

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 15-170

WHEREAS, In 1988, the Santa Clara County Transit District (now known as the Santa Clara Valley Transportation Authority ), the San Mateo County Transit District, and the City (collectively, Member Agencies) entered into a Joint Powers Agreement (JPA) creating the Peninsula Corridor Joint Powers Board (JPB) for the purpose of conducting planning studies related to Peninsula commute service (PCS); and,

WHEREAS, In 1991, the Member Agencies expanded the powers of the JPB to enable it to plan, oversee and operate the PCS following transfer of the system assets from the State of California to local control, and allocate among the parties the administrative, capital and operating expenses attendant to ownership of the Peninsula Corridor right-of-way and operation; and,

WHEREAS, The JPB is proceeding with the design and installation of the Communications-Based Overlay Signal System Positive Train Control Project (CBOSS-PTC), which will track train locations and prevent unsafe train movements through the use of equipment on board the locomotives and in the field; and,

WHEREAS, The JPB is also designing and plans to install the Peninsula Corridor Electrification Project (PCEP), which would electrify the Caltrain Corridor from the 4th and King Station in San Francisco to approximately the Tamien Station in San Jose, convert diesel-hauled to electric multiple unit trains, and thereby increase service by up to six Caltrain trains per peak hour per direction; and,

WHEREAS, The JPA provides that the three Member Agencies of the JPB share equally the costs of capital projects when those costs are not covered by outside sources; and,

WHEREAS, In furtherance of the Initial Investment Strategy set forth in a Memorandum of Understanding among the Member Agencies, dated January 25, 2013, the City agreed to work with the other Member Agencies to identify the appropriate amounts and types of local resources that may be used to support the completion of the CBOSS-PTC and PCEP projects; and,

WHEREAS, In November 2014, the voters approved a \$500 million Transportation and Road Improvement General Obligation Bond (2014 GO Bond); and,

WHEREAS, The City has designated \$39 million for CBOSS-PTC and PCEP using the 2014 GO Bond sale proceeds; and,

WHEREAS, In May 2015, the SFMTA Board of Directors adopted Resolution No. 15-070, which recommended, among other things, that the Board of Supervisors appropriate \$7.8 million from GO Bond sale proceeds to the SFMTA to be used to satisfy a portion the City's

contribution to Caltrain for upgrades for the CBOSS-PTC Project; and,

WHEREAS, On June 18, 2015, the City approved Ordinance No. 93-15, which appropriated \$7.76 million from the first issuance and sale of the 2014 GO Bond to satisfy a portion of the City's contribution to the JPB for the CBOSS-PTC project; and,

WHEREAS, While this initial disbursement of \$7,760,000 will be used by the JPB for CBOSS-PTC, other disbursements of GO Bond proceeds for PCEP are planned for the future as additional GO Bonds are issued and sold; and,

WHEREAS, The SFMTA will be the fiscal agent for disbursement of the GO Bond proceeds; and,

WHEREAS, On June 29, 2009, the JPB found that the CBOSS-PTC project was exempt from CEQA under Public Resources Code section 21080(b)(10) and CEQA Guidelines section 15301(f); and,

WHEREAS, On January 8, 2015, the JPB Board of Directors adopted Resolution No. 2015-03, certifying the PCEP Final Environmental Impact Report (FEIR) for the Peninsula Corridor Electrification Project in conformance with CEQA law and Guidelines; and,

WHEREAS, On January 8, 2015, the JPB Board of Directors, as part of Resolution No. 2015-04 approving the PCEP, approved and adopted CEQA Findings of Fact, including a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan (MMRP); and,

WHEREAS, On May 5, 2015, under Resolution No. 15-070, the SFMTA Board of Directors concurred in the JPB Board's finding that the CBOSS-PTC project was exempt from environmental review under CEQA and there have been no substantial changes to the project since that time; and

WHEREAS, The SFMTA Board, as a responsible agency under CEQA, has reviewed and considered the PCEP FEIR, including the CEQA Findings of Fact, the Statement of Overriding Considerations and MMRP; and,

WHEREAS, Based on its review and consideration of the information contained in the Final EIR, the SFMTA Board finds that the proposed actions are within the scope of the PCEP Final EIR and that no additional environmental review is required under Public Resources Code section 21166; and,

WHEREAS, These CEQA-related documents are on file with the Secretary of the SFMTA Board of Directors and may also be found in the files of the Peninsula Corridor Joint Powers Board, as the custodian of records, at 1250 San Carlos Ave. in San Carlos, CA; the documents are incorporated herein by reference; and,

WHEREAS, The proposed Agreement sets forth the terms and conditions for

disbursement of the already issued GO Bond proceeds for CBOSS-PTC and future disbursements of PCEP up to a total of \$39 million, pending City Board of Supervisors approval and appropriation of future issuances of GO Bonds; now, therefore, be it

RESOLVED, The SFMTA Board of Directors has reviewed and considered the Peninsula Corridor Electrification Project Final Environmental Impact Report and record as a whole, and finds that the FEIR is adequate for the actions taken herein, specifically approval of the subject Agreement, and incorporates the CEQA findings contained in JPB Resolution No. 2015-04, including the Statement of Overriding Considerations and MMRP by this reference thereto as though fully set forth in this Resolution, including the commitment to participate with the JPB to implement Mitigation Measure TRA-3b (surface pedestrian facility improvements to address the Proposed Project's additional pedestrian movements at and immediately adjacent to the San Francisco 4th and King Station, with implementation costs shared on a fair-share basis as determined mutually by the JPB and the City), and agrees to Mitigation Measure TRA-3b; and, be it further

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation to execute the Agreement between the City and County of San Francisco and the Peninsula Corridor Joint Powers Board regarding Administration of Capital Funding for the Design and Construction of the Communications-Based Overlay Signal System Positive Train Control Project and the Peninsula Corridor Electrification Project; and, be it further

RESOLVED, That the SFMTA Board recommends that the Board of Supervisors approve this agreement.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 1, 2015.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency