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.

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

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

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

WHEREAS, The San Francisco Transportation Authority and the San Francisco Municipal Railway have over the past ten years undertaken studies of the four fixed guideway corridors, leading to the creation of a Four Corridor Plan, which includes the preliminary conclusion of the feasibility and desirability of a light rail subway under Geary Street from the Central Subway west to approximately Laguna Street, and then an overhead or surface line out Geary Boulevard to the Pacific Ocean; and
WHEREAS, In 1999, San Francisco voters approved Proposition H, which declared it City policy to extend Caltrain underground to the Transbay Transit Terminal, to reconstruct the terminal as a modern bus and rail intermodal facility, designed to accommodate high-speed rail service and a new rail crossing to the East Bay, and to electrify Caltrain and study adding or relocating Caltrain stations in San Francisco to better serve San Francisco residents; and

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

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

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

WHEREAS, The San Francisco Bay Area Rapid Transit District Act, which governs the BART District as a special district of the State of California, states that "the district shall require any county seeking to annex to the district to reimburse the district for the county's equitable share of the cost of financing capital expenditures within the district theretofore imposed by taxation on territory within the district;" and
WHEREAS, The agreement between BART and San Mateo County for the Colma and San Francisco International Airport extensions specified that $346 million would be paid by San Mateo County to BART for BART extensions in Alameda and Contra Costa counties, yet no funding was allocated for any project in San Francisco; and

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

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

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

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

WHEREAS, A portion of such a Santa Clara County contribution to BART could be made available to San Francisco by BART to finance San Francisco's voter-approved rail extension projects, including the Central Subway Project, Geary Corridor Fixed Guideway project, and the Caltrain Downtown Extension/Transbay Terminal Replacement Project, in
accordance with San Francisco’s, BART’s, and the region’s priorities for rail expansion; now therefore be it

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

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

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

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

SUPERVISORS MCGOLDRICK, GONZALEZ, DALY, PESKIN BOARD OF SUPERVISORS
include binding provisions for intensive, transit-oriented land uses around the planned stations including affordable housing and complimentary commercial activities, encourage compact development and do not enable sprawl development, and are provided with excellent pedestrian, bicycle, and local transit access; and be it

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

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

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

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

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.