

AMENDMENT OF THE WHOLE
In Committee 2/23/99

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[Downtown Caltrain Station]

DECLARING IT TO BE THE POLICY OF THE CITY AND COUNTY OF SAN FRANCISCO THAT THERE BE AN EXTENSION OF CALTRAIN TO A DOWNTOWN STATION, A NEW OR REBUILT REGIONAL TRANSIT TERMINAL BE CONSTRUCTED AT THE PRESENT SITE OF THE TRANSBAY TRANSIT TERMINAL, AND THE CALTRAIN LINE BE CONVERTED FROM DIESEL TO ELECTRIC PROPULSION.

WHEREAS, Traffic congestion on highways and surface streets ranks near the top of San Francisco's environmental and economic challenges; and

WHEREAS, Bay Area traffic congestion increased by over 30% from 1995 to 1996, wasting countless hours of people's time and adding to emissions of air pollutants, including volatile organic compounds, nitrogen oxide, dioxin and particulate matter which harms human health and the environment; and,

WHEREAS, Significant new commercial and residential development is planned for the South of Market area and Mission Bay, including construction of a new ballpark, the Pacific Exchange, and a new University of California campus; and

WHEREAS, Strengthened regional and local transit service will help mitigate traffic congestion and improve the quality of life in the South of Market area; and

WHEREAS, The Caltrain commuter rail line from San Jose and Gilroy, which stops at every major city along the Peninsula, currently ends at 4th and Townsend

Supervisors Katz, Ammiano, Yaki, Bierman, Brown, Leno, Medina, Becerril, Teng

1 Streets in San Francisco, over a mile from employment centers in downtown San
2 Francisco, making it less attractive to daily commuters traveling in both directions;
3 and

4 WHEREAS, An efficient and economical means of addressing and improving
5 the impacts of growth and connectivity is to:

6 a) convert the Caltrain line from diesel to electric propulsion compatible with
7 high speed rail;

8 b) extend the Caltrain rail line to a regional transit terminal near downtown;
9 and

10 c) improve the speed, comfort and frequency of Caltrain service; and

11 WHEREAS, San Mateo and Santa Clara Counties have already committed to a
12 significant share of the financing required to complete these projects and, as a
13 responsible partner in regional transportation planning, San Francisco should identify
14 its share of federal, state, or local financing to assist in accomplishing these goals; and

15 WHEREAS, The California High Speed Rail Commission has selected
16 downtown San Francisco as the preferred destination for a bullet train from Los
17 Angeles to the Bay Area, which would provide rail service between downtown Los
18 Angeles and downtown San Francisco in under three hours; and,

19 WHEREAS, A world-class regional transit hub, connecting Caltrain, MUNI,
20 AC Transit, Golden Gate Transit, and intercity bus lines with high-speed rail should
21 be located within easy walking distance of downtown, and should have a direct
22 connection to BART and MUNI Metro; and

23 WHEREAS, Such a regional transit hub will help maintain San Francisco's role
24 as the economic and cultural center of Northern California into the twenty-first
25

1 century; now, therefore, be it

2 RESOLVED, That the Board of Supervisors of the City and County of San
3 Francisco hereby declares it to be the policy of the City and County of San Francisco
4 that:

5 1. The Caltrain commuter rail line, operated by the Peninsula corridor Joint
6 Powers board or any successor agency thereto, shall be extended downtown to a
7 regional intermodal transit hub. The Mayor, the Board of Supervisors, the
8 Transportation Authority, the Redevelopment Agency and all city officers and
9 agencies with any authority over any aspect of the extension of Caltrain downtown or
10 the Transbay land use planning and redevelopment effort (hereinafter referred to as “all
11 relevant city officers and agencies”) shall propose, consider, approve and implement
12 legislation, and take all other actions as necessary to effectuate the prompt extension of
13 Caltrain downtown to said hub, and protect Caltrain right-of-way (as identified in the
14 Joint Powers Board’s draft Downtown Extension Environmental Impact Report) from
15 any development that would preclude the downtown extension or increase its costs.

16 2. A new or rebuilt terminal shall be constructed at the present site of the
17 Transbay Transit Terminal connecting Caltrain, regional and intercity bus lines,
18 MUNI, high-speed rail, BART and MUNI Metro. Said terminal shall be so designed
19 and constructed as to: (a) yield the highest possible transit use by residents and
20 commuters; (b) afford senior citizens, persons with disabilities, and other commuters
21 convenient connections between regional bus lines, MUNI, Caltrain, and BART; (c)
22 produce a high density of foot traffic, in conjunction with foot traffic from the
23 Caltrain station, and encourage mixed use retail development; (d) provide the lowest
24 possible operating costs for MUNI and regional public bus lines; (e) result in the lowest
25 feasible combined costs for construction of the bus terminal and station and their

1 interface with surrounding development; and (f) improve both transit and traffic flow
2 in and around the terminal area, consistent with projected parking and traffic patterns.

