

**RESOLUTION NO. 2022 –**

**BOARD OF DIRECTORS, PENINSULA CORRIDOR JOINT POWERS BOARD  
STATE OF CALIFORNIA**

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**Adopting a Resolution Authorizing the Executive Director, or Designee, to Execute a Memorandum of Understanding Between the Transportation Agency of Monterey County and the Peninsula Corridor Joint Powers Board Regarding the Extension of Caltrain Service From Gilroy to Salinas**

**Whereas**, Caltrain and the Transportation Agency for Monterey County (TAMC) have a cooperative working relationship for planning, development, and implementation of the extension of Caltrain passenger rail service from Gilroy to Salinas (the “Project”); and

**Whereas**, through previous transportation planning studies, TAMC and the State of California determined that they needed to invest in a system of premium transit services that could better compete with traveling by automobile and attract new riders from the automotive modes of travel in order to provide additional transportation capacity in the US 101 Corridor, thereby reducing congestion, improving air quality, and saving energy in the Monterey Bay Area and San Francisco Bay Area; and

**Whereas**, the Governor and the Legislature expressed their support and endorsement of this Project by providing funding for the Project from the Traffic Congestion Relief Act of 2000, the Proposition 116 Rail Bond, the Public Transportation Account, and the Transit and Intercity Rail Capital Program; and

**Whereas**, the Caltrans State Rail Plan of 2018 includes this service in its near-term scenario; and

**Whereas**, in order to provide safe, efficient and effective transportation alternatives to the automobile, TAMC adopted a resolution endorsing the Extension of Rail Service into Monterey County as the Locally Preferred Alternative for the US 101 corridor on January 31, 2007; and

**Whereas**, Caltrain adopted a Gilroy-Salinas Feasibility Study on April 27, 2020, which specifies that the Project shall be cost-neutral to Caltrain and which outlines a range of issues that will need to be confirmed or clarified; and

**Whereas**, TAMC, as the Lead Agency under the California Environmental Quality Act (CEQA), certified the final Environmental Impact Report (EIR) on August 23, 2006, and adopted an

Addendum to the EIR on August 28, 2013, which EIR and Addendum to the EIR contemplate the actions described herein; and

**Whereas**, it is recognized that, with respect to some of the provisions set forth herein, numerous actions must be taken pursuant to federal, state, and local laws and regulations before such policies can be implemented; and

**Whereas**, the purpose of the MOU is to provide a framework for the Parties' cooperation, and the respective duties of the Parties will be set forth in subsequent permits and agreements;

**Now, therefore, be it resolved** that the Board of Directors authorizes the Executive Director, or designee, to execute the MOU, in substantially the same form as set forth in Attachment A, and to take all necessary actions to implement the MOU following execution of the MOU, and directs the Executive Director, or designee, to ensure that Caltrain provides the promised level of service to Gilroy before expanding service south of Gilroy, unless circumstances warrant reconsideration of this directive, in which case the matter shall be brought back to the Board of Directors for consideration.

Regularly passed and adopted this 2<sup>nd</sup> day of March 2023 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, Peninsula Corridor Joint Powers Board

ATTEST:

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JPB Secretary

Prepared By: Sam Sargent

Director, Strategy and Policy

650-730-6223