

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 190618-068

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is an eligible project sponsor for California's Low Carbon Transit Operations Program (LCTOP), established under Senate Bill 862 in 2014, and administered by the State Department of Transportation Division of Rail and Mass Transportation (Caltrans); and,

WHEREAS, The statutes related to state-funded transit projects require a local or implementing agency to abide by various regulations; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, The SFMTA has requested \$15,900,745 in LCTOP funds for the following projects:

- Central Subway Project (\$4,000,000)
- Light Rail Vehicle Replacement & Expansion Equipment Procurement (\$4,115,915)
- Prototype Battery Conversion Pilot (\$5,600,000)
- West Portal Optimization and Crossover Activation Projects (\$2,184,830); and

WHEREAS, In compliance with the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA), the Central Subway Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report (Central Subway SEIS/SEIR) evaluated the environmental impacts of the Central Subway Project, including construction of the subway stations; on August 7, 2008, the San Francisco Planning Commission certified the Final SEIR (Case No. 1996.281E); on August 19, 2008, the SFMTA Board of Directors approved Resolution 08-150 adopting Central Subway Project Alternative 3B as the Locally Preferred Alternative, and adopting the CEQA Findings, Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Plan; and,

WHEREAS, The work funded by LCTOP for the Central Subway falls within the scope of the Central Subway Final Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report; and,

WHEREAS, CEQA provides a statutory exemption from environmental review—as defined in Section 21080(b)(10) of the California Resources Code and Section 15275(a) of Title 14 of the California Code of Regulations—for the institution or increase of passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use; and,

WHEREAS, On June 19, 2014, the Planning Department determined (Case Number 2014.0929E) that LRV procurement is statutorily exempt from environmental review under Section 21080(b)(10) of the California Resources Code and Section 15275(a) of Title 14 of the California Code of Regulations; this is because the procurement involves an increase of service on rail lines already in use; and,

WHEREAS, The procurement of LRVs to be used for Central Subway service is within the scope of the Central Subway SEIS/SEIR; and,

WHEREAS, On May 31, 2019, the SFMTA, under authority delegated by the Planning Department, determined that the Prototype Battery Conversion Pilot is not a “project” under CEQA pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, On May 17, 2019, the SFMTA, under authority delegated by the Planning Department, determined that the West Portal Optimization and Crossover Activation is not a “project” under CEQA pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, The CEQA documents and determinations for the four items listed above are on file with the SFMTA Board of Directors, may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,


WHEREAS, Should the SFMTA designate any other capital projects for receipt of all or a portion of the LCTOP funds, the Agency shall conduct appropriate environmental review prior to approving such capital projects; therefore, be it

RESOLVED, That the SFMTA Board has reviewed and considered the Central Subway SEIS/SEIR and record as a whole, and finds that the Central Subway Supplemental Environmental Impact Statement/Supplemental Environmental Impact Report is adequate for the Board’s use as the decision-making body for the actions taken herein relative to funding for the Central Subway, and incorporates the CEQA findings by this reference as though set forth in this Resolution; and be it further

RESOLVED, That the SFMTA Board of Directors authorizes the Director of Transportation, or his designee, to approve a program of projects, to execute the required Certifications and Assurances for all transit projects funded by the Low Carbon Transit Operations Program for Fiscal Year 2019, including any amendments to such documents, with the California Department of Transportation; and be it further

RESOLVED, That the SFMTA Board of Directors authorizes the SFMTA to comply with all conditions and requirements set forth in the Certification and Assurances and applicable statutes, regulations and guidelines for all transit projects funded by the Low Carbon Transit Operations Program for Fiscal Year 2019.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 18, 2019.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency