

SFO Extension

January 1997 -  
October 1997

# BARTTOSFO

JUNE 19, 2003

F1

## SFO/SAN MATEO COUNTY

### All aboard!

When BART began construction in 1998 of its extension down the San Mateo Peninsula to the San Francisco International Airport, it was the beginning of the home stretch for a long-awaited project. But turning the vision of a BART/SFO line into reality was also a long and often challenging journey.

On Sunday, June 22, BART will unveil the culmination of years of shared dreams and innovative work. In this section, you'll discover the wealth of travel opportunities the extension affords to Bay Area residents and visitors. It's your ticket to modern, comfortable rapid transit.

SAN FRANCISCO  
AIRPORT

PLATFORM 2

BART  
ba

Photo by Suki Hill

## AN OPEN LETTER TO THE BAY AREA

The newly completed BART extension to San Francisco International Airport is the culmination of a long-held vision into a steel-and-concrete reality.

On September 10, 2000, the American Public Works Association named BART's original core system as one of the top 10 public works projects of the 20th century, along with the Panama Canal, the Golden Gate Bridge, Hoover Dam and others. Without question, the new airport line is the icing on the cake.

When the new line opens on Sunday, June 22, it will not only provide a welcome new service for residents of and visitors to the Bay Area, but it will also underscore almost 50 years of perseverance to get the job done. The concept of a rail rapid-transit line to the San Francisco Airport was first proposed in a Regional Transit Study in 1956. It was not until the late 1980s that the plan finally began to come together. It only became possible because of regional political consensus and the unique funding partnership formed between BART, San Mateo County Transit District, the Metropolitan Transportation Commission, San Francisco International Airport and its airlines, the State of California and, ultimately, the federal government.

While the local share of the needed funding was fully in place by the mid-1990s, securing the federal portion of the project's funding was the next major hurdle. It took a strong public/private sector coalition to make the case in Washington for the project to successfully compete for the critical federal funding.

Paramount to the region's success in securing the necessary federal funding was the unwavering support from the Bay Area Congressional Delegation led by Senators Barbara Boxer and Dianne Feinstein, Congresswoman and House Minority Leader Nancy Pelosi, Congressman Tom Lantos, Congresswoman Ellen Tauscher and Congressman George Miller. Without the Delegation's support, the project might still be on the drawing board.

We are proud to be associated with this important addition to the BART infrastructure and salute the BART and SamTrans organizations, which have maintained a strong can-do approach to getting the job done.

Congratulations to all, as a bright new day dawns for the Bay Area.

**Pete Snyder, President, BART Board of Directors**  
**Michael P. Guingona, Chair, SamTrans Board of Directors**

Vast new travel options will open for Caltrain and SamTrans riders when the BART-SFO extension debuts, making it easier than ever to get out of gridlock and onto transit.

The Millbrae Intermodal Station provides the opportunity for riders coming from the farthest reaches of the BART system to access Caltrain — and vice versa — through an easy cross-platform transfer.

"The opening of the BART extension represents a quantum leap forward for Bay Area commuters," said Mike Guingona, San Mateo County Transit District board chair. "With four new BART stations fed by SamTrans buses and a direct link with Caltrain at Millbrae, people will have many new ways to get where they want to go — without having to get behind the wheel."

Both Caltrain and SamTrans staffs are coordinating efforts with BART to make the transition as smooth as possible and to help riders learn their way around the new system.

**Caltrain Service**  
 Caltrain has already adjusted schedules in preparation for the BART opening to optimize connections between arriving and departing trains at Millbrae.

Monday, June 23, is the first day that Caltrain will stop at the Millbrae station. Because of construction to prepare for Baby Bullet express train service and other improvements, Caltrain is not operating weekend trains until spring 2004.

Caltrain's RRX alternative weekend bus service will begin to stop at Millbrae with the first day of BART service, June 22.

A shuttle operated by the airport, which takes travelers between the Millbrae Caltrain Station and SFO, will be discontinued.

**SamTrans Service**  
 SamTrans is making major bus routing adjustments to optimize the connection with BART at new stations in South San Francisco, San Bruno and Millbrae.

Changes affecting 21 bus routes will go into effect June 22. In most cases, the routes have been redesigned to feed into the new BART stations, but in South San Francisco, some routes, which previously connected with the Colma BART Station will be re-directed to a closer BART station. Some routes are being modified and combined. Two routes which take passengers from the Colma and Daly City BART stations to the airport — BX and 193 — will no longer be needed

because of the duplicate service provided by BART.

Each new BART station will be served by a number of routes:

- South San Francisco: 122, 130, 132, 133, 390
- San Bruno: 34, 133, 140, 141, 391
- Millbrae: 342, 390, 391, 397

**Frequency and Airport Connections:**

BART operates between 4 a.m. and midnight BART's Dublin/Pleasanton and the Pittsburg/Bay Point lines will serve the South San Francisco and San Bruno BART stations an average of every seven-and-a-half minutes. BART's Pittsburg/Bay Point and Dublin/Pleasanton lines will serve the Millbrae and SFO stations every 15 minutes on weekdays and every 20 minutes on weeknights and weekends.

BART will operate a shuttle train from the Millbrae station to SFO every 20 minutes, which costs \$1.50.

The SFO BART Station is located at the International Terminal, where passengers can transfer to SFO's free AirTrain, which travels to terminals throughout the airport.

**Parking**  
 Parking at the three new BART stations, as well as at the Colma and Daly City stations, is available

for \$2 a day. In conjunction with the extension opening, the \$2 fee will apply at the Colma Park and Ride Lot. At the Millbrae Intermodal Station, the BART parking garage also is available to Caltrain riders for the \$2 daily fee.

SamTrans will no longer provide parking at Serra Bowl.

BART monthly permit parking is available for \$42, or for \$63 for reserved spaces.

At the Millbrae station, Caltrain will continue to offer parking on the west side of the tracks, reserved until 10 a.m. only for passengers with a Caltrain monthly parking permit. After 10 a.m., riders purchasing a \$1.50 daily permit will be allowed to park in the Caltrain lot.

Schedules, ticket and other information on Caltrain and SamTrans is available through their Customer Service Centers or over the Internet. Caltrain and SamTrans can be reached at (800) 660.4287 (TDD only (650) 508.6448) or [www.caltrain.com](http://www.caltrain.com) and [www.samtrans.com](http://www.samtrans.com).

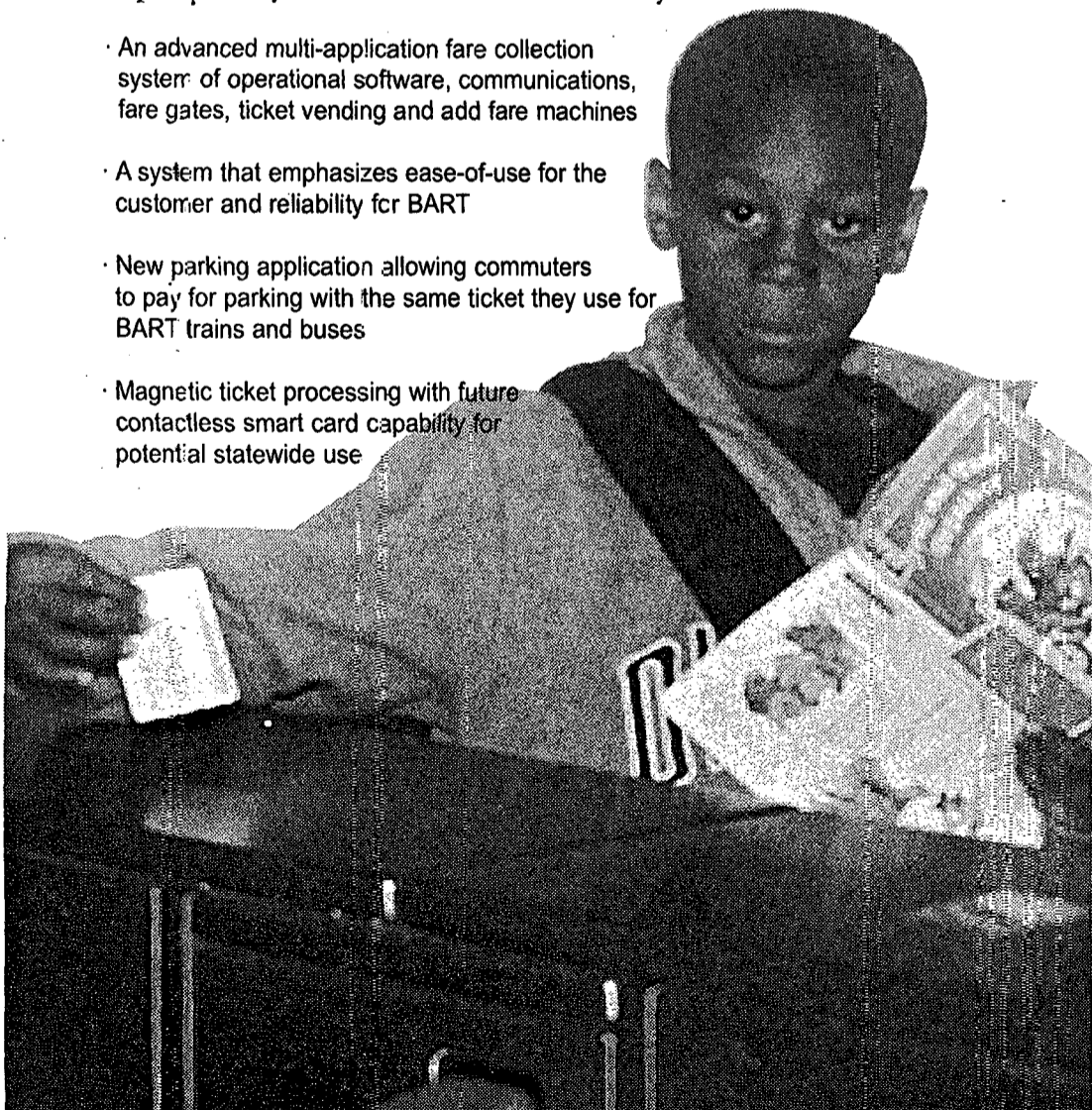
This section is sponsored by participating advertisers and was prepared by the Marketing Department of the San Francisco Chronicle. It did not involve the reporting or editorial staff of this newspaper.

## Keeping the Bay Area on the GO!

### Congratulations to BART on delivering expanded service to SFO.

Cubic is proud to deliver the promise of quality, dependability and ease of use — for everyone.

- An advanced multi-application fare collection system: of operational software, communications, fare gates, ticket vending and add fare machines
- A system that emphasizes ease-of-use for the customer and reliability for BART
- New parking application allowing commuters to pay for parking with the same ticket they use for BART trains and buses
- Magnetic ticket processing with future contactless smart card capability for potential statewide use



Cubic, a California Company Delivering Transit Solutions throughout the World. San Francisco • Los Angeles • San Diego • Washington, D.C. • Maryland • Virginia • Chicago • New York • London • Shanghai • Sydney • Vancouver • Minneapolis • Houston • Edmonton

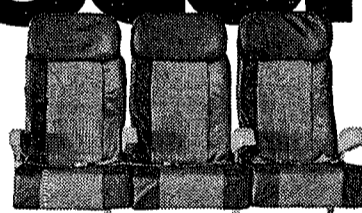


5650 Kearny Mesa Road • San Diego, CA 92111 • (858) 268-3100 • [www.cubic.com](http://www.cubic.com)

AN HONESTLY DIFFERENT AIRLINE™

# The seats of San Francisco.

No advance purchase.  
 No minimum stay.



ATA'S LOW FARES FROM SAN FRANCISCO TO:						
NONSTOP TO	FROM	FROM	FROM	FROM	FROM	
Indianapolis	Boston	\$154	Indianapolis Nonstop	\$114	Philadelphia	\$154
	Cedar Rapids*	\$144	Lexington, KY*	\$114	Pittsburgh NEW	\$114
	Charlotte	\$154	Madison*	\$144	St. Pete/Tampa Nonstop	\$164
Chicago	Chicago (MDW) Nonstop	\$119	Maui Nonstop	\$310	Sarasota	\$164
	Dayton*	\$139	Miami	\$164	South Bend*	\$144
	Des Moines*	\$144	Milwaukee*	\$129	Springfield, IL*	\$134
Minneapolis	Flint*	\$144	Minneapolis/St. Paul	\$134	Toledo*	\$144
	Ft. Lauderdale	\$164	Moline*	\$139	Washington, D.C. (DCA)	\$134
	Grand Rapids*	\$144	New York (LGA)	\$149		
	Honolulu Nonstop	\$280	Newark	\$159		

Above fares are off peak, each way based on roundtrip purchase. Travel dates vary by destination. Service to Chicago, Hawaii, Indianapolis and St. Pete is nonstop and all other destinations are direct or connecting via Chicago-Midway. \*Some service provided by Chicago Express Airlines, Inc. doing business as ATA Connection.

**FLY FREE!**  
 With ATA Travel Awards  
 FREE companion tickets  
 FREE roundtrip tickets to  
 U.S. MEXICO CARIBBEAN HAWAII  
 Register and buy at [ata.com](http://ata.com)  
 Program extended thru 1/31/2005

**ATA**  
 An honestly different airline.™  
[ata.com](http://ata.com) 1-800-I-FLY-ATA  
 En Español 1-800-VUELA-ATA

**SAVE UP TO 20%**  
 on National Car Rental rates.  
 Simply rent any car type for 3 or more days that includes a Saturday overnight keep. Details at [nationalcar.com](http://nationalcar.com) or 1-800-CAR-RENT. To receive your discount, request Contract ID #916002.

### ATA.COM FOR LOWEST ATA FARES AND NO ONLINE SERVICE FEE

Fares do not include a \$3 federal excise tax that will be imposed on each flight segment of your itinerary. A flight segment is defined as a takeoff and a landing. Boston, Cedar Rapids, Charlotte, Des Moines, Ft. Lauderdale, Grand Rapids, Newark, Pittsburgh and Washington, D.C. for travel beginning 7/15/03; Chicago for travel 6/28-10/24/03; Honolulu and Maui for travel 7/4-8/26/03; Indianapolis, Lexington, Miami, St. Pete and Sarasota for travel beginning 6/28/03; Minneapolis for travel beginning 7/4/03; Philadelphia for travel beginning 7/5/03. Fares may not be available for purchase during high-volume travel periods. Fares are off peak; each way based on roundtrip purchase; will be higher during peak travel times; are non-refundable; and subject to change without notice. Seats are limited, and may not be available on all flights and dates. Not all destinations served on a daily basis. Passenger facility charge of up to \$18 per roundtrip is not included in fares. Photo ID required for flight check-in. For deaf and hearing impaired callers, TTY 800-293-6194. **National Car Rental:** Discount applies to base rate only. Taxes (including GST/VAT), other governmentally authorized or imposed surcharges, license recoupment fees, airport and airport facility fees, fuel, additional driver fee, one-way rental charge and optional items (such as LDW up to US\$20.99 per day) are extra. Concussion recoupment fees up to 15.5% may be added to the rental rate at some airport locations. Up to 10% may be added to the rental rate if you rent at an off-airport location and exit on our shuttle bus. Renter must meet standard age, driver and credit requirements (may vary by country). Rates may be higher for drivers under age 25. Saturday overnight keep required. Vehicle return time must be no later than the initial vehicle pick-up time or additional charges may apply. Availability is limited. Subject to change without notice. Offer valid at participating National locations only through 8/31/03. Blackout dates apply.

## BART CONNECTS THE WORLD



"Connect" will be the theme that heralds the opening of the new BART extension to the San Francisco International Airport, Sunday, June 22.

BART will not only connect people in the East Bay, San Francisco and San Mateo counties directly with the airport, but will, of course, connect visitors from all over the world to various destinations around the region. As one of the world's great transportation hubs, the airport's direct BART connection will make travel more convenient than ever.

Upon detraining at the airport, passengers traveling away from the Bay Area will have several options. If they are traveling to a foreign destination, they will be within about 100 feet of the international counters. For domestic flights, the United counter, which is expected to serve over half of BART's airport passengers, is a four to five minute walk. Just upstairs, the airport's people mover "Airtrain" will whisk travelers to the other domestic terminals.

With a virtually seamless connection to Caltrain at BART's Millbrae Station via a cross-platform link, visitors and residents alike will be able to reach 34 Caltrain destinations ranging from Peninsula communities to San Jose and Gilroy. By the same token, Caltrain riders will be able

to hop on BART and head for downtown San Francisco or cross the bay and connect with Capitol Corridor Trains at BART's Richmond Station in the East Bay to head north to Sacramento and Auburn.

From the airport to downtown San Francisco will be a 29-minute ride on BART. The fare will be a highly competitive \$4.70, when compared with other modes that can cost up to \$40 or more for the same trip. The fares to and from the airport both near and far on BART will range from \$1.50 to \$6.90. BART will provide a great antidote to Highway 101 traffic.

### The New Line

The BART/SFO line will add 8.7 miles of new track bringing BART's 95-mile system to 104 miles. Four new stations will serve the new line, bringing the system's total number of stations to 43, serving four counties with a total population base of almost four million. The new stations are the South San Francisco Station, the San Bruno Station, the San Francisco International Airport Station and the Millbrae Station, the southern terminus for the line.

The Millbrae Station, which is expected to eventually be one of the busiest stations on the entire system, will also be a major transportation hub, being served by BART, Caltrain, and SamTrans

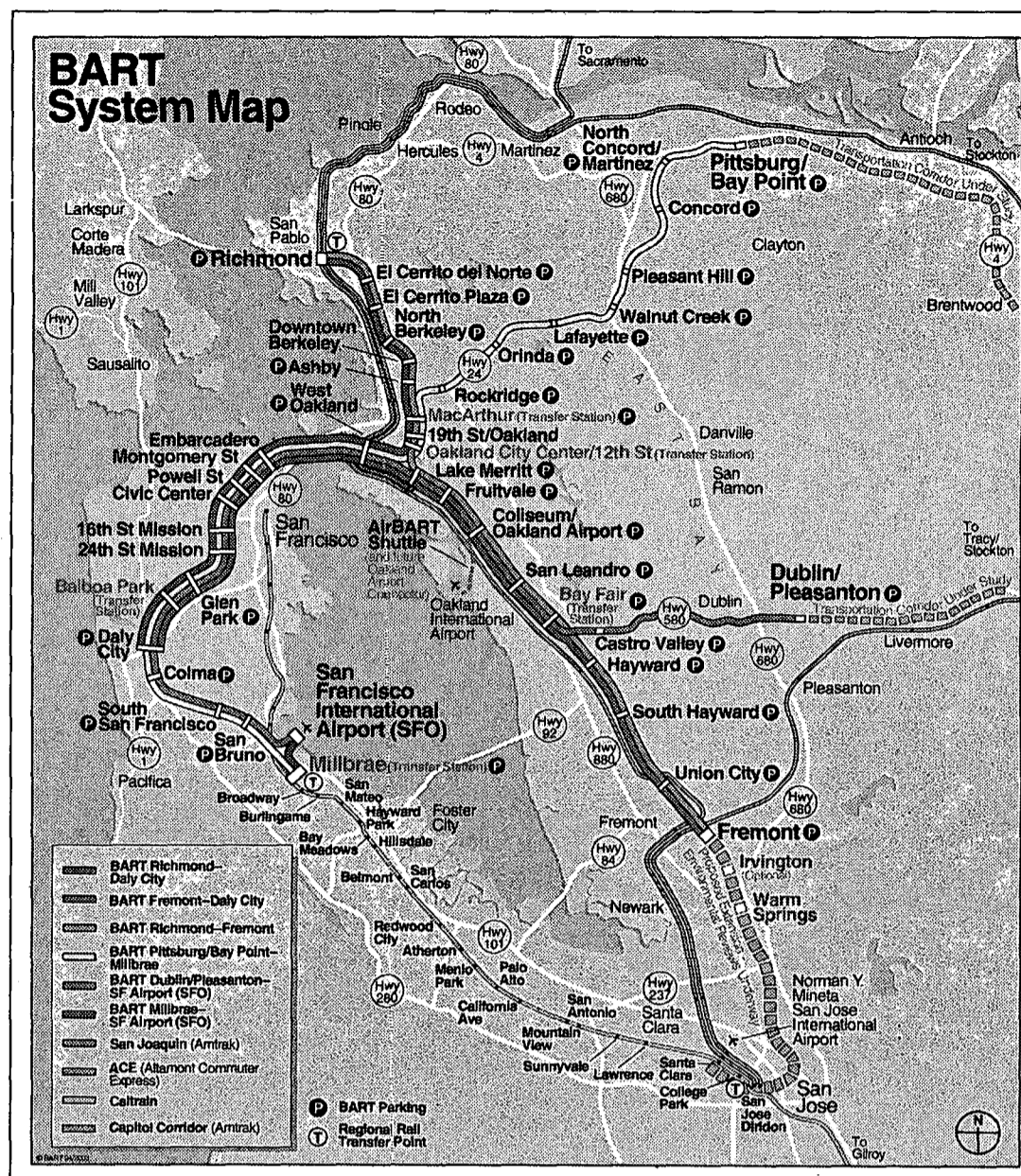
buses providing local connections.

