***
5. The ~~Citizens Advisory Committee~~ ***CAC*** shall act as an advisory committee to the JPB. Its activities shall include seeking the views of various groups of users and potential users of public transit; and ~~to develop~~ ***developing*** proposals and recommendations for meeting the needs of these various groups; reviewing and commenting on staff proposals and actions as requested by the JPB; and assisting

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*Draft CAC Charter – July 2026 Proposed amendments 8.6.26 (deleted text reflected in strike-out font and added text in bold/italics fonts)*

the JPB in any matter which the Board may deem appropriate.

6. The ~~Citizens Advisory Committee~~ **CAC** shall serve as the independent oversight committee for the Measure RR sales tax as required by resolution of the Peninsula Corridor Joint Powers Board. In its capacity as the independent oversight committee, the ~~Citizens Advisory Committee~~ **CAC** shall be responsible for verifying that the tax proceeds are invested in a way that is consistent with the purpose of the tax by: (1) receiving the annual independent audit of the receipt and expenditure of tax proceeds; (2) holding a public hearing; and (3) issuing an annual report to provide the public with information regarding how the tax proceeds are being spent.
7. ***The CAC may adopt and amend its own bylaws at any regular meeting of the CAC by a two-thirds (2/3) vote of the CAC members present and voting, provided that the amendment has been submitted in writing at the previous regular meeting and subject to the approval of the JPB Board of Directors. The JPB may also impose changes to the Committee's bylaws it deems to be in the best interest of the JPB and the public it serves.***

## ATTACHMENT 6

### CODE OF CONDUCT GOVERNING PUBLIC PARTICIPATION IN MEETINGS OF THE BOARD OF DIRECTORS OF THE PENINSULA CORRIDOR JOINT POWERS BOARD

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#### PRINCIPLES AND PURPOSE

The Board of Directors of the Peninsula Corridor Joint Powers Board ("Board") is committed to the principles of government transparency and the promotion of public participation. The Board seeks to ensure that Board and Committee meetings are conducted in an orderly fashion and that decorum is maintained so that all members of the public may observe and participate in the conduct of the people's business. Promoting a respectful and orderly environment will ensure that all speakers have the opportunity to be heard and that members of the Board and Committees have the opportunity to hear public comment and engage in thoughtful deliberations.

The purpose of this Code of Conduct is to establish expectations regarding appropriate conduct in order to create an environment that promotes civil and respectful discussion, productivity, and efficiency while fostering public participation and a safe and welcoming environment. Caltrain encourages robust public participation in its Board and Committee meetings, and this Code of Conduct is intended to preserve free expression while addressing conduct that may disrupt or impede Board or Committee meetings. This Code of Conduct applies to all Regular and Special Board, Committee, and Advisory Committee Meetings.

#### I. Addressing the Board/Committee

- A. A member of the public who wishes to address the Board or Committee must seek the permission of the Chair. In the interest of facilitating the business of the Board or Committee, the Chair may limit the amount of time and the number of persons who may address the Board or Committee.
- B. In-Person Meetings
  - 1. Members of the public desiring to address the Board or a Committee at in-person meetings on a consent, discussion, closed session, or public hearing agenda item are requested, but not required, to complete a speaker request form and deposit the completed form with the Secretary of the JPB prior to the Board or Committee's consideration of the consent calendar, the reading of the agenda item, or the opening of the public hearing.
  - 2. A person who has requested to address the Board or a Committee will be allowed up to two (2) minutes per agenda item, unless the Chair establishes a different standard based on the Board or Committee's business needs.
  - 3. Members of the public shall have the right to address the Board or a Committee on items of interest which are within the Board or Committee's jurisdiction. A person requesting to address the Board or Committee on a non-agenda item will be allowed up to two (2) minutes per meeting, unless the Chair establishes a

## ATTACHMENT 6

different standard based on the Board or Committee's business needs. Items addressed by members of the public pursuant to this paragraph may be added to future agendas at the request of the Chair or two or more Board members.

### C. Meetings Held Via Teleconference

1. When meetings are held via teleconference, the Secretary of the JPB shall provide the ability for members of the public to address the Board or Committee remotely via a telephonic or other Internet-based service at regular meetings.
2. A person attending a meeting remotely and addressing the Board or a Committee on an agenda item will be allowed up to two (2) minutes per agenda item, unless the Chair establishes a different standard based on the Board or Committee's business needs.
3. Members of the public attending a meeting remotely shall have the right to address the Board or Committee on items of interest which are within the Board or Committee's jurisdiction. A person addressing the Board or Committee on a non-agenda item will be allowed up to two (2) minutes per meeting, unless the Chair establishes a different standard based on the Board or Committee's business needs.

D. The Board or Committee shall provide at least twice the allotted time to a member of the public who utilizes a translator to ensure that non-English speakers receive the same opportunity to directly address the Board or Committee.

E. Any individual who engages in disruptive conduct, as defined in Section II(B) of these Rules, may be prohibited from addressing the Board or Committee on agenda items and during public comment at future meetings.

F. When any affiliated group of persons desires to address the Board or Committee on the same subject matter, the group may select a spokesperson who may coordinate with the Chair or staff prior to the meeting, or if there are significant time constraints, the Chair may require that a spokesperson be chosen to represent the group. Subject to approval by the Chair, the Chair or staff may additionally facilitate any one of the following options for the group, including but not limited to: (i) requesting additional time for the spokesperson to speak if other members of the group cede their time; (ii) arranging speakers sequentially; or (iii) for in-person meetings, members of the group may raise their hand or stand up at their seat to show support for their designated speaker in lieu of providing remarks.

G. Alternatively, if there are ten (10) or more speakers wishing to speak on an item, the Chair may limit all individuals to one (1) minute for their public comments on the same item.

## II. Conduct

A. Unless addressing the Board or Committee or entering or leaving the Board Room, all persons in the audience shall sit only in designated seating provided by the JPB.

## ATTACHMENT 6

Standing is permitted though no person shall stand or sit in the aisles, block the doorways, or otherwise impede others from entering or exiting the Board Room, including by standing in the hallway opposite the Board Room.

