

1 [Santa Clara County BART Buy In]

2 **Resolution Declaring City policy that San Francisco should share in any "Buy In" funds**  
3 **made available by Santa Clara County as part of its agreements with the Bay Area**  
4 **Rapid Transit District to extend BART to San Jose, that such moneys should be used to**  
5 **help fund San Francisco's voter-approved rail extension projects, urging further**  
6 **progress on the Geary Corridor fixed guideway project, and establishing principles for**  
7 **agreement regarding the San Jose extension and other BART extensions.**

8 WHEREAS, In 1989 San Francisco voters approved Proposition B which increased the  
9 sales tax by one-half cent to finance transportation projects and called for studies of fixed-  
10 guideway transit improvements in four San Francisco corridors, in priority order: Bayshore  
11 (Third Street) Corridor, Geary Corridor, North Beach Corridor, and Van Ness Corridor; and

12 WHEREAS, The Municipal Railway has adopted a two-phase project for the Bayshore  
13 Corridor, The first phase of which consists of a light rail line on Third Street; this first phase is  
14 fully funded, and the Municipal Railway is preparing for its construction; and

15 WHEREAS, The second phase of the Bayshore Corridor project is a continuation of the  
16 Third Street light rail line in a subway under Third Street and Geary Street to Stockton Street  
17 in Chinatown, known as the Central Subway Project, which will be designed to provide a  
18 connection to extend the Geary Street subway under Market Street to a new Transbay  
19 Terminal bus and rail station; and

20 WHEREAS, The San Francisco Transportation Authority and the San Francisco  
21 Municipal Railway have over the past ten years undertaken studies of the four fixed guideway  
22 corridors, leading to the creation of a Four Corridor Plan, which includes the preliminary  
23 conclusion of the feasibility and desirability of a light rail subway under Geary Street from the  
24 Central Subway west to approximately Laguna Street, and then an overhead or surface line  
25 out Geary Boulevard to the Pacific Ocean; and

1           WHEREAS, In 1999, San Francisco voters approved Proposition H, which declared it  
2 City policy to extend Caltrain underground to the Transbay Transit Terminal, to reconstruct the  
3 terminal as a modern bus and rail intermodal facility, designed to accomodate high-speed rail  
4 service and a new rail crossing to the East Bay, and to electrify Caltrain and study adding or  
5 relocating Caltrain stations in San Francisco to better serve San Francisco residents; and

6           WHEREAS, The five rail expansion projects prioritized by San Francisco's voters are  
7 included, together with other Bay Area projects, in the Metropolitan Transportation  
8 Commission's The New Rail Transit Starts and Extension Program (Resolution 1876), which  
9 includes the Caltrain Downtown Extension in Tier 1, the regional priorities for full funding, and  
10 the Bayshore, Geary, North Beach, and Van Ness corridor fixed guideway projects in Tier 2,  
11 priorities for study and development leading to full funding; and

12           WHEREAS, expansion of rail service in the Bay Area can, if planned correctly and  
13 accompanied by transit-oriented land uses, improve regional mobility for all Bay Area  
14 residents, improve access to jobs and housing, provide sites for necessary housing and job  
15 growth, curb urban sprawl, protect the Bay Area's environment, and strengthen existing  
16 communities; and

17           WHEREAS, The City and County is a member of the three-county BART District, and  
18 since 1963 San Franciscans have paid the property and sales taxes necessary to fund  
19 construction and operation of the BART system; and

20           WHEREAS, The San Francisco Bay Area Rapid Transit District Act, which governs the  
21 BART District as a special district of the State of California, states that "the district shall require  
22 any county seeking to annex to the district to reimburse the district for the county's equitable  
23 share of the cost of financing capital expenditures within the district theretofore imposed by  
24 taxation on territory within the district;" and

1           WHEREAS, The agreement between BART and San Mateo County for the Colma and  
2 San Francisco International Airport extensions specified that \$346 million would be paid by  
3 San Mateo County to BART for BART extensions in Alameda and Contra Costa counties, yet  
4 no funding was allocated for any project in San Francisco; and

5           WHEREAS, BART's San Francisco International Airport Extension will add a projected  
6 70,000 new riders to the BART system, yet no provision was made to expand BART facilities  
7 in San Francisco or elsewhere in the original BART system to accommodate the increased  
8 volume of new riders, which will adversely affect the quality of service provided to riders of  
9 BART in San Francisco; and

10           WHEREAS, BART's system expansion policy calls for extension of rail service in the  
11 northwest quadrant of San Francisco, as well as to eastern Contra Costa and Alameda  
12 counties; and

13           WHEREAS, The voters of Santa Clara County in November, 2000 approved Measure A  
14 that provides for a sale tax increase to help finance an extension of BART from Alameda  
15 County to downtown San Jose; and

16           WHEREAS, Since Santa Clara County is not currently a member of the BART District, it  
17 will, like San Mateo County, need to conclude an agreement with BART for completion of its  
18 rail extension, which will include provisions for making contributions to BART District to  
19 reimburse the district for the investments made by the taxpayers of BART's three member  
20 counties; and