### Service

Direct service to the airport on BART's Dublin/Pleasanton line and the shuttle train between the Millbrae Station and the airport will begin at 4 a.m. and end at approximately 12 midnight weekdays, 6 a.m. to 12 midnight, on Saturdays, and 8 a.m. to 12 midnight on Sundays. Some service extends past midnight. Pick up a schedule at any BART station or visit [www.bart.gov](http://www.bart.gov) for details. For customers using all other lines heading for the Airport from the East Bay or San Francisco, BART recommends transferring at its Balboa Park Station.

When customers enter the gleaming new stations on the BART/SFO line they will find state-of-the-art technology in new ticket vending machines, change machines, fare gates and information displays. The advanced multi-application ticket vending machines will accept cash, credit and debit cards. Working much like an ATM, the purchase of tickets will be more convenient than ever with voice instructions for first-time users. The fare gates will eventually accommodate the Smart Card, which is currently in a limited pilot program.

In addition to its new Fares & Schedules brochure, a special



information feature will be the BART Quickstart Guide for visitors coming into the Bay Area. The Quickstart Guide will be available in several languages at airport information kiosks, and will provide a handy tool for using the system.

### Security

The BART Police Department has over 200 sworn, academy-trained police officers, and 40 uniformed Community Police Assistants. Like any Municipal Police Department, BART Police are California Police Officers with full arresting authority, working closely with the FBI and other law enforcement agencies. In order to provide maximum patrol coverage and responsiveness on the new line, BART Police will work out of a sub-station located at the San Bruno Station.

### Paid Parking

Over 5,000 paid parking spaces will be available on the BART/SFO line when it

opens. The Millbrae Station will provide 3,000 spaces, 1,000 at the San Bruno Station, and 1,337 spaces at the South San Francisco Station.

In addition there are 2,481 spots at the Colma Station, and 1,852 spaces at the Daly City Station. A parking fee of \$2.00 a day will be charged for all spaces, seven days a week, including holidays.

The one exception is the Daly City Station where weekend parking will be free. Cars may park at all of the BART stations for up to 24 hours, Monday through Friday.

### Parking Payment Options

In order to make it as convenient as possible, BART is offering several payment options for customer parking. Here's how the program works:

1. All parking spaces are numbered. Customers will note their stall number and go to any Addfare machine inside the station to pay the \$2.00 fee with either cash or a BART ticket. The stall

number must be entered at time of payment. A receipt will be issued.

2. Purchase an unreserved monthly parking permit for \$42, or a reserved parking permit for \$63 through [www.bart.gov/parking](http://www.bart.gov/parking) — or call (800) 676-1611. Credit cards may be used.

3. BART will offer long-term parking in three of its East Bay Stations, El Cerrito del Norte, Walnut Creek and Bay Fair. Long-term parking permits may also be purchased through the BART website or the number listed above.

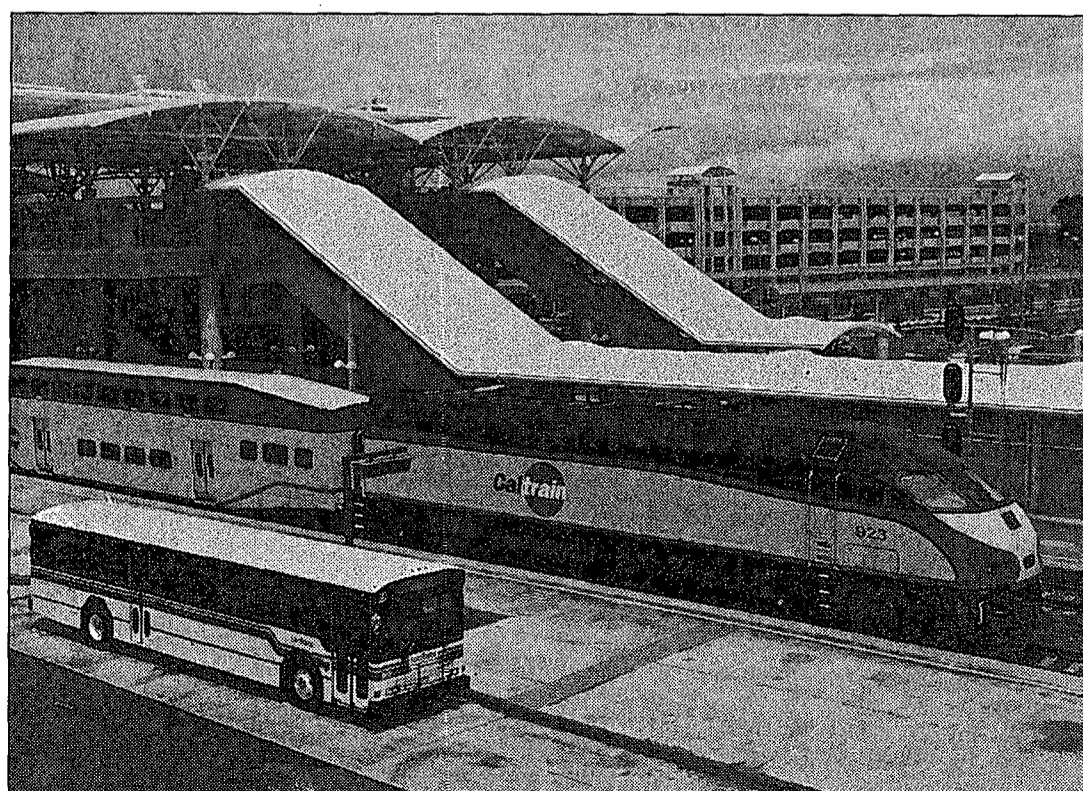
Customers may place luggage in the large open areas near the train car doors. Small pieces of luggage may be stored under seats. For security, all luggage should stay under the customer's control.

For more information about paid parking programs, call BART Customer Service at (415) 989-2278 or (650) 992-2278.

The Website for BART is [www.bart.gov](http://www.bart.gov).



## NEW MILLBRAE STATION PLANNED AS SAN MATEO COUNTY TRANSIT HUB



## INTO THE FUTURE WITH CALTRAIN

Fast forward 20 years into the future. Caltrain commuters are waiting on platforms for sleek low-floor trains to arrive. A high-speed train from Southern California passes on its way to San Francisco, the predictive arrival system indicates that a Baby Bullet express is expected momentarily and Caltrain news plays across the messaging systems mounted on the platforms.

This is just part of Caltrain's vision for the future of its rail system. Fifty years ago, a cross-platform link with the BART system hadn't even been envisioned, and trains were still switched between tracks by hand. Today, the system is rapidly modernizing the Caltrain corridor to meet 21st-century demand.

Caltrain's CTX construction project represents the first phase of a new Caltrain system that includes passing tracks, station upgrades, centralized traffic control and an intermodal station in Millbrae that seamlessly connects Caltrain with the BART system. The world is changing and Caltrain is changing with it.

"Nine-to-five just doesn't do it anymore. People are working flexible schedules and telecommuting to balance the demands of work and personal lives and to avoid

difficult commutes," said Mike Scanlon, executive director for Caltrain. "With the completion of the CTX project, Caltrain will be able to offer commuters greatly improved scheduling flexibility with local, skip-stop and Baby Bullet express service."