### B. Disruptions

1. A speaker may be sanctioned as described herein only if the speaker's conduct actually disrupts the orderly conduct of the meeting or interferes with the Board or Committee's ability to conduct its business. For purposes of this Rule, "disruption" of a Board or Committee meeting may include, but is not limited to, speaking beyond the time limits set by these Rules or the Chair, being unduly repetitious, engaging in an extended discussion of irrelevancies, or failing to yield to the Chair.
2. Each person who addresses the Board or Committee shall not engage in personal attacks, or use loud, threatening, profane, or abusive language that disrupts, disturbs, or otherwise impedes the orderly conduct of the Board or Committee meeting. Any such language or any other disorderly conduct that disrupts, disturbs, or otherwise impedes the orderly conduct of the Board or Committee meeting is prohibited.
3. The Chair may find that a speaker is disrupting the orderly conduct of the meeting if a comment is unrelated to the agenda item under consideration, or if the speaker's conduct violates any other provision in this Code of Conduct. If the Chair finds that a speaker is disrupting the orderly conduct of the meeting, the speaker shall forfeit their remaining time.
4. No person in the audience at a meeting shall engage in conduct that disrupts the orderly conduct of any meeting, including, but not limited to, the utterance of loud or threatening language, whistling, clapping, stomping of feet, speaking over or interrupting the recognized speaker, repeated waving of arms, or other disruptive acts. Whether conduct rises to the level of being disruptive shall be determined by the Chair.
5. The Chair has the authority to issue a warning or remove from a meeting a person violating the Code of Conduct or any lawful order issued by the Chair. If the person does not promptly leave the meeting after an order to do so by the Chair, the Chair may request that security remove the person from the meeting.
6. Any person removed from a meeting shall be excluded from further attendance at the remainder of the meeting.
7. If any meeting is willfully interrupted or disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may recess the meeting or order the person or group of persons willfully interrupting the meeting to leave the meeting or be removed from the meeting.
8. If any meeting is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of such meeting unfeasible and order cannot be restored by the removal of the person or persons willfully



## ATTACHMENT 6

interrupting or disrupting the meeting, the Chair may recess the meeting or order the meeting room cleared and continue in session. Only matters appearing on the posted agenda may be considered in such a session. Duly accredited representatives of the press or other news media, except those participating in the disturbance, shall be allowed to attend or remain in the meeting.

### C. Meetings Held Via Teleconference

1. The prohibitions on disruptive conduct described in Section II(B) of this Code of Conduct also apply to meetings held via teleconferencing.
2. The Chair may issue a warning or remove from the telephonic conference or online forum a person violating the Code of Conduct or any lawful order issued by the Chair. If the person does not promptly exit the conference or forum after an order to do so by the Chair, the Chair may request that the Secretary of the JPB remove the person.
3. Any person removed from a meeting shall be excluded from further attendance at the remainder of the meeting. The exclusion from the meeting shall be enforced by the Secretary of the JPB upon being so directed by the Chair.

### Contact:

Office Address

***166 N. Rollins Rd.,  
Millbrae, CA 94030***

Email: [board@caltrain.com](mailto:board@caltrain.com).

Public comments may be sent via email to [publiccomment@caltrain.com](mailto:publiccomment@caltrain.com). Please indicate in your email the agenda item to which your comment applies. Public comments received will be included in the board's weekly correspondence, which is posted to the Caltrain website.

## ATTACHMENT 7

Proposed amendments 8.6.26 (deleted text reflected in strike-out font and added text in ***bold/italics*** fonts)

### **CODE OF CONDUCT GOVERNING PUBLIC PARTICIPATION IN MEETINGS OF THE BOARD OF DIRECTORS OF THE PENINSULA CORRIDOR JOINT POWERS BOARD**

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#### **PRINCIPLES AND PURPOSE**

The Board of Directors of the Peninsula Corridor Joint Powers Board (“Board”) is committed to the principles of government transparency and the promotion of public participation. The Board seeks to ensure that Board and Committee meetings are conducted in an orderly fashion and that decorum is maintained so that all members of the public may observe and participate in the conduct of the people’s business. Promoting a respectful and orderly environment will ensure that all speakers have the opportunity to be heard and that members of the Board and Committees have the opportunity to hear public comment and engage in thoughtful deliberations.

The purpose of this Code of Conduct is to establish expectations regarding appropriate conduct in order to create an environment that promotes civil and respectful discussion, productivity, and efficiency while fostering public participation and a safe and welcoming environment. Caltrain encourages robust public participation in its Board and Committee meetings, and this Code of Conduct is intended to preserve free expression while addressing conduct that may disrupt or impede Board or Committee meetings. This Code of Conduct applies to all Regular and Special Board, Committee, and Advisory Committee Meetings.

#### **I. Addressing the Board/Committee**

- A. A member of the public who wishes to address the Board or Committee must seek the permission of the Chair. In the interest of facilitating the business of the Board or Committee, the Chair may limit the amount of time and the number of persons who may address the Board or Committee.
- B. In-Person Meetings
  - 1. Members of the public desiring to address the Board or a Committee at in-person meetings on a consent, discussion, closed session, or public hearing agenda item are requested, but not required, to complete a speaker request form and deposit the completed form with the Secretary of the JPB prior to the Board or Committee’s consideration of the consent calendar, the reading of the agenda item, or the opening of the public hearing.

