

FILE NO. 982137

RESOLUTION NO. 167-99

1 [Supporting Completion of the Caltrain Downtown Extension Final EIR/EIS]
2 **REQUESTING THAT THE ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL**
3 **IMPACT STATEMENT (EIR/EIS) FOR THE CALTRAIN DOWNTOWN EXTENSION**
4 **PROJECT BE COMPLETED AND PRESENTED TO THE BOARD OF SUPERVISORS WITH**
5 **CONCLUSIONS, REPEALING RESOLUTION #448-97 WHICH DESIGNATED THE**
6 **MAIN/BEALE SITE AS THE CITY'S PREFERRED LOCATION FOR A REPLACEMENT**
7 **FACILITY FOR TRANSBAY TERMINAL, FINDING THAT THE FULL SYSTEM**
8 **ELECTRIFICATION OF CALTRAIN IS IN THE BEST INTERESTS OF THE CITY, AND**
9 **FINDING THAT THE TRANSBAY TERMINAL REPLACEMENT FACILITY SHOULD BE**
10 **LOCATED ON THE PRESENT TRANSBAY TERMINAL SITE, BE DESIGNED TO SERVE**
11 **FUTURE RAIL SERVICE BETWEEN THE EAST BAY AND SAN FRANCISCO, AND**
12 **CREATE OPPORTUNITIES FOR JOINT DEVELOPMENT.**

13 WHEREAS, The City and County of San Francisco is a member of the three-county
14 Peninsula Corridor Joint Powers Board (JPB) established to own and operate the Peninsula
15 Commute Rail Service between San Francisco, San Jose, and Gilroy, known as Caltrain; and

16 WHEREAS, The Caltrain line, which connects San Francisco and San Jose, the two
17 largest cities in Northern California, and every major city on the Peninsula, currently ends at
18 Fourth and Townsend streets in San Francisco, over a mile from employment centers and
19 regional transit connections, including the Bay Area Rapid Transit District (BART), MUNI
20 Metro, Golden Gate Transit, and AC Transit, in Downtown San Francisco, making it
21 inconvenient to daily commuters traveling in both directions; and

22 WHEREAS, Traffic congestion on regional highways and bridges and on surface streets
23 presents a critical economic and environmental challenge: Bay Area traffic congestion
24 increased by over 30% from 1995 to 1996, wasting countless hours of people's time and
25 adding to emissions of air pollutants including volatile organic compounds, nitrogen oxides,

Supervisors Ammiano, Bierman, Katz, Leno, Medina, Yee, Yaki, Becerril

1 dioxin and particulate matter, which harm human health and the environment; further,
2 projections from the Metropolitan Transportation Commission (MTC) and the Association of
3 Bay Area Governments show increases in both pollution of air and water and traffic congestion
4 over the next twenty years; and

5 WHEREAS, The JPB has seen considerable growth in Caltrain service and ridership
6 over the past several years, in response to economic and population growth in San Francisco,
7 San Mateo, and Santa Clara counties, and has undertaken studies to extend the terminus of
8 Caltrain to a point near Market Street in downtown San Francisco, in accordance with MTC
9 resolution 1876, which identified the downtown extension as a critical regional rail project; and

10 WHEREAS, The California High Speed Rail Authority has studied the feasibility of
11 constructing an inter-city high speed rail system, linking the major population centers of the
12 state, and has designated San Francisco as their preferred Bay Area terminus; and

13 WHEREAS, The San Francisco-Oakland Bay Bridge and transbay BART service are
14 severely congested during large parts of the day, limiting the mobility of residents of San
15 Francisco and the East Bay who travel across the Bay; and

16 WHEREAS, In November, 1998, the people of San Francisco, Oakland, Berkeley, and
17 Emeryville voted to support a design for the proposed replacement for the east span of the
18 Bay Bridge that would accommodate the restoration of rail transit service between the East
19 Bay and San Francisco, in order to relieve traffic congestion and to increase the capacity of
20 the Bay Bridge to carry people between these cities; and

