

1 [Supporting Senate Bill 915 and Senate Bill 916.]
2 **Resolution supporting Senate Bill 915 and Senate Bill 916, approving the Water Transit**
3 **Authority’s Implementation and Operations Plan and, supporting allocation of new**
4 **bridge toll revenue for the Port of San Francisco’s downtown ferry facilities, and**
5 **adopting a position supporting proposed amendments to Senate Bill 916 for the City**
6 **and County of San Francisco.**

7 WHEREAS, The San Francisco Bay Area Water Transit Authority (“WTA”), a regional
8 transit agency created by the California Legislature, completed its ten year plan for developing
9 a system of ferry routes, terminals and landslide connections through enhancements to
10 existing ferry services and addition of new routes; and

11 WHEREAS, As required by its enabling legislation, the WTA submitted its
12 Implementation and Operations Plan (IOP) to the California Legislature on December 12,
13 2002; and

14 WHEREAS, The WTA’s plan recommends developing a regional ferry transportation
15 network that provides cost-effective and environmentally responsible transit options between
16 San Francisco and other locations within the Bay Area; and

17 WHEREAS, The WTA is recommending the development of seven to eight new ferry
18 routes around the Bay and an expansion of existing ferry routes connecting to San Francisco;
19 and

20 WHEREAS, The WTA has conducted a program environmental review based on
21 extensive technical studies to evaluate impacts of the proposed system expansion to air,
22 water and natural resources; and

23 WHEREAS, Senate Bill 915 mandates that the WTA’s vessels be ten times cleaner
24 than today’s fleet, having 85% lower emissions than the Environmental Protective Agency’s
25 2007 guidelines for diesel engines; and,

1 WHEREAS, Senate Bill 915 also requires the WTA to dedicate at least one new vessel
2 to test the use of biodiesel fuel (B20); and,

3 WHEREAS, The Port of San Francisco has just completed Phase I of its ferry terminal
4 improvements adjacent to the newly renovated Ferry Building with \$16 million in State and
5 Federal grants; and,

6 WHEREAS, The WTA's proposed regional ferry expansion compels the need for the
7 Port of San Francisco to find funding to implement the second phase of its Downtown Ferry
8 Terminal improvements; and,

9 WHEREAS, Improvements to the Port of San Francisco's ferry facilities supports the
10 City's economic development objectives by providing convenient transit connections for its
11 employers and residents; and

12 WHEREAS, Expanded ferry service will support the Port's maritime mission and will
13 provide visitors and customers to San Francisco's waterfront business and recreational areas;
14 and,

15 WHEREAS, Senate Bill 916, proposes a one-dollar increase to tolls to State owned
16 bridges to fund transit enhancement projects and recommends a \$20 million allocation for
17 expansion of the Port of San Francisco's Downtown Ferry Terminal; and,

18 WHEREAS, The toll expenditure plan set forth in Senate Bill 916 for transit projects,
19 including Transbay Terminal and MUNI, will be approved by the voters in March 2004 after
20 approval by the Legislature; now, therefore, be it

21 RESOLVED, That the City and County of San Francisco supports: Senate Bill 915,
22 approving the Water Transit Authority's Implementation and Operations Plan; and be it

23 FURTHER RESOLVED, That the City and County of San Francisco supports the
24 allocation of funding in Senate Bill 916 for improvements to the Port of San Francisco's
25

1 Downtown Ferry facilities to accommodate the region’s expanded system and for the long-
2 term enhancement of San Francisco’s Central Waterfront; and be it

3 FURTHER RESOLVED, That the City and County of San Francisco adopts a position
4 supporting proposed amendments to Senate Bill 916 which would (1) establish a congestion
5 pricing program on the Bay Bridge that would provide at least 50% additional operating
6 revenues for MUNI, (2) remove language setting priority for use of the toll funds for individual
7 components of the Caltrain Downtown Extension/Transbay Terminal Project, (3) remove
8 language that sets conditions on the existing \$3 million dollars operating subsidy for the
9 Transbay Terminal, (4) designate the Port of San Francisco as the project sponsor for
10 expanded ferry berthing capacity in San Francisco, and (5) increase the annual allocation to
11 MUNI for operating support from \$2.5 million to \$5 million dollars.