Caltrain is laying the groundwork for the Baby Bullet express service with more than eight miles of new track currently being installed in key locations between San Francisco and Brisbane, in Redwood City and in Sunnyvale. Slower-moving local trains will run on these tracks, while Baby Bullet express trains pass them on the main tracks.

Some wood, but primarily concrete, ties are replacing aging ties, some that have been in the ground for nearly one hundred years. Caltrain work crews are also replacing older jointed rail with continuous welded rail all along the corridor. These basic improvements to the existing track will create a smoother, quieter ride on Caltrain.

In addition, Caltrain is installing a remote signal system, known as CTC, which allows dispatchers to control train operations remotely. This allows trains greater operating flexibility and prevents delays that arise when trains must slow down or



stop before switching between one track and another. This is key to the operation of a new express service, because more switching will be required for the local trains as they move to the new tracks to make way for the Baby Bullets.

The build-out will continue as Caltrain adds third and fourth tracks in other key areas along the right of way creating four continuous tracks between San Francisco and San Jose over the next two decades. Caltrain has already received the seed money to begin developing predictive arrival technology at each of its train stations and is installing visual messaging boards at another 10 stations in the next year.

With the advent of electrification, Caltrain will further improve its operating efficiency, increasing the number of trains and operating quieter, environmentally sensitive

trains at higher speeds.

The November 2004 ballot will mark a milestone in the development of high-speed rail in California. If voters approve funding for the HSR project, not only will Caltrain passengers have access to these trains, but Peninsula residents also will benefit through money earmarked for improvements to the Caltrain corridor in the HSR bill.

By 2010, Caltrain will have seen more change than it has in its entire 140 years of service. CTX work in San Francisco and Millbrae is nearly complete, two miles of new track can be seen by passengers on trains passing through the Bayshore station, and BART and Caltrain are preparing to begin passenger service to the new Millbrae Intermodal Station.

The work isn't done yet, but Caltrain is staying on track for the future

## SFO's Master Plan

The Master Plan construction program is complete at San Francisco International Airport. The program includes SFO's new BART station, the 2.5 million square-foot International Terminal, the AirTrain automated people mover, new entrance roadways and parking facilities, a consolidated rental car center, expanded cargo facilities and the world's first fully-accredited museum in an airport.

A BART station at the front door of the International Terminal now provides direct access to SFO for San Francisco and East Bay passengers. It takes 29 minutes from downtown San Francisco to SFO by train.

SFO's International Terminal is 2.5 million square feet in size — the equivalent of 35 football fields — and houses 24 gates. Increased baggage handling capabilities and expanded U.S. customs facilities expedite passenger traffic. The new International Terminal features twice the amount of ticket counter space as the old International Terminal, 147,000 square feet of retail space and a \$10 million art collection.

SFO's AirTrain serves nine stations throughout the airport. AirTrain operates 24 hours every day, providing convenient

and frequent service throughout the airport and allows for fast, easy travel between airport terminals, parking garages and the Rental Car Center.

SFO's Master Plan provided new parking facilities — including 3,200 new parking spaces in two garages adjacent to the IT and two new employee garages with 5,000 spaces.

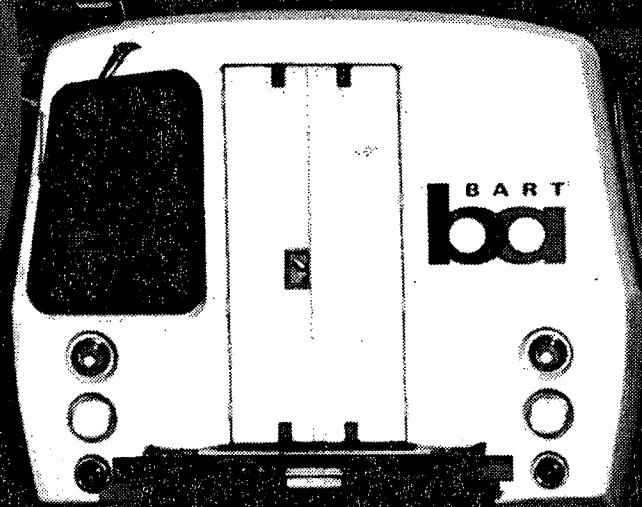
New entrance roadways connect Highway 101 to SFO. The three-level interchange separates domestic and international passenger traffic before entering the airport, delivering travelers directly to their terminal while reducing traffic on the airport's roadways.

Travelers now have one-stop shopping with the five-story rental car facility on the airport grounds. The facility is one of the nine stops on the AirTrain system.

The San Francisco Airport Commission Aviation Library and Louis A. Turpen Aviation Museum feature a large collection of commercial aviation artifacts. The library and museum house thousands of publications on commercial aviation and a collection of artifacts related to the history of air transportation and SFO.

For more information about SFO, please visit [www.flysfo.com](http://www.flysfo.com).

YOUR TRIP  
JUST GOT  
A LOT  
EASIER



Now ride BART to SFO and  
33 Caltrain\* Peninsula stations!

SOUTH SAN FRANCISCO

SAN BRUNO

MILLBRAE

SFO

**Announcing new service on the Peninsula.**

Check out our four new stations at South San Francisco, San Bruno, Millbrae, and SFO. Now you can enjoy BART's great service to more cities and places. Why fight traffic? BART will get you there more relaxed and at a lower cost on clean, comfortable trains. And you can connect to BART via Caltrain\* or SamTrans. Let us make your life a little easier. For more information including schedules, call 510-465-BART or visit [www.bart.gov](http://www.bart.gov). For SamTrans and Caltrain info, call 1-800-660-4287 or visit [www.samtrans.com](http://www.samtrans.com).

\*Weekdays only.



## FREE RIDES

On Saturday, June 21, BART will offer free rides on its new San Francisco Airport line between 3 and 8 pm.

Riders wishing to tour the new line and its facilities will be able to ride free between the new South San Francisco Station and Millbrae, or into the BART Airport Station, making all station stops.

BART will provide a regular Saturday train schedule on the new line, in advance of regular service start-up June 22.

All of the new stations on the BART/SFO line will be open and ready for exploring. They are: the South San Francisco Station, located on El Camino Real between Costco and the Kaiser Hospital; the San Bruno Station, located at the Tanforan Shopping Center; the Millbrae Station, located on Millbrae Avenue between Highway 101 and El Camino.

BART suggests that those people coming from San Francisco or the East Bay purchase an excursion ticket for \$4, which will give them a round trip from anywhere on the system.

For further information, call one of the following numbers:

From San Mateo, call (650) 992-2278

From San Francisco, call (415) 989-2278

From Oakland, call (510) 965-2278

From Contra Costa & Eastern Alameda County, call (925) 676-2278

JUNE 19, 2003

## BART TAKES YOU TO A HOST OF BAY AREA ATTRACTIONS



Since it first opened for service over 30 years ago, the San Francisco Bay Area Rapid Transit system, known throughout the world as BART, has transported almost two billion people over, under, and around the spectacular landscape of the Bay Area.

Now, with the June 22 opening of its new, long-awaited line to the San Francisco International Airport, it will be even more effortless than ever before to see the many wonderful attractions the Bay Area has to offer.