21 WHEREAS, The existing Transbay Terminal and connecting ramps were built to
22 accommodate rail service between San Francisco and the East Bay via the Bay Bridge, and
23 the replacement facility should be configured to allow for the restoration of rail service between
24 San Francisco and the East Bay; and

25 WHEREAS, Many great cities have successfully developed retail and commercial

1 facilities jointly with major transit facilities, such as in Union Station in Washington and Grand
2 Central Station in New York; and

3 WHEREAS, The Board adopted resolution #200-96 on March 4, 1996, indicating its
4 preference for a terminal for the Caltrain Downtown Extension Project at the current Transbay
5 Terminal site; and

6 WHEREAS, The JPB published the Draft EIR/EIS for the Caltrain Downtown Extension
7 Project on March 5, 1997, and held a public hearing on April 16, 1997, on the Draft EIR/EIS,
8 and is ready to complete the EIR/EIS; and

9 WHEREAS, The JPB adopted a resolution on May 1, 1997 requesting the City and
10 County of San Francisco to state its position on whether the EIR/EIS should be completed,
11 and if so, to indicate its views on several issues which need to be decided so that a locally
12 preferred alternative for the EIS can be adopted; now, therefore, be it

13 RESOLVED, That the Board of Supervisors of the City and County of San Francisco
14 hereby finds the Draft EIR/EIS for the Caltrain Downtown Extension Project prepared by the
15 JPB to be of great value to the City and County of San Francisco and the Bay Area, and
16 desires that work on the Downtown Extension Project reports and studies be completed,
17 considering the recommendations of the MTC Transbay Terminal Study, and then presented
18 to the Board of Supervisors with conclusions and recommendations; and, be it

19 FURTHER RESOLVED, That the Board hereby repeals Resolution #448-97; and, be it

20 FURTHER RESOLVED, That the Board of Supervisors finds full system electrification
21 to be the Locomotive Propulsion System that is in the best interest of the City and County;
22 and, be it

23 FURTHER RESOLVED, That the Board of Supervisors finds the present Transbay
24 Terminal site to be the best site for a Transbay Transit Terminal bus facility; that the Transbay
25 Transit Terminal replacement facility should be designed to accommodate future rail service

1 linking the East Bay and San Francisco; and that the Transbay Transit Terminal replacement
2 facility should be designed to create opportunities for retail and commercial joint development
3 on the site.

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5 **SUPERVISORS AMMIANO, BIERMAN, KATZ, LENO, YEE**
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City and County of San Francisco

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

Tails

Resolution

File Number: 982137

Date Passed:

Resolution requesting that the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Caltrain Downtown Extension Project be completed and presented to the Board of Supervisors with conclusions, repealing Resolution #448-97 which designated the Main/Beale Site as the City's preferred location for a replacement facility for Transbay Terminal, finding that the full system electrification of Caltrain is in the interests of the City, and finding that the Transbay Terminal Replacement facility should be located on the present Transbay Terminal site, be designed to serve future rail service between the East Bay and San Francisco, and create opportunities for joint development.

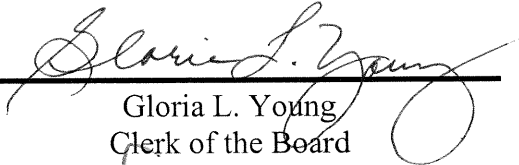
March 1, 1999 Board of Supervisors — ADOPTED

Ayes: 10 - Ammiano, Becerril, Bierman, Brown, Katz, Kaufman, Leno, Teng,
Yaki, Yee

Excused: 1 - Newsom

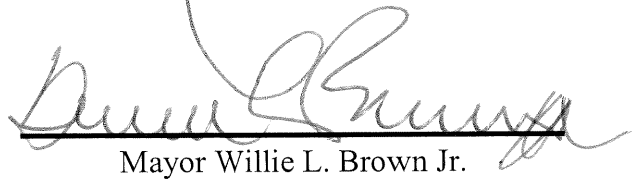
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I hereby certify that the foregoing Resolution was ADOPTED on March 1, 1999 by the Board of Supervisors of the City and County of San Francisco.


Gloria L. Young
Clerk of the Board

MAR 11 1999

Date Approved


Mayor Willie L. Brown Jr.