

**TRANSBAY JOINT POWERS AUTHORITY
BOARD OF DIRECTORS**

Resolution No. _____

WHEREAS, In April 2004, the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Plan Project Final Environmental Impact Statement/Environmental Impact Report (“Final EIR/EIS”) (SCH #95063004) was certified by the City and County of San Francisco, the Peninsula Corridor Joint Powers Board, and the San Francisco Redevelopment Agency; and

WHEREAS, In April 2004 the Board of Directors (Board) of the Transbay Joint Powers Authority (“TJPA”) approved the Locally Preferred Alternative (“LPA”) for the Transbay Transit Center Program (“TTCP”); and

WHEREAS, Under the Locally Preferred Alternative, the TJPA would proceed with construction of the new Transit Center and Caltrain Downtown Extension (“DTX”) as one Project under one phase; and

WHEREAS, The TJPA Staff has submitted a Recommended Implementation Strategy with its funding plan to the Board of Directors that prescribes development of the TTCP as one project in two phases and refinements in the design of the Transit Center that would reduce the height and size of the building (the “Refined Locally Preferred Alternative”); and

WHEREAS, Phase 1 of the Refined Locally Preferred Alternative would involve: (a) construction of a temporary terminal on Main Street between Folsom and Howard Streets; (b) demolition of the existing Transbay Terminal and bus ramps; (c) construction of the above-grade bus facilities portion of the new Transit Center with refinements from the LPA, including a reduction in height and size of the Transit Center, reduction in height of the bus ramps connecting with I-80, expansion of adjacent sidewalks and public access, greater penetration of sunlight into the Transit Center, and increase in customer service and waiting areas in the western end of the Center; (d) bus ramps and bus storage; (e) construction of foundations and other improvements to prepare for future construction of the below-grade train station facilities portion of the Program; and (f) acquisition of private parcels necessary to protect the right of way for the DTX; and

WHEREAS, Phase 2 of the Refined Locally Preferred Alternative would involve construction of the DTX to extend the rail lines from the existing Fourth and King Street Station to the new Transit Center and construction of train station facilities at the Transit Center and at Fourth and King; and

WHEREAS, Phase 1 is fully funded, while Phase 2 is funded currently only in part; and

WHEREAS, Staff recommends that the TJPA immediately proceed with Phase 1 of the TTCP; and

WHEREAS, Staff recommends an “up/down” construction methodology for the Transit Center in order to preserve the flexibility to proceed simultaneously with construction above-grade and below-grade, when adequate funding for Phase 2 becomes available; and

WHEREAS, On June 2, 2006, the Board of Directors approved a Resolution adopting an Addendum to the Final EIS/EIR (“Addendum”): (a) certifying that the Addendum has been completed in compliance with the California Environmental Quality Act (“CEQA”) and reflects the independent judgment of the TJPA; and (b) adopting the Addendum; and

WHEREAS, The Cooperative Agreement among the City and County of San Francisco, the TJPA, and the State Department of Transportation (“Caltrans”) provides that the State of California wishes to assist local and regional authorities in planning for an improved regional transit hub in downtown San Francisco, and specifically that the State can assist the City and the TJPA in the financing of a new Transbay Terminal by transferring State-owned property to the City and the TJPA for use, sale, or other disposition to generate revenue for construction of the new Terminal, but on condition that the new Terminal is built expeditiously; and

WHEREAS, The Cooperative Agreement requires that bus operations be underway in the new Transbay Terminal within eight years following completion of the State West Approach Seismic Safety Project (“WASSP”) for retrofitting the San Francisco-Oakland Bay Bridge; now, therefore, be it

RESOLVED, That the Board of Directors hereby approves the Refined Locally Preferred Alternative and adopts the Staff’s Recommended Program Implementation Strategy; and be it

FURTHER RESOLVED, That to stay within available revenues, avoid delays and cost escalation, and comply with the terms of the Cooperative Agreement, the TJPA shall immediately proceed with Phase 1 of the TTCP to design and construct the above ground portion of the Transit Center building, rail foundation, bus ramps and bus storage and complete that phase of the TTCP with all due speed; and be it

FURTHER RESOLVED, That as part of Phase 1 of the TTCP, the TJPA shall design the full below ground rail level component of the Transit Center building; and be it

FURTHER RESOLVED, That the TJPA encourages its Member agencies (San Francisco, Caltrain, AC Transit) and funding partners to simultaneously continue working towards complete funding of Phase 2; and be it

FURTHER RESOLVED, That the TJPA shall proceed with Phase 2 of the Caltrain Downtown Extension or any part or portion thereof as funding becomes available; and be it

FURTHER RESOLVED, That the TJPA shall explore the recommendations set forth in the Final Report of the City and County of San Francisco Inter-Agency Working Group Report with its Member agencies (San Francisco, Caltrain, AC Transit) and funding partners (the Metropolitan Transportation Commission, the San Francisco County Transportation Authority, and the San Mateo County Transportation Authority) and all other relevant stakeholders.

I hereby certify that the foregoing resolution was adopted by the Transbay Joint Powers Authority Board of Directors at its meeting of June 2, 2006.

Secretary, Transbay Joint Powers Authority