A traveler coming into the San Francisco airport will be able to hop onboard one of the system's sleek, silver trains and be whisked to the heart of San Francisco in a matter of minutes, or to the East Bay, or south to Millbrae where they can make an easy connection with Caltrain to head south to San Jose, or board a SamTrans bus for local service.

The fare from the airport to any one of the four downtown San Francisco stations will just be \$4.70. Compared to other modes of transportation, it is one of the best bargains in town.

Serving four counties — Alameda, Contra Costa, San Francisco and San Mateo — across 104

miles of double track and traversing the bay through its famous Transbay Tube, the BART system provides access to over 3,000 retail outlets, two major sports complexes and numerous theatres, restaurants, parks and museums.

Coming up from the Powell Street subway station to Market Street, one of the first things a visitor will see is one of San Francisco's famed cable cars. It turns around on an old fashioned turn-table at the foot of Powell for its climb back up the hill. This turn around ritual in itself is worth taking a few minutes to watch. Two blocks up is Union Square, the home of the landmark St. Francis Hotel and a grand shopping mecca that includes Macy's and Neiman-Marcus, along with many other hotels, stores and shops.

Continuing a trip on the cable car will take one over the hill and down to Fisherman's Wharf. From there it's an easy walk to Pier 39, and then on down the Embarcadero to the Ferry Building for a 20 minute ride across the bay to Sausalito or Larkspur.

At the foot of Market Street, BART's Embarcadero Station makes a good jumping-off point to head for

Oakland's Rockridge shopping area, which includes antique shops, bookstores, restaurants and sidewalk cafes.

Excursion rides on BART are another option. For \$4, one can travel anywhere on the system for three hours, and return to the station they entered.

Back in San Francisco, a three block walk south of Market from either the Montgomery or Powell Street Stations will get you to a whole new world of attractions. They include, the famed San Francisco Museum of Modern Art, whose building itself is an architectural masterpiece. Inside, you'll not only find major art exhibits, but a colorful gift shop and book store.

Just down the street is Sony's Metreon, the embodiment of a virtual futuristic world, and Yerba Buena Gardens. One block over is Moscone Center, San Francisco's primary venue for conventions and trade shows.

Of course, this run-down only touches on a few highlights of places to go and things to do in San Francisco. The list goes on and on. But one thing is certain. BART can be a great way to get visitors directly to many of the colorful places the Bay Area has to offer.

## San Bruno Station Ready to Join BART System

The San Bruno station is one of four transit stations on a new BART line connects San Francisco and the airport to transit links that encircle the greater Bay Area.

After an initial flurry of potential designs, San Francisco-based architectural firm Greg Roja & Associates, Inc. drafted two proposals to address more of the physical, environmental and aesthetic concerns for the building. The present plan developed as a result of an effort to reflect the asymmetries of the site.

An atrium forms the major element in the design, capped with a barrel-vaulted roof. Centered directly above the platform is the atrium. A lower barrel-vaulted roof structure intersects the atrium and forms the circulation areas down to the platform level. Curved, delta trusses reinforce the barrel-vaulted ceiling and give the scheme a Victorian flavor, reflecting the site's historical location.

The San Bruno BART Station is located on Huntington Avenue, just north of I-380, adjacent to the Tanforan Park Shopping Center. To the east lies a residential neighborhood buffered from the station to a degree by Huntington Avenue. Neighborhood riders will enter the station from this "kiss-and-ride" side. The northwest portion of the site opens to a new "civic" plaza, which

will form a link to the Tanforan Shopping Center, a new San Bruno Police station, the BART parking garage and a SamTrans terminal directly to the north.

The shopping center will be linked by a bridge that rises above the existing mall loading areas. The police station is a two-story structure encompassing 30,000 square feet of space that will house BART and San Bruno police. The four-level BART garage, located on the Sneath Lane side of the station, will house over 1,200 cars and will be linked to the station by a canopy structure. Nine bus bays will form the SamTrans terminal.

Unique to the site is the presence of two 15-foot square murals placed on the north and south ends of the station. Artists Gordon Huether and Christine Stone, the principals of Gordon Huether + Partners, were selected to receive the \$400,000 Public Art Award in a nationwide competition. The duo designed the placement of a ribbon of red-colored glass that flows out of each mural and wraps around the station from end to end.

"We feel that the art by Christine and Gordon fits just right," says Greg Roja, principal of GR&A, Inc. "It doesn't fight the building; it looks like it's part of the design. Artwork is usually applied after the fact, but

the glass murals they designed had become an integral part of the building."

On March 15, 1997, the American Institute of Architects (AIA) conferred a Certificate of Merit to the firm for the design of the San Bruno BART station. By the year 2010, BART patronage at the San Bruno Station is expected to reach 9,800 riders daily.

Greg Roja & Associates, Inc. is an award-winning architecture, landscape and urban design firm based in San Francisco. In 1992, the Eye International named Roja the "most outstanding Filipino-American in the field of architecture." In 1983, one of his projects — the staff housing for the U.S. Embassy in Manila, Philippines — was given the AIA Merit Award for Excellence in Design.

GR&A, Inc. has done work in several parts of the Bay Area, including the Pier F "hub and thumb" expansion for United Airlines, San Francisco International Airport Boarding Area "A" with architectural firm Gerson/Overstreet; Pier 1/2 Ferry Terminal for the Port of San Francisco and the Embarcadero Roadway Project with ROMA Design Group.

Roja is also committed to the Filipino-American business community. He is one of a few Filipinos who advocates for the utilization of businesses owned by Filipinos.

**BART TO VEGAS**  
More Non Stops From SFO.  
Stay in Style on the Strip

**BART TO HAWAII**  
Daily From SFO & Oakland

**BART TO MEXICO**  
Call For 2 - 7 Night Packages  
To All These Destinations

**HOLIDAY EXPRESS**  
800-424-9949

**SFO AIRPORT PARKING**  
SMA Airport Parking Co., 1080 San Mateo Ave., South San Francisco

**\$8.00 Per Day\***

\*Includes All Tax & Fees - Must Use This Coupon - Offer Expires 3/31/04  
Not combinable with other SMA Airport Parking Promotions

For Information and Directions, call: TOLL FREE (866) 727-5762  
OR Visit Our Website: [www.smaairportparking.com](http://www.smaairportparking.com)  
Contact us about our Frequent Parker and Corporate Discount Programs

**Is the SFO Extension Part of Your Commute?**

**SAVE UP TO \$780\* PER YEAR WITH COMMUTER CHECK**

**Commuter Check**

Up to \$183\* a month in transit and BART parking fees can now be paid from pre-tax salary or given as a tax-free employee benefit. Over 4,000 Bay Area employers have enrolled and 80,000 employees now get Commuter Check.

Employers save on federal and state income tax, and employers save payroll taxes.

[www.commutercheck.com](http://www.commutercheck.com)  
800-559-7909

\*Based on tax savings from \$100 per month of transit fares and \$63 per month of BART parking.

**WABCO**  
TRANSIT GROUP  
A Wabtec company

Proud supplier of couplers, doors, air conditioning and current collectors to BART.  
Supplier of equipment systems for rail transit applications throughout North America:

- Brakes
- Doors
- Air Conditioning
- Current Collectors
- Couplers

Also, a supplier of bus doors for the transit bus market.