3 3. In South of Market neighborhoods diesel locomotive air pollution shall be
4 eliminated, and noise impacts shall be minimized. All relevant city officers and
5 agencies shall pursue electrification of the Caltrain line from San Francisco to its
6 southernmost terminus prior to, or concurrent with, the extension of Caltrain
7 downtown. To ensure minimal inconvenience to businesses and residents located on
8 South of Market streets during construction, the project shall, whenever feasible,
9 employ tunnel boring techniques to extend Caltrain downtown.

10 4. All relevant City officers and agencies shall negotiate construction contract
11 and subcontract provisions with a goal of providing at least 10% of the new
12 construction jobs resulting from the Caltrain downtown extension project to
13 economically disadvantaged persons. The Mayor's Office of Economic Development
14 and the Department of Human Services shall coordinate, in conjunction with other
15 city departments and private, non profit social service agencies, any job-training,
16 employment recruitment, and related programs which are deemed necessary to achieve
17 and maintain the 10% goal. Whenever possible, any such job training and/or
18 employment recruitment programs shall be focused within San Francisco
19 neighborhoods with the highest rates of unemployment and economically
20 disadvantaged persons.

21 5. All relevant City officers and agencies shall coordinate with elected officials
22 and other officers and agencies representing San Mateo and Santa Clara counties to
23 explore the feasibility and cost-efficiency of performing a substantial portion of the
24 manufacture and/or assembly of any new equipment or retrofits for an electrified
25 Caltrain commuter rail line in the Bay Area, so that the jobs and tax revenue resulting

1 from such manufacture and/or assembly benefit Bay Area residents.

2 6. All relevant city officers and agencies shall coordinate with the Caltrain
3 Joint Powers Board to explore the costs, feasibility, and benefits of reconfiguring
4 and/or adding Caltrain station stops within San Francisco so as to provide easier
5 Caltrain access to residents in Bayview-Hunter's Point and Visitacion Valley who
6 commute to downtown San Francisco and/or the Peninsula.

7 7. All relevant city officers and agencies shall take all appropriate actions to
8 pursue funding to finance the Caltrain extension downtown and rail terminal
9 construction referred to herein. Funding options to be pursued shall include, but shall
10 not be limited to, the following:

- 11 (a) funding through the Federal Surface Transportation Act;
12 (b) the sale of excess Embarcadero freeway and Terminal Separator land, pursuant to
13 the California Streets and Highways Code (Chapter 498 of the statutes of 1991);
14 (c) rental income and/or the local tax-increment from transit-oriented, mixed-use joint
15 development at the site of the existing Transbay Transit Terminal and/or in the
16 immediate vicinity thereof;
17 (d) Bay Bridge toll revenues;
18 (e) mitigation funds earmarked for the Bay Bridge retrofit; and/or;
19 (f) any other future federal, state, regional, or local revenues or funding sources which
20 become available for transportation projects.

21 8. All relevant city officers and agencies shall take all necessary action to
22 preserve the right of way for the extension alignment and rail terminal, and shall
23 refrain from taking actions that would conflict with the foregoing sections.

24 9. Nothing in this resolution shall be construed to change, modify, remove or
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redirect existing Municipal Railway funding priorities, including, but not limited to,
the construction of the Third Street Light Rail Line or other existing transportation
funding priorities.

02/25/99 3:06 PM



City and County of San Francisco

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

Tails

Resolution

File Number: 982133

Date Passed:

Resolution declaring it to be the policy of the City and County of San Francisco that there be an extension of Caltrain to a downtown station, a new or rebuilt regional transit terminal be constructed at the present site of the Transbay Transit Terminal, and the Caltrain line be converted from diesel to electric propulsion.

March 1, 1999 Board of Supervisors — ADOPTED

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

Excused: 1 - Newsom

File No. 982133

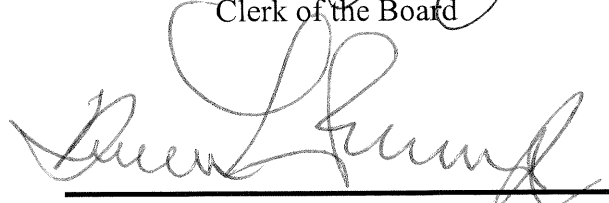
I hereby certify that the foregoing Resolution was ADOPTED on March 1, 1999 by the Board of Supervisors of the City and County of San Francisco.



Gloria L. Young
Clerk of the Board

MAR 11 1999

Date Approved



Mayor Willie L. Brown Jr.