## ATTACHMENT 7

Proposed amendments 8.6.26 (deleted text reflected in strike-out font and added text in ***bold/italics*** fonts)

2. A person who has requested to address the Board or a Committee will be allowed up to two (2) minutes per agenda item, unless the Chair establishes a different standard based on the Board or Committee's business needs.
  3. Members of the public shall have the right to address the Board or a Committee on items of interest which are within the Board or Committee's jurisdiction. A person requesting to address the Board or Committee on a non-agenda item will be allowed up to two (2) minutes per meeting, unless the Chair establishes a different standard based on the Board or Committee's business needs. Items addressed by members of the public pursuant to this paragraph may be added to future agendas at the request of the Chair or two or more Board members.
- C. Meetings Held Via Teleconference
1. When meetings are held via teleconference, the Secretary of the JPB shall provide the ability for members of the public to address the Board or Committee remotely via a telephonic or other Internet-based service at regular meetings.
  2. A person attending a meeting remotely and addressing the Board or a Committee on an agenda item will be allowed up to two (2) minutes per agenda item, unless the Chair establishes a different standard based on the Board or Committee's business needs.
  3. Members of the public attending a meeting remotely shall have the right to address the Board or Committee on items of interest which are within the Board or Committee's jurisdiction. A person addressing the Board or Committee on a non-agenda item will be allowed up to two (2) minutes per meeting, unless the Chair establishes a different standard based on the Board or Committee's business needs.
- D. The Board or Committee shall provide at least twice the allotted time to a member of the public who utilizes a translator to ensure that non-English speakers receive the same opportunity to directly address the Board or Committee.
- E. Any individual who engages in disruptive conduct, as defined in Section II(B) of these Rules, may be prohibited from addressing the Board or Committee on agenda items and during public comment at future meetings.
- F. When any affiliated group of persons desires to address the Board or Committee on the same subject matter, the group may select a spokesperson who may coordinate with the Chair or staff prior to the meeting, or if there are significant time constraints, the Chair may require that a spokesperson be chosen to represent the group. Subject to approval by the Chair, the Chair or staff may additionally facilitate any one of the following options for the group, including but not limited to: (i) requesting additional time for the spokesperson to speak if other members of the group cede their time; (ii) arranging speakers sequentially; or (iii) for in-person meetings, members of the

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Proposed amendments 8.6.26 (deleted text reflected in strike-out font and added text in ***bold/italics*** fonts)

group may raise their hand or stand up at their seat to show support for their designated speaker in lieu of providing remarks.

- G. Alternatively, if there are ten (10) or more speakers wishing to speak on an item, the Chair may limit all individuals to one (1) minute for their public comments on the same item.

### II. Conduct

- A. Unless addressing the Board or Committee or entering or leaving the Board Room, all persons in the audience shall sit only in designated seating provided by the JPB. Standing is permitted though no person shall stand or sit in the aisles, ~~or block the doorways,~~ ***or otherwise impede others from entering or exiting the Board Room, including by standing in the hallway opposite the Board Room.***
- B. Disruptions
1. A speaker may be sanctioned as described herein only if the speaker's conduct actually disrupts the orderly conduct of the meeting or interferes with the Board or Committee's ability to conduct its business. For purposes of this Rule, "disruption" of a Board or Committee meeting may include, but is not limited to, speaking beyond the time limits set by these Rules or the Chair, being unduly repetitious, engaging in an extended discussion of irrelevancies, or failing to yield to the Chair.
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  3. The Chair may find that a speaker is disrupting the orderly conduct of the meeting if a comment is unrelated to the agenda item under consideration, or if the speaker's conduct violates any other provision in this Code of Conduct. If the Chair finds that a speaker is disrupting the orderly conduct of the meeting, the speaker shall forfeit their remaining time.
  4. No person in the audience at a meeting shall engage in conduct that disrupts the orderly conduct of any meeting, including, but not limited to, the utterance of loud or threatening language, whistling, clapping, stomping of feet, speaking over or interrupting the recognized speaker, repeated waving of arms, or other

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disruptive acts. Whether conduct rises to the level of being disruptive shall be determined by the Chair.

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8. If any meeting is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of such meeting unfeasible and order cannot be restored by the removal of the person or persons willfully interrupting or disrupting the meeting, the Chair may recess the meeting or order the meeting room cleared and continue in session. Only matters appearing on the posted agenda may be considered in such a session. Duly accredited representatives of the press or other news media, except those participating in the disturbance, shall be allowed to attend or remain in the meeting.

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### Contact:

Mailing Address

~~PO Box 3006~~

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***166 N. Rollins Rd.,***

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~~San Carlos, CA 94070-1306~~

Email: [board@caltrain.com](mailto:board@caltrain.com).

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**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Casey Fromson, Chief of Staff  
For: August 2026 JPB Board of Directors Meeting  
Subject: **Receive State and Federal Legislative Update and Consider Position on Legislation - Senate Bill (SB) 741 (Blakespear)**

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

**Purpose and Recommended Action**

In keeping with the 2026 Legislative Program, the attached reports highlight the recent issues and actions that are relevant to the Board of Directors (Board).

Staff proposes the Board consider for position:

1. Senate Bill (SB) 741 (Blakespear) - Low Carbon Transit Operations Program
  - a. This bill would update and streamline the Low Carbon Transit Operations Program which receives funding through the Greenhouse Gas Reduction Fund and directs funding to transit agencies on a formula basis. The bill seeks to simplify California State Department of Transportations' (Caltrans') administrative role, expand eligible uses of program funds to include transit maintenance, and eliminate redundant Greenhouse Gas (GHG) demonstration requirements for continuing projects.

**Discussion**

The 2026 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature.

**Budget Impact**

There is no impact on the budget.

|              |                   |                                             |            |
|--------------|-------------------|---------------------------------------------|------------|
| Prepared By: | Devon Ryan        | Government and Community Affairs Manager    | 07/22/2026 |
|              | Isabella Conferti | Government and Community Affairs Specialist | 07/22/2026 |



July 10, 2026

TO: Board of Directors  
Peninsula Corridor Joint Powers Board (Caltrain)

FM: Matt Robinson, Michael Pimentel and Brendan Repicky  
Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – August 2026**

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### ***General Update***

Upon the adjournment of session on July 2, the Legislature adjourned for its month-long Summer Recess; the Legislature will reconvene on August 3 to complete the work of the 2025-26 Regular Legislative Session. Upon the Legislature's return, fiscal committees will resume and hear bills with fiscal impacts to the state. The Legislature will adjourn for final recess on August 31.