**CONGRATULATIONS to BART on their SFO Extension**

*Congratulations BART and all contributors for this outstanding achievement!*

*- HNTB Corporation, designer of BART SFO Extension*

**HNTB**

San Francisco  
Oakland  
San Jose  
Sacramento

**CONGRATULATIONS TO BART**

Congratulations to the Bay Area Rapid Transit District, in cooperation with the San Mateo County Transit District, and the San Francisco International Airport, on the opening of the new BART stations in South San Francisco, San Bruno, Millbrae and the San Francisco International Airport, providing more commute options for San Mateo County residents, employees and visitors to the Bay Area.

The Alliance, San Mateo County's Transportation Demand Management Agency, provides a variety of programs to help you make the change from driving your car as a solo driver, to trying other types of transportation options, such as BART, Caltrain and SamTrans services or van-pooling and carpooling, just to name a few.

For potential riders to BART, there are Alliance programs that can help you make that change to trying BART and other public transit alternatives, by utilizing the Alliance's Try Transit Program. It's easy! Just go to [www.commute.org](http://www.commute.org) and click on "Programs." You can order tickets on-line under "Free Transit Tickets," or call 650-588-8170 and request information be mailed to you.

The Alliance also provides free shuttle service from a number of BART and Caltrain stations to participating employer worksites throughout San Mateo County. For more information on the Alliance Shuttle Program, go to [www.commute.org](http://www.commute.org) and click on "Shuttle Info" for routes and schedule information.

**Peninsula Traffic Congestion Relief Alliance**  
[www.commute.org](http://www.commute.org)

**Working Together to Improve Your San Mateo County Commute!**



### COMPLETED AND OPERATING

The last of the 57 sections of the tube — tube #23 — was launched and placed just east of Yerba Buena Island in April 1969, meeting the required schedule. Track laying, electrification and installation of train control equipment and ventilation were completed by early 1973.

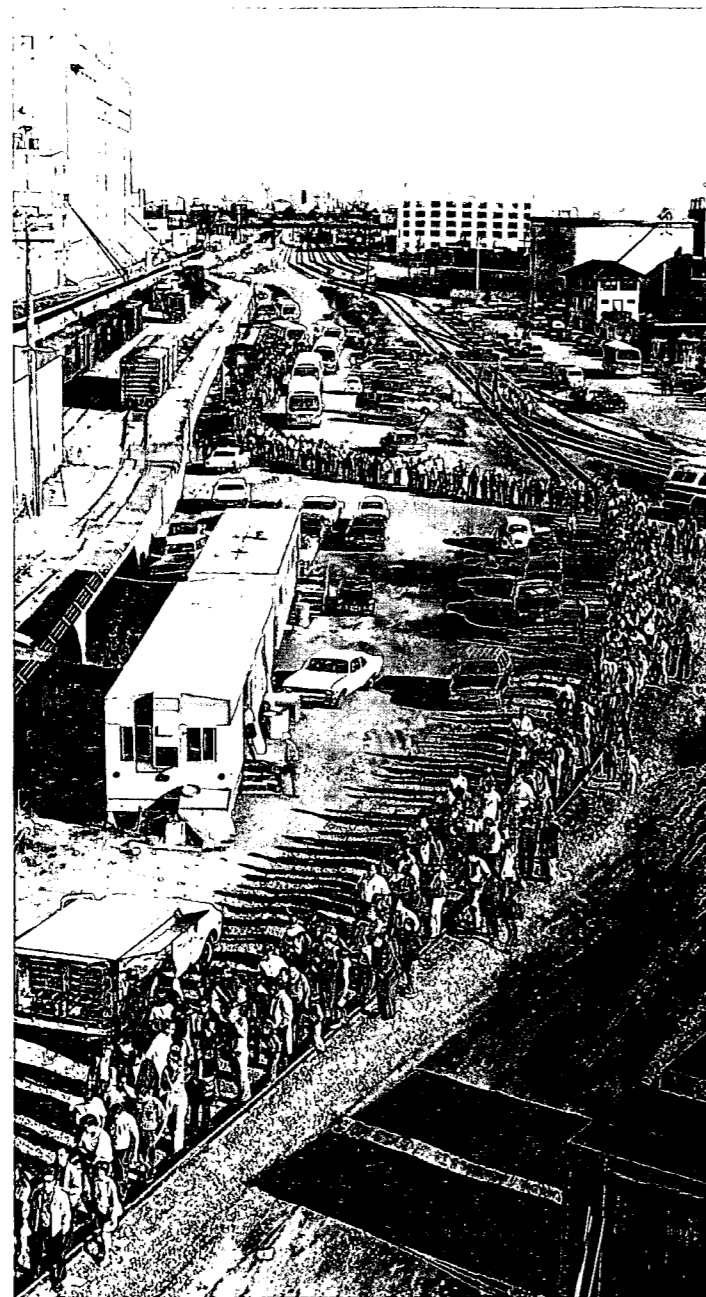
On August 10, 1973, the first powered, automatically controlled non-revenue train made the first round trip through the tube. Beginning in 1973, the tube was used regularly as a testing ground for shuttling trains back and forth for BART's San Francisco service, although passengers were not permitted to ride the trains pending authorization by the California Public Utilities Commission.

On the morning of September 16, 1974, a seven-car train (Train #101 - Lead car #237) departed Hayward Yard at 4:52 a.m. This train made all stops between Fremont and its destination of Daly City. The Train Operator was Isaac Rodrigues of Hayward. Today, #237 is still in service, with one minor modification. In December 1980, after minor surgery, #237 (A-car) became car #809 (B-car) and has logged on 50,904 hours.

It was reported that over 6,000 persons rode BART trains through the Transbay Tube on opening day of service.



A toast to success was taken by Transbay tube workers Don Hughes (L) and Shad Wilson (R) in the middle of Section #23 of BART's Transbay Tube. The table, candle and holder, plus the champagne were in place when the watertight bulkheads at the ends of the tube section were removed. The reservation sign held the table for Don and Shad.



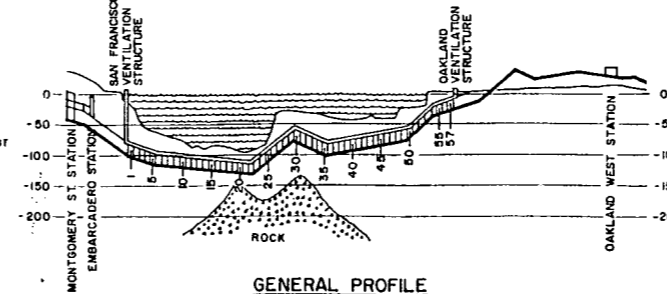
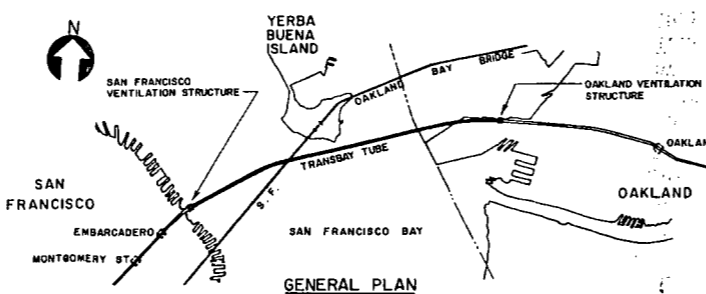
In 1969 BART held an open house on both sides of the bay. The public was invited to walk through two sections of the transbay tube. It was reported that the number of people in line for the tour reached one-mile.

