

1 [Commendation of the California High Speed Rail Authority.]

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3 **Resolution commending the California High Speed Rail Authority as they begin their**
4 **statewide public hearing process to finalize the EIR/EIS process.**

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6 WHEREAS, On January 27, 2004, the California High Speed Rail Authority (Authority)
7 and the Federal Railroad Administration (FRA) unveiled the Draft EIR/EIS proposing a high-
8 speed train system for intercity travel in California as the preferred alternative to meet
9 California’s travel demands; and,

10 WHEREAS, The study shows a proposed 700-mile high-speed train system could
11 carry up to 68 million passengers by 2020 linking major metropolitan centers of San
12 Francisco and Sacramento in the north, through the Central Valley, to Los Angeles and San
13 Diego in the south; and,

14 WHEREAS, California’s burgeoning population will reach 50 million by 2030, and
15 existing transportation systems will not meet this demand. Expansion of the existing
16 infrastructure would require at least 3000 new miles of highway lanes, nearly 60 new gates,
17 and five new runways for future travel projections and demands; and,

18 WHEREAS, Since 1998 the Authority has thoroughly studied, analyzed, reviewed and
19 evaluated dozens of potential routes and corridors throughout California on the basis of
20 capital, operating and maintenance costs, travel time, and engineering, operational and
21 environmental constraints. Corridors were evaluated on a regional basis before selecting the
22 alternatives for further study for servicing the Bay Area; and,

23 WHEREAS, The development of intercity high-speed trains will increase efficiency and
24 fully integrate and coordinate with other modes of local transit connecting with existing

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1 airports and transit terminals, easing the growing demand on congested highways and
2 airports, thereby providing passengers with a new, safe choice for travel; and,

3 WHEREAS, High-speed rail offers significant environmental benefits such as (1)
4 reducing energy use and dependence on petroleum, (2) less land use and access than
5 needed for highway and airport expansion, (3) reduction of air pollutant emissions, and (4)
6 lessened impacts on sensitive habitats and wetlands helping to protect California's
7 environment for future generations; and,

8 WHEREAS, Building a high-speed rail system with a San Francisco terminus will
9 create local and statewide jobs and strengthen California's economy by creating 450,000 new
10 jobs. Construction of permanent and multi-modal train stations will create economic engines
11 for local economies and is two to three times cheaper than expanding highways and airports;
12 and,

13 WHEREAS, San Francisco voters approved Proposition K in November 2003 citing
14 location of future high-speed rail in the Transbay Terminal; and,

15 WHEREAS, California's infrastructure must be improved to meet the needs of future
16 generations, and statistics show a 2:1 return on an investment to build the system; and

17 WHEREAS, The Authority has determined that high-speed rail is technically,
18 environmentally, and economically feasible as outlined in the studies and EIR/EIS and once
19 constructed would be operationally self-sufficient; and, be it

20 RESOLVED, That the Board of Supervisors of the City and County of San Francisco
21 commends the California High Speed Rail Authority as they begin their statewide public
22 hearing process to finalize the EIR/EIS process.

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