On June 29, Legislative leaders and the Governor reached an agreement to finalize the Fiscal Year 2026-27 budget before the start of new fiscal year on July 1. As expected, decisions on Greenhouse Gas Reduction Fund (GGRF) expenditures were deferred until later in the summer. We provide a more detailed budget update below.

For information about key legislative and budget deadlines for next year, please see the 2026 Legislative Calendar [here](#).

### ***Update on Budget Act of 2026***

On June 29, the Legislature passed, and Governor Newsom signed the Budget Act of 2026, representing the agreement between Governor Newsom and the Legislature on most budget matters for Fiscal Year 2026-27. The Budget Act prioritizes building the state's budget reserves and reducing long-term liabilities while also making significant investments in education, public safety, housing, healthcare, climate resilience, and economic opportunity.

The Budget Act is comprised of [SB 111 \(Laird\)](#), the "Budget Bill Jr." that amends [AB 109 \(Gabriel\)](#), the legislative two-party budget agreement, and a series of budget trailer bills, which implement policy related to the budget, including [SB 169 \(Committee on Budget and Fiscal Review\)](#), the transportation trailer bill.

As anticipated, the Budget Act defers action on most Greenhouse Gas Reduction Fund expenditures, including the appropriation of \$230 million for the Zero-Emission Transit Capital Program and possible changes to [SB 840 \(Limon\)](#) [[Chapter 121, Statutes of 2025](#)] to address expected funding losses to Tier 3 GGRF programs, including the Transit and Intercity Rail Capital Program and Low Carbon Transit



Operations Program. We expect Governor Newsom and the Legislature to continue to discuss GGRF expenditures throughout the summer and possibly adopt an updated GGRF expenditure plan in August.

While the deferred action on major transit priorities limits the Budget Act's impact to Caltrain, below we highlight a series of more minor expenditures and policy provisions which may impact the agency:

- Codification, via [SB 169 \(Committee on Budget and Fiscal Review\)](#), the Transportation Trailer Bill, a one-year extension of COVID-era statutory relief for transit agencies, including:
  - Relief from the farebox recovery requirements to receive full share of TDA's LTF revenues; and,
  - Relief from the requirements that agencies hold operating cost per revenue vehicle constant year-over-year, to apply STA funds fully toward operations

These relief measures were set to expire at the end of the 2025-26 fiscal year.

- Codification, via [AB 179 \(Committee on Budget\)](#), the Housing Trailer Bill, the Governor's proposal to split the Affordable Housing Sustainable Communities Program (AHSCP), as follows:
  - A housing allocation to support affordable housing projects; and,
  - A sustainable communities allocation to support projects designed to drive down GHG emissions by reducing vehicle miles traveled, including through transit capital projects, active transportation projects, and complete streets infrastructure.

#### ***Update on Local Taxpayer Protection Act and Compromise Ballot Measure***

In prior reports, we noted that the Howard Jarvis Taxpayer's Association's (HJTA) "Local Taxpayer Protection Act" had qualified for the November 2026 ballot. If the measure moved forward and was approved by voters, it would have clearly established the voter threshold for approving local special taxes at two-thirds, closing the citizens' initiative path created by the Upland decision, which required only a majority approval for special taxes. The measure would have also restricted charter cities' ability to impose real estate transfer taxes beyond the existing statutory transfer tax rate (0.11%).

Following the measure's qualification, Governor Newsom and legislative leaders engaged the sponsors of the Act, with the goal of reaching an agreement to remove the measure from the November ballot. That agreement had to be in place by 5 p.m. on June 25.

On June 25, the parties came to an agreement and the Legislature introduced and passed [Assembly Constitutional Amendment 22 \(Wicks\)](#). ACA 22 will now go before voters in November and, if passed by a majority of Californians would, beginning January 1, 2027, prohibit a local government, including through a citizens' initiative, from imposing, extending, or increasing any special tax, unless the tax is approved by a two-thirds vote. This measure is not anticipated to impact prior citizens' initiatives passed at lower threshold or those pending on the November 2026 ballot.

#### ***Update on Governor's Executive Order on Public Transportation***

On June 26, Governor Newsom signed [Executive Order N-7-26](#) on public transportation. The order seeks to accelerate the delivery of local and regional transit and passenger rail projects, improve access to funding, and reduce greenhouse gas emissions in the face of federal cuts to public transportation and clean transportation programs.

Specifically, the order expands Caltrans' role in: identifying transit priority projects; providing shared technology resources; promulgating design guidance, standard plans and specifications, and policy for transit infrastructure on the state highway system; and improving coordination across agencies.

The order also directs Caltrans to create a real-time funding dashboard, streamline grant administration, automate key reporting requirements, and implement several recommendations from the Transit Transformation Task Force aimed at reducing administrative burdens and accelerating access to funding.

The order further promotes transit investment by encouraging the use of flexible and discretionary transportation funds for transit projects, prioritizing projects in Pro-Housing communities, supporting transit-priority infrastructure and first- and last-mile connections, and advancing opportunities for zero-emission vehicle charging and refueling infrastructure on, or near, Caltrans facilities.

#### ***Bills with Recommended Position***

##### **SB 741 (Blakespear) LCTOP Reform – RECOMMEND SUPPORT**

This bill would update and streamline the Low Carbon Transit Operations Program (LCTOP). The LCTOP receives funding through the Greenhouse Gas Reduction Fund (GGRF) and directs millions of dollars annually to transit agencies around the state on a formula basis. These monies have allowed transit agencies to sustain and expand service, procure new zero-emission vehicle fleets, and start fare subsidy programs. Unfortunately, since its inception a decade ago, LCTOP's requirements have proven to be in some cases duplicative and overly burdensome. SB 741 would simplify Caltrans' administrative role, expand eligible uses of program funds to include transit maintenance, and eliminate redundant GHG demonstration requirements for continuing projects.

#### ***Bills with Positions***

##### **SB 1375 (Cortese) Diridon Station Modernization: CEQA Exemption – SUPPORT**

This bill would exempt the Diridon Station Modernization Program from the California Environmental Quality Act (CEQA). Although existing law provides CEQA exemptions for certain rail and transit projects, SB 1375's proponents believe a specific, targeted CEQA exemption will help avoid further delays and additional risks of litigation.