### TRANSBAY TUBE PATRONAGE

Since Start of Revenue Service, September 16, 1974

Calendar Year	Transbay	Total	Percent of Total
1974*	3,967,995	12,987,525	30.6
1975	13,618,777	31,088,619	43.8
1976	13,837,648	34,023,973	40.7
1977	15,516,144	35,715,462	43.4
1978	18,491,468	41,665,638	44.4
1979	10,831,665	31,719,932	34.1
1980	20,376,396	45,275,848	45.0
1981	24,673,582	20,215,531	49.1
1982	27,609,402	54,076,603	51.0
1983	28,140,583	55,519,453	50.0
1984	29,772,230	59,768,054	49.8
1985	30,257,359	61,413,406	49.3
1986	27,554,523	56,350,078	48.9
1987	27,591,443	56,707,239	48.7
1988	28,448,119	58,810,443	48.4
1989	33,144,638	65,938,979	50.3
1990	34,190,517	71,225,552	48.0
1991	34,613,739	72,355,298	47.8
1992	35,052,109	73,753,340	47.5
1993	35,126,525	73,519,400	47.8
1994	34,589,636	72,471,562	47.7
1995	34,540,305	71,792,660	48.1
1996	36,005,188	74,172,922	48.5
1997	36,041,971	75,130,866	48.0
1998	37,829,619	79,346,851	47.7
1999	35,192,885	72,327,073	48.7
2000	40,520,064	81,498,399	50.0
2001	39,164,169	80,101,926	49.9
2002	36,292,099	74,577,640	49.7
2003	35,418,598	73,863,973	48.5
as of 3/2004	8,815,418	19,510,180	45.2
<b>Total:</b>	<b>886,505,820</b>	<b>1,828,033,556</b>	<b>48.5</b>

\* 4 mos. only



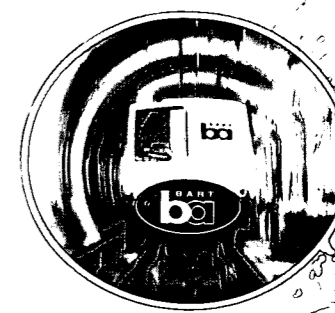
### BART TRANSBAY TUBE FACTS:

- Basic Structure:** The longest underwater rapid transit tube in the world in service today.
- Route:** From underneath the Ferry building in San Francisco across the floor of the bay to the old Oakland mole area which was used by Southern Pacific. This was the route used by ferry boats between San Francisco and Oakland.
- Length:** 3.6 miles in tube; 6 miles overall, including San Francisco and Oakland approaches.
- Depth of Tube:** Deepest point, 135 feet below surface of bay; entire line back filled in trench.
- Outer Dimension:** Each double-barreled section — 48 feet wide, 24 feet deep, with an approximate displacement of 10,000 tons.
- Fabrication:** Fifty-seven (57) sections of tubular steel and reinforced concrete, each averaging 330 feet in length.
- Concrete:** Each tube section was towed to a nearby dock where about 70,000 sq. ft., or 4,200 cu. yds., of concrete was poured to form the 2.3 ft. thick interior walls and track bed.
- How Positioned:** Each section built and sealed at a local shipyard, floated into line and placed in a trench on floor of bay.
- Dredging & Cover:** Approximately 5.7 million cu. yds. of bay floor was dredged to create a trough into which the sections of the tube were laid; 1.3 million cu. yards was used as a back fill.
- Utilities:** Center duct for ventilation and utility lines.
- Financing:** Toll revenues from San Francisco bay bridges.
- Cost of Project:** \$180 million (1970 dollars).
- Travel Time:** Embarcadero BART Station, San Francisco, to Oakland's 12th Street/City Center BART Station — 12 minutes.
- Completion Dates:** The 57th section in place, April, 1969; first revenue train, September 16, 1974.

Published by BART Media and Public Affairs 800 Madison Street Oakland, CA 94607

# BART'S TRANSBAY TUBE

## BART's Underwater Marvel!



Since first opening the Transbay Tube for revenue service on September 16, 1974, more than 886,505,820 patrons have made the 3.6-mile underwater trip. Overall, 1,828,033,556 patrons have been carried over \$19.2 billion miles by BART trains since initial start-up on September 11, 1972.

Today, about 48.5 percent of Transbay peak hour travel is handled by BART through the tube.

### FASCINATING HISTORY

The concept of an under-the-San Francisco Bay tube has been around for many years. In October 1920, Major General George T. Goethals, the builder of the Panama Canal, made public his proposal for building such an underwater tube "in order to solve the acute transportation problems facing San Francisco and East Bay communities," as the story in a San Francisco newspaper stated. The alignment of Goethal's proposed tube is almost exactly the same as BART's Transbay Tube.

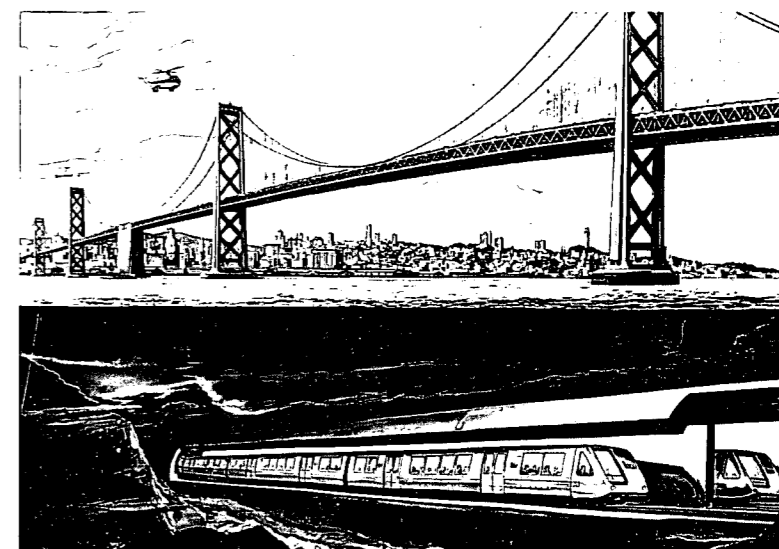
Some 20 years after Goethals' proposal was unveiled, a joint Army-Navy Commission in 1947 issued a report recommending that an underwater tube be built in order to relieve the automobile congestion, which was already occurring on the San Francisco-Oakland Bay Bridge, after the bridge had been open for only ten years.

The joint commission's proposal called for two bores to carry electric trains going in each direction, as compared to Goethals' proposal, which envisioned a two-level tube to accommodate automobiles, trucks and trains. It must be remembered that General Goethals' proposal was made before the bridge was a reality.

BART's Transbay Tube has been acknowledged the world over as one of history's most outstanding civil engineering achievements. Stretching 3.6 miles along the floor of the San Francisco Bay between Oakland and San Francