

RESOLUTION NO. 144-2009

Adopted December 1, 2009

ADOPTING A RESOLUTION URGING THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY TO ACCEPT THE TRANSBAY TRANSIT CENTER AS THE SAN FRANCISCO STATION FOR THE HIGH-SPEED RAIL SYSTEM AND TO REJECT ALTERNATIVE LOCATIONS AS INFEASIBLE AND INCONSISTENT WITH STATE AND LOCAL LAW; TRANSBAY REDEVELOPMENT PROJECT AREA

BASIS FOR RESOLUTION

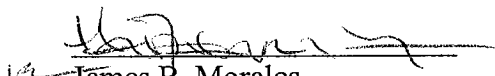
1. The California High-Speed Rail Authority (“CHSRA”) is currently conducting an Alternatives Analysis in preparation for work on an Environmental Impact Statement/Environmental Impact Report (“EIS/EIR”) for the High-Speed Rail (“HSR”) Project. Agency staff, and staff from the Transbay Joint Powers Authority (“TJPA”) and other City agencies, has reviewed a copy of CHSRA’s Draft Preliminary Alternatives Discussion document and attended meetings of the Technical Working Group on the HSR Project.
2. Included among the alternatives currently being analyzed by CHSRA are proposals to locate the San Francisco terminus of the HSR system at a separate location from the Transbay Transit Center. These proposals are legally, technically, and financially infeasible and CHSRA has enough information to determine that they should not be advanced for further study in the alternatives analysis process.
3. The Transbay Transit Center has been the accepted location of the San Francisco station for the HSR system since at least 1999, including in CHSRA’s own documents, and has been fully analyzed by TJPA. Proposition H, approved by the voters of San Francisco in 1999, requires that “a new or rebuilt terminal shall be constructed on the site of the Transbay Transit Terminal serving . . . high-speed rail.” In November 2008, the voters of California approved Proposition 1A, which states: “It is the intent of the Legislature by enacting this chapter and of the people of California by approving [Proposition 1A] to initiate the construction of a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim.”
4. One of the proposals to locate the San Francisco terminus of the HSR system at a separate location from the Transbay Transit Center is based on the notion that the alternative location would create more capacity for HSR. But the Transbay Transit Center contains sufficient capacity to accommodate HSR, which CHSRA has acknowledged in its Final Program EIS/EIR for the California High-Speed Train System in 2005 and a Bay Area to Central Valley High Speed Train Final Program EIR/EIS in 2008.

5. The Transbay Redevelopment Project Area (“Project Area”), adopted in 2005, is based on the Transbay Transit Center as the San Francisco station for the HSR system and the proposals being analyzed by CHSRA for alternative locations would severely impact the ability of the Project Area to generate the land sale and tax increment revenue that has been pledged to the Transbay Transit Center. Furthermore, analyzing alternative locations at this time creates uncertainty that could jeopardize TJPA’s application for \$400 million in federal stimulus funding for the Transbay Transit Center Project.
6. The Transbay Citizens Advisory Committee voted unanimously to oppose an alternative location for the San Francisco station of the HSR system at its October 8, 2009 meeting.
7. Commission adoption of this Resolution would not independently result in a physical change in the environment, and is exempt from the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines Section 15061(b)(3).

RESOLUTION

ACCORDINGLY, IT IS RESOLVED by the Redevelopment Agency of the City and County of San Francisco that the California High-Speed Rail Authority is urged to accept the Transbay Transit Center as the San Francisco station for the high-speed rail system and to reject alternative locations as infeasible and inconsistent with state and local law.

APPROVED AS TO FORM:


James B. Morales
Agency General Counsel