##### **AB 1941 (Mark González) Organized Metal Theft – SUPPORT**

This bill would create the new crime of organized metal theft for those who act in concert with additional persons to steal high-value metals used in public infrastructure, including copper wiring. The bill would make this crime punishable as either a misdemeanor or a felony. Last year, the Governor signed AB 476, also by Assemblymember González, to combat metal and copper theft by requiring junk dealers to collect more detailed records, provide access of those records to law enforcement, and increase the fine for noncompliance. Caltrain supported this bill.

##### **AB 2308 (Haney) Redevelopment: Successor Agency Debt Support – SUPPORT**

This bill would authorize the successor agency to the former San Francisco Redevelopment Agency to extend its existing Net Tax Increment (NTI) collection period in order to finance and complete Transbay infrastructure projects, including the delivery of the Caltrain Downtown Extension (The Portal).

#### ***Bills of Interest***

##### **SB 830 (Arreguín) Connect Bay Area Regional Ballot Measure Follow Up – Passed and Signed by Governor**

Related to the Connect Bay Area Regional Measure, this bill would create a ballot designation that must appear in all 5 counties: Regional Transit Measure. The bill would also allow "bona fide" proponents or

opponents of the measure to submit ballot arguments to county elections officials, who are then responsible for selecting which argument to print in their respective county voter information guide. It also directs the measure to be placed immediately after statewide ballot measures and before local measures.

**SB 1087 (Cabaldon) Transportation Planning: Sustainable Communities Strategies: Transportation Funding Programs – WATCH**

This bill would update California's regional climate and transportation planning framework first established under SB 375 (Steinberg, 2008). SB 1087 would streamline the Sustainable Communities Strategies (SCS) planning process, so that regional agencies can better focus resources on delivering projects.

**SB 1187 (Durazo) Brown Act Language Requirements – WATCH**

This bill was gut and amended in late June to eliminate the requirement that eligible legislative bodies subject to the Ralph M. Brown Act translate meeting materials and otherwise provide various interpretive and language access services. These provisions were initially passed into law via SB 707 (Durazo) last year.

**SB 1266 (Stern) Updating Value of Copper – WATCH**

This bill would change how copper is valued in cases of copper theft. Current law requires that the value of stolen copper be calculated based on the fair market value of the scrap copper. This bill would require that the value of stolen copper also incorporate the full cost to repair and replace the stolen copper material.

**AB 1383 (McKinnor) PEPRA Compensation Limits – WATCH**

This bill makes several changes to the Public Employees' Pension Reform Act (PEPRA) of 2013, a bill passed in 2012 to reform public employee retirement systems and help local agencies better manage future pension costs. First, AB 1383 authorizes a public employer and labor organization to negotiate an increase to Defined Benefit retirement formulas for *safety* plan members. This change would impact only public safety employees (e.g. police, firefighters) and would not impact most transit agencies, unless they manage their own police force. Initially, the bill also would have required retirement systems subject to PEPRA *which are not enrolled in the social security program* to increase their pensionable compensation limit from 120% to 135% -- thus increasing those systems' pension obligations. Recent amendments to the bill have softened this provision, however. AB 1383 now caps the defined benefit at 135%; it no longer *requires* a system to increase their pensionable compensation limit.

**AB 1883 (Bryan) Limiting Workplace Surveillance Tools – WATCH**

This bill would prohibit employers from using workplace surveillance tools that incorporate facial, gait, or emotion recognition AI technology. Due to concerns that this bill would severely limit existing and emerging safety tools, including driver-facing cameras, fatigue-detection systems, and more, many local government associations, including the California Transit Association, had moved to oppose the bill. Amendments made on July 2, however, significantly narrow the bill and allow for employers to use AI-supported surveillance tools to help ensure safety.

**For a full list of bills we are tracking for Caltrain, visit:**

<https://ct35.capitoltrack.com/public/0/report/run?id=fd19973d-428c-4f17-95dc-607cac828f3d>

**Caltrain  
Federal Report  
July 2026**

Surface Transportation Reauthorization Update

- The House Surface Transportation Reauthorization bill, the BUILD America 250 Act ([H.R.8870](#)), approved by the Transportation and Infrastructure Committee on May 22, may not reach the House floor until mid-July at the earliest. The House left Washington, D.C. on July 1 without having taken any visible action on the package.
- The forthcoming House Ways and Means Committee markup is expected to address several outstanding issues: The Committee must decide whether to extend the Highway Trust Fund excise taxes and spending authority for five more years. The Committee is expected to incorporate the bill's new electric vehicle registration fees into the Highway Trust Fund and may also consider the trucking industry's request to repeal the 12 percent excise tax on new truck sales. Additional proposals that will need to be discussed include a temporary gasoline tax holiday and an increase in private activity bond ceilings. In addition, lawmakers must contend with a contentious rail safety [amendment](#) that was added to the surface reauthorization bill in committee by a 54-11 vote. The amendment would require railroads to adopt a number of new safety measures, including the use of more wayside defect detectors, enhanced inspection standards, and expanded hazardous materials regulations.
- With the current surface transportation bill set to expire September 30, 2026, Senate Environment and Public Works (EPW) Chair Shelley Moore Capito (R-WV) expressed on June 18 support for a short-term extension of the Infrastructure Investment and Jobs Act (IIJA). Chair Capito and EPW Ranking Member Sheldon Whitehouse (D-RI) have yet to solidify a deal on final surface transportation text from their committee. With just two legislative weeks left in July until Congress' August recess and varying progress on the bill between both chambers, the possibility of an extension remains likely.

FTA Seeks Public Comment on its New Transportation Dashboard

- The Federal Transit Administration (FTA) [announced](#) on June 8, 2026, that it is developing a new public dashboard that measures key family-friendly metrics on transit systems across America. The FTA is requesting input on five key quality

performance measures: safety and security; cleanliness; universal accessibility; real-time service data availability; and system reliability.

- FTA will use this information to develop tools to help the public, transit agencies, and all levels of government assess the quality of public transportation service in their communities more directly and identify actions necessary to improve family-friendly service. Comments are due by August 3, 2026, via the [Federal Register](#).

#### DOT Releases ATTAIN NOFO

- The Department of Transportation (DOT) Federal Highway Administration [released](#) its \$120 million FY25-FY26 Advanced Transportation Technology and Innovation (ATTAIN) grant opportunity on June 26, 2026. The ATTAIN Competitive Grant Program will fund the deployment, installation, and operation of advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.
- The FY25-FY26 Notice of Funding Opportunity (NOFO) adds the following new advanced transportation and congestion management technologies as eligible activities: toll collection, on-demand transportation service technologies such as dynamic ridesharing and other shared-use mobility applications. It also expands the project selection to include, among other things, improvements to the mobility of people and goods, the durability and the longevity of transportation infrastructure, optimization of existing transportation capacity, and incentives for travelers to share trips during periods in which travel demand exceeds system capacity.
- Applications are [due](#) by July 27, 2026, via Grants.gov.

#### DOT Publishes INFRA NOFO

- On Wednesday, June 3, DOT [released](#) its Notice of Funding Opportunity (NOFO) for the FY 2026 Nationally Significant Multimodal Freight and Highways Projects (INFRA) program. The INFRA grant program makes \$626.7 million in funding available for surface transportation infrastructure projects of national or regional significance that improve the safety, efficiency, and reliability of the movement of people and goods.
- Specifically, the program seeks to invest in high-quality infrastructure that modernizes aging assets, expands system capacity, and supports American

innovation for economic competitiveness. The funding opportunity aims to address the national shortage of commercial motor vehicle parking.

- The INFRA grant program offers two tracks of funding:
  - Track 1: Provides \$426.7 million to support surface transportation projects of national and regional significance. Applications are due by July 1, 2026.
  - Track 2: Carves out \$200 million of FY 2026 INFRA resources for commercial motor vehicle parking projects of national or regional significance that improve highway safety and provide essential facilities. Projects must be within reasonable access to or in the right-of-way of an Interstate highway, the National Highway System, or the National Highway Freight network. Applications are due by July 15, 2026.

#### White House Office of Management and Budget Proposed Rule Update

- The White House Office of Management and Budget (OMB) [proposed a wide-ranging rule](#) aimed at reworking the federal funding award process for local governments (including special districts), organizations, and institutions. The proposal would give agencies broad authority to halt grant awards if they determine a grant no longer serves program goals, agency priorities, or the national interest.
- OMB Director Russ Vought [testified](#) before House Appropriations Financial Services and General Government Subcommittee on June 30, 2026. During his testimony, Director Vought proclaimed that community project funding (CPF) (i.e. “earmarks”) will not be subject to the OMB proposed rule.
- Following OMB Director Vought’s testimony, Sen. Susan Collins (R-ME) [sent](#) a letter to Director Vought on July 6, 2026, asking for the comment period to be extended 90 days and requesting the withdrawal of certain provisions. Sen. Collins specifically objected to the provision that would allow federal agencies to terminate any discretionary grant, cooperative agreement, or other federal assistance at any time if an agency determines that a termination is in its best interest, including to align with agency priorities or the “national interest.” She also objected to the provision requiring a political review of research grants.
- The administration is currently providing a 45-day comment period that closes July 13 and is aiming to issue a final rule by October 1.

**Peninsula Corridor Joint Powers Board  
Staff Report**

To: JPB Board of Directors  
Through: Michelle Bouchard, Executive Director  
From: Marian Lee, Diridon Station Program Caltrain Liaison  
For: August 2026 JPB Board of Directors Meeting  
Subject: **Receive Update on Diridon Station Program Enabling Legislation**

|                                                              |                                                                                                      |                                                                                  |
|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| <input type="checkbox"/> Finance Committee<br>Recommendation | <input type="checkbox"/> Technology, Operations, Planning,<br>and Safety Committee<br>Recommendation | <input type="checkbox"/> Advocacy and Major Projects<br>Committee Recommendation |
|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|

**Purpose and Recommended Action**

The purpose of this informational report and presentation is to provide an update on the Diridon Station Program Construction Authority (DSPCA) proposed by the Diridon Station Program Steering Committee and obtain input on staff's recommended approach to preparing the necessary enabling legislation.

The Steering Committee is comprised of members appointed by the five partner agencies: City of San Jose, Peninsula Corridor Joint Powers Board (JPB or Caltrain), Santa Clara Valley Transportation Authority (VTA), the Metropolitan Transportation Commission, and the California High Speed Rail Authority. Its purpose and goals are outlined in the Cooperative Agreement executed by the partner agencies.

This topic was last presented at the July 2026 Advocacy and Major Projects (AMP) Committee meeting.

**Discussion**

**Context**

The Diridon Program includes several projects. The largest project is a new enlarged Caltrain Diridon Station, sized to meet future needs. The rail station supports Caltrain, Altamont Commuter Express (ACE), Capitol Corridor, National Rail Passenger Corporation (Amtrak) long distance and VTA Light Rail services as well as regional and local bus services. In the future it will also support high-speed rail service and connect to the Bay Area Rapid Transit District (BART) extension and Airport Connector projects. Other projects in the Diridon Program are rail crossing improvements and separations south of the station creating a safer rail corridor that will support significant growth in train service anchored by Caltrain's moderate growth scenario.

The presentation attached provides more information about the projects. Also attached is the Diridon Station Alternatives Development executive summary completed last year.

At the January 2026 AMP Committee meeting, information was presented on the Diridon Station Program Steering Committee policy direction to pursue a Construction Authority that will deliver the Diridon Station Program. General support was expressed by the AMP Committee subject to further due diligence by staff and continued discussion about the purpose of the Construction Authority and its relationship with Caltrain. With learned experience from other Construction Authorities in southern California and a similar initiative in Denver, and due diligence completion, staff have a level of understand that supports pursuit of a Construction Authority.

