

# Notice of Determination

# Appendix D

**To:**

Office of Planning and Research  
 U.S. Mail: \_\_\_\_\_ Street Address: \_\_\_\_\_  
 P.O. Box 3044 1400 Tenth St., Rm 113  
 Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk  
 County of: Santa Clara  
 Address: 70 West Hedding Street, E. Wing, 1St Fl  
San Jose, CA 95110

**From:**

Public Agency: Peninsula Corridor Joint Powers Board  
 Address: 1250 San Carlos Ave.  
San Carlos, CA 94070  
 Contact: Michael Tauchen  
 Phone: 650-730-4847

Lead Agency (if different from above):  
**Same**  
 Address: \_\_\_\_\_  
 Contact: \_\_\_\_\_  
 Phone: \_\_\_\_\_

**SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.**

State Clearinghouse Number (if submitted to State Clearinghouse): 2020110323

Project Title: Guadalupe River Bridge Replacement Project

Project Applicant: Peninsula Corridor Joint Powers Board

Project Location (include county): San Jose, Santa Clara County

**Project Description:**  
 Caltrain approved reconstruction and extension of two rail bridges over the Guadalupe River in San Jose to address safety issues. Construction of the project commenced in 2023. Construction was paused after 2023 when project modifications were determined to be necessary. Modifications are primarily related to changes or refinements to the HMMP; Project construction duration and sequencing; Project construction limits; construction nighttime activities; construction site access, dewatering, and temporary use of sheet pile shoring; and potential use of impact hammers. The addendum evaluates the project modifications.

This is to advise that the Peninsula Corridor Joint Powers Board has approved the above  
 Lead Agency or  Responsible Agency)

described project on 3/6/2025 and has made the following determinations regarding the above  
 (date)  
 described project.

1. The project [ will  will not] have a significant effect on the environment.
2.  An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [ were  were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [ was  was not] adopted for this project.
5. A statement of Overriding Considerations [ was  was not] adopted for this project.
6. Findings [ were  were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:  
1250 San Carlos Ave, San Carlos, CA 94070; https://www.caltrain.com/projects/guadalupe-river-bridge-replacement

Signature (Public Agency):  Title: Deputy Director, Env. Compliance

Date: 3/6/2025 Date Received for filing at OPR: \_\_\_\_\_

**Resolution No. 2025-13**

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

\* \* \*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was approved, shows any of the following:

- i. The project would have one or more significant effects not discussed in the previous MND;
- ii. Significant effects previously examined would be substantially more severe than shown in the previous MND;
- iii. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measure or alternative; or
- iv. Mitigation measures or alternatives which are considerably different from those analyzed in the previous MND would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

2. None of the other factors set forth in CEQA Guidelines §§ 15162(a)(3) are present; and

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

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


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

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

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

Noes: None

Absent: Zmuda



---

Chair, Peninsula Corridor Joint Powers Board

Attest:



---

JPB Secretary