21           WHEREAS, A portion of such a Santa Clara County contribution to BART could be  
22 made available to San Francisco by BART to finance San Francisco's voter-approved rail  
23 extension projects, including the Central Subway Project, Geary Corridor Fixed Guideway  
24 project, and the Caltrain Downtown Extension/Transbay Terminal Replacement Project, in  
25

1 accordance with San Francisco's, BART's, and the region's priorities for rail expansion; now  
2 therefore be it

3         RESOLVED, That as one of the three BART member counties, San Francisco should  
4 benefit from any contribution from Santa Clara County for rail extensions within the BART  
5 District, and that any proceeds from such contribution made available to San Francisco should  
6 be allocated to San Francisco's voter-approved rail expansion projects, including the Central  
7 Subway, Geary Corridor, and Caltrain Downtown Extension/Transbay Terminal Replacement  
8 projects; and be it

9         FURTHER RESOLVED, That the Board of Supervisors declares it the policy of the City  
10 and County of San Francisco that Santa Clara County should be required to provide an  
11 ongoing source of operating support to BART for the area of Santa Clara County served by  
12 the San Jose Extension that is equivalent to the operating support provided by the three  
13 counties within the existing BART system for BART operations, maintenance, and  
14 rehabilitation; and be it

15         FURTHER RESOLVED, That the San Jose BART Extension, and all other extensions  
16 to the BART system, shall not diminish the quality of service for existing riders, nor  
17 compromise the ability of the BART system to accommodate further ridership growth on the  
18 existing system. The scope and cost of the San Jose Extension, and all other extensions to  
19 the BART system shall include mitigation for impacts to the entire BART system, including, but  
20 not limited to: maintenance of service quality standards, station capacity, line capacity, rolling  
21 stock, shops, yards and other support facilities, and improved multimodal station access; and  
22 be it

23         FURTHER RESOLVED, That, in consideration of the immense cost of extensions to the  
24 BART system, new BART extensions must be generate sufficient ridership to be cost-effective,  
25 and San Francisco will only support extensions to the BART system which are cost-effective,

1 include binding provisions for intensive, transit-oriented land uses around the planned stations  
2 including affordable housing and complimentary commercial activities, encourage compact  
3 development and do not enable sprawl development, and are provided with excellent  
4 pedestrian, bicycle, and local transit access; and be it

5 FURTHER RESOLVED, That San Francisco shall not support any BART extension  
6 which does not improve access for residents of the region's urban core to suburban jobs, both  
7 by planning to accommodate new jobs immediately adjacent to existing and planned BART  
8 stations, and by planning for convenient local transit, pedestrian, and bicycle networks to  
9 connect suburban employment centers to nearby BART stations; and be it

10 FURTHER RESOLVED, That the San Francisco Transportation Authority and the  
11 Municipal Railway are urged to complete the studies necessary for the Geary Corridor Fixed  
12 Guideway Project to become an approved transportation project of the City and County of San  
13 Francisco, to submit this project to the Metropolitan Transportation Commission (MTC) for  
14 inclusion in the Regional Transportation Plan, and to work with MTC to secure full funding for  
15 the Central Subway Project and the Geary Corridor Fixed Guideway Project; and be it

16 FURTHER RESOLVED, That it is the policy of the City and County of San Francisco  
17 that completion of the Caltrain Downtown Extension/Transbay Terminal Reconstruction, as a  
18 Tier 1 project in the Metropolitan Transportation Commission's The New Rail Transit Starts  
19 and Extension Program, must remain a top regional funding priority; and be it

20 FURTHER RESOLVED, That the Mayor and San Francisco's representatives on the  
21 BART Board of Directors, the Metropolitan Transportation Commission and the California  
22 Legislature are urged to work in support of these policies.



# City and County of San Francisco

City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

## Tails

## Resolution

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**File Number:** 010228

**Date Passed:**

Resolution declaring City policy that San Francisco should share in any "Buy In" funds made available by Santa Clara County as part of its agreements with the Bay Area Rapid Transit District to extend BART to San Jose, that such moneys should be used to help fund San Francisco's voter-approved rail extension projects, urging further progress on the Geary Corridor fixed guideway project, and establishing principles for agreement regarding the San Jose extension and other BART extensions.

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February 12, 2001 Board of Supervisors — ADOPTED

Ayes: 9 - Ammiano, Daly, Gonzalez, Hall, Maxwell, McGoldrick, Leno, Peskin,  
Sandoval

Absent: 2 - Newsom, Yee

File No. 010228

I hereby certify that the foregoing Resolution was ADOPTED on February 12, 2001 by the Board of Supervisors of the City and County of San Francisco.

  
\_\_\_\_\_  
Gloria L. Young  
Clerk of the Board

  
\_\_\_\_\_  
Mayor Willie L. Brown Jr.

\_\_\_\_\_  
FEB 23 2001  
Date Approved