In February 2026, the Steering Committee met and reaffirmed its direction (through unanimous approval) to prepare draft legislation establishing a “Construction Authority solely focused on the Diridon Program, with authority to consider other projects only if there is no negative impact to the Diridon Program”. The target date set by the Steering Committee for getting the enabling legislation approved is 2026. Enabling legislation will need to be prepared by the end of this calendar year.

The Diridon Program Team and agency partners are currently working on enabling legislation language. The work is in the process, but believe it is important to obtain initial Board of Directors (Board) input now. The ultimate goal is to come back to the JPB later in the year for action on the key terms of the enabling legislation. Caltrain as the owner and operator needs to be assertive in influencing how the Diridon Station Program Construction Authority (DSPCA) is set up.

***Construction Authority Enabling legislation***

The presentation provides information about what a Construction Authority is and what is typically included in the enabling legislation. Discussion will focus on Caltrain specific key principles that should frame our advocacy. The recommended principles are the following:

- Keep rail corridor safe and secure
- Minimize impact on operations
- Minimize impact on customers and community
- No negative impact to Caltrain capital and Operations and Maintenance (O/M) budgets
- Support successful delivery of Diridon Station Program
- Protect Caltrain owned assets
- Receive newly constructed quality assets from DSPCA at program completion



Information related to key terms currently being discussed by the project partners will be presented as well as Caltrain specific terms that should be pursued for inclusion in the enabling legislation or other governing documents. They include the following:

- Identifying Caltrain as the owner and operator retaining ownership of its assets
- Caltrain allowing access to the DSPCA upon execution of a Master Cooperative Agreements (MCA) with the DSPCA
- Setting criteria for adding projects so that the DSPCA does not usurp Caltrain's policy decisions about its CIP and implementation
- Having an appropriate level of Caltrain representation on the Board as the owner and operator
- Having an appropriate level of Caltrain approvals to ensure safe railroad operations and adequate capacity
- Firewalling Caltrain from DSPCA risks and liabilities

Other governing documents are Bylaws and Master Cooperative Agreements. These are not the subject of today's discussion, but they will be introduced to the Board at a future time for discussion and approvals. These documents work in concert with the enabling legislation to ensure Caltrain's objectives.

Next steps include a Steering Committee meeting in August to discuss the key terms in the enabling legislation. There will be further work on the enabling legislation, and staff will return to the AMP Committee in October and the JPB Board in November for action. The intent is to provide the Steering Committee with clear Caltrain input as they deliberate action on the enabling legislation in November / December of this year.

#### **Budget Impact**

There is no direct budget impact associated with this action.

Prepared By: Marian Lee

Diridon Station Program  
Caltrain Liaison

07/22/2026





# DIRIDON STATION

## Alternatives Development Report

### Executive Summary



METROPOLITAN  
TRANSPORTATION  
COMMISSION





# ACKNOWLEDGEMENTS

This Alternatives Development Report was made possible through the collaboration and hard work of many agencies and individuals.

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- Former Supervisor Cindy Chavez (JPAB Vice Chair)

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The technical work for this report was led by Caltrain. Community engagement was led by the **City of San José** (City) in technical partnership with the **Santa Clara Valley Transportation Authority** (VTA), **California High-Speed Rail Authority** (CHSRA), and the **Metropolitan Transportation Commission** (MTC). This report reflects these efforts. These agencies were also supported by strong collaboration with the **California High-Speed Rail Authority** (CHSRA) and the **Metropolitan Transportation Commission** (MTC).

## FUNDING PARTNERS

- City of San José
- MTC
- VTA

## CONSULTANT TEAM

- Mott MacDonald
- Foster & Partners
- Kimley-Horn & Associates
- Lighthouse Public Affairs
- Page & Turnball
- HR&A
- Winter
- Arup
- DB E.C.O. North America, Inc.

## EXECUTIVE SUMMARY

**Diridon Station is a key transit hub at the western edge of Downtown San José. The station is 90 years old as of 2025 and needs to be expanded and modernized to support growing transit services.** A collaboration among five partner agencies – the City of San José (City), Caltrain, the Santa Clara Valley Transportation Authority (VTA), the California High-Speed Rail Authority (CHSRA), and the Metropolitan Transportation Commission (MTC) – is underway to plan and build a new station. **The goal of the new station is to increase transit capacity and service; facilitate seamless transfers; create a safe, passenger-friendly station; and improve the station's integration with the neighborhood, establishing it as a great place to visit and a catalyst for both economic and community development.**

### Context

Today, Diridon Station provides Caltrain, Altamont Corridor Express (ACE), Capitol Corridor, and Amtrak rail services; supports Union Pacific freight rail; and makes key transit connections with VTA Bus and Light Rail service. The future station will not only accommodate increased service levels from existing providers, but also serve the future high-speed rail system as well as connections to the future San José Airport Connector and Bay Area Rapid Transit (BART) with VTA's BART Silicon Valley Phase II Extension (BSVII) Project. **The hub will support the growth of transit connections with the addition of new and increased services projected to reach 100,000 daily trips by the year 2050<sup>1</sup>.** The biggest increases will come from the introduction of high-speed rail, the BSVII Project, and increased Caltrain service.

The City of San José plans to extend downtown west into the Diridon Station Area, which will be transformed into a vibrant transit-oriented

<sup>1</sup> This forecast of future daily boardings was projected in 2019 based on early estimates—the projections will be subject to further analysis and confirmation during the environmental process.

community. **The City's adopted Diridon Station Area Plan includes up to 12,900 new homes and a total of 14.7 million square feet of office and commercial space.** The momentum behind this plan, supported by the Diridon Station Alternatives Development Report, the regionally significant SAP Center, the environmentally approved high-speed rail system, and Google's entitled Downtown West development, will serve as a catalyst for transforming the area. While the market today is challenging, the vision is sustainable and efforts to implement the vision over time are warranted.

## Vision

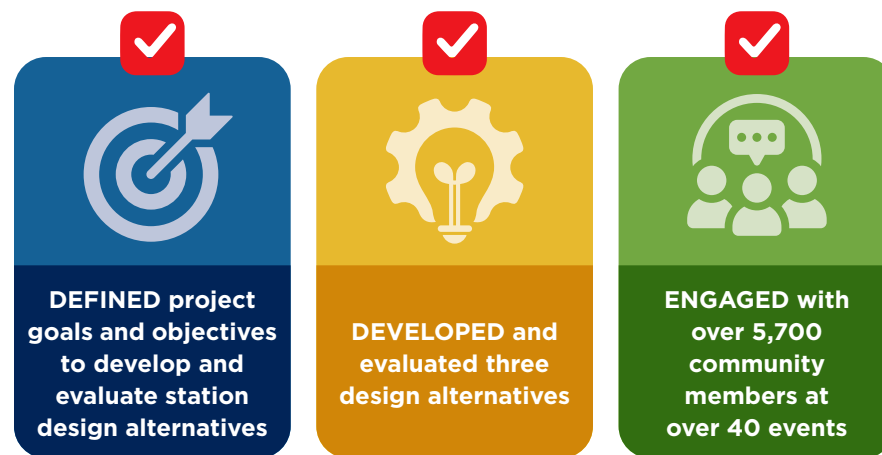
In 2020, the Partner Agencies established a vision for the station through an early conceptual planning process called the **Diridon Integrated Station Concept (DISC) Plan**. DISC presented a vision for a major hub of transportation and urban activity to support the City's growth and expanded transit options. The DISC Concept Layout proposed two station concourses—one oriented on Santa Clara Street and the other oriented on San Fernando Street. These two major streets provide east and west access to the station from Downtown and the surrounding neighborhoods. The vision for DISC supported the integration of all transit modes at the station, including commuter and intercity rail, BART, Light Rail, local bus, and a future Airport Connector. Platforms and tracks in DISC were proposed to be elevated, providing opportunities for urban integration beneath the tracks with improved street connections and community spaces.

## Alternatives Development Process

The Alternatives Development Process builds off earlier planning work done for DISC, carrying forward the key elements of the vision for the project as articulated in DISC. The focus of this undertaking was to validate the findings of DISC and develop and evaluate more detailed alternative station designs that upheld the DISC vision while addressing cost, constructability, land use and community impacts,

and operational feasibility, eventually arriving at the identification of a recommended alternative.

Developing the alternatives was a significant effort that required extensive technical analysis, collaboration between Partner Agencies, and intensive engineering work. The project involved modernizing and expanding 90-year-old historic station located in a narrow rail corridor used by multiple operators, surrounded by a dense urban environment, including a built-out street grid, major buildings, existing facilities, and planned developments. Designing connections to future transit systems—many of which are still in early planning stages—added to the complexity. **During the 24-month Alternatives Development Process, the partners accomplished the following:**



Significant efforts in the design process included determining how to preserve and adapt the Historic Station for future uses, fitting all the platforms and tracks within a constrained right-of-way (ROW) space, providing a direct and convenient connection to the future BART station, and retaining track connections to the Caltrain maintenance facility located north of the station. The three initially developed alternatives



differed in terms of constructability risk, operational feasibility, and customer experience. The Partner Agencies developed a systematic evaluation process to compare the alternatives across various criteria, which lead to the identification of two shortlisted options that aligned with the project goals. This framework clearly highlighted the strengths and weaknesses of each alternative and supported the decision-making process. Ultimately, the evaluation revealed a fatal flaw in one of the shortlisted alternatives, based on approximately 10% design, leaving a single viable option to move forward to the environmental review phase.

Throughout the Alternatives Development Process, community engagement was critical and assisted in the development, optimization, and selection of the recommended alternative. Community enthusiasm for the project was inspiring, with excitement focused on when the project will be built. However, it was also clear that the community had many concerns related to temporary and permanent impacts created by the project. These concerns related especially to noise, visual, land use, traffic, and parking impacts. These concerns were documented and will continue to be addressed and evaluated during the environmental process.

## Recommended Project/Program

**At the May 21, 2025 meeting, the Steering Committee formally approved the At-Grade Alternative as the recommended station design to progress into environmental review.** This design option is characterized by tracks and platforms located at existing street level and was selected for its constructability, operational feasibility, cost-effectiveness, and customer experience.

The recommended station design consists of three main levels for passengers. The newly excavated floor below the street level is the concourse area, which provides the main entrances to the station. The concourse area includes the main passenger circulation space as well as a range of retail and commercial uses that will turn the station into a destination. The concourse provides vertical circulation up to at-grade

rail platforms for Caltrain, ACE, Capitol Corridor, and CHSRA and down to BART and Light Rail. The Diridon Station design places inviting plazas on the east and west sides, with the area immediately surrounding the station being prioritized for pedestrians and bicyclists. Space to the east of the station has been identified to link to the future San José Airport Connector, which is assumed to be an elevated transit system. In addition, bus and vehicle drop off and pick-up activities will be north of the station, across Santa Clara Street. Regional buses will terminate at the bus facility and local buses will operate along Santa Clara Street.

The project cost in 2025 dollars is between \$3 to \$6 billion, with a construction timeline of 7 to 10 years. The cost and construction timeline are significantly driven by the need to maintain operations during construction as well as the complexity of the construction. Efforts will continue to develop strategies for reducing the construction period which would also help reduce cost estimates.

During the Alternatives Development Process, it was clear that access improvements south of the station at Park Avenue, San Carlos Street, Auzerais Avenue, and West Virginia Street would be necessary. These grade crossing projects are separate from, but complementary to Diridon Station, and are independent within the **Diridon Program of Projects**.

**They have also been approved by the Steering Committee to advance for environmental review.** These supplemental rail crossing improvements were identified to improve nearby grade crossings, enhance connectivity for pedestrians and cyclists, or update infrastructure in poor condition.

**The decision to progress a recommended alternative into environmental review represents a pivotal milestone.** The Partner Agencies are now poised to begin the state and federal environmental process for the Diridon Program, which is anticipated to take three to four years. After the completion of environmental review, critical next steps for the project will include more advanced engineering and securing the necessary funding to build the project. The timeline for starting construction is subject to funding availability.



