

Policy Statement for San Francisco Planning Commission

WHEREAS, The California High-Speed Rail Authority (CAHSRA) is responsible for constructing a Bay-to-Basin system of high-speed trains, stretching hundreds of miles between California's two major urban centers, and in doing so, realizing the vision of quality public transportation that voters approved in 2008; and

WHEREAS, The CAHSRA has released the Draft 2012 Business Plan for comment, and that plan reflects a realistic assessment of the time and funds needed to construct the rail system; and

WHEREAS, San Francisco Planning Commission is firmly committed to seeing High-Speed Rail built as quickly and cost-effectively as possible and urges the State to issue voter-approved Proposition 1A High Speed Rail Bonds as quickly as possible; and

WHEREAS, California needs high-speed rail, and while the business plan's cost for Phase I is higher than anticipated, it must be emphasized that the State will either need to invest in sustainable modes of travel, or we must spend an equal or greater amount to widen highways and expand airports, therefore High-Speed Rail is a smarter way to make the transportation investments California will need in coming decades; and

WHEREAS, California needs to get started very soon on key early projects and pre-implementation plans that will pave the way for high-speed trains to travel to their northern terminus at the Transbay Transit Center; and

WHEREAS, San Francisco, through the Transbay Joint Powers Authority, has evidenced is strong support for High Speed Rail by the substantial financial commitment to support High Speed Rail with the construction of the Transbay Transit Center, and is currently the only jurisdiction in the country that has done so; and

WHEREAS, Full implementation of the High-Speed Rail system will link downtown San Francisco with downtown Los Angeles, and ultimately to San Diego, and this goal can only become reality if high-speed trains run all the way up the Peninsula, through Mission Bay, and into the Transbay Transit Center; and

WHEREAS, In order for the California High-Speed Rail system to achieve maximum ridership, it must terminate in the center of San Francisco's urban center, the most intensive and focused job core in the region, and the Transbay Center offers transit connectivity that will truly drive system ridership, fully completing the inter-regional network and fulfilling the original vision of the rail plan; and

RESOLVED, San Francisco Planning Commission supports High-Speed Rail and pledges to work cooperatively with the California High-Speed Rail Authority and other regional governing entities to implement this important project; and, be it further

RESOLVED, San Francisco Planning Commission believes that the High-Speed Rail system must terminate at the Transbay Transit Center in order to fully realize the benefits of a 21st century public transportation system; and, be it further

RESOLVED, San Francisco Planning Commission supports Caltrain electrification as a means to make our regional rail system compatible with the coming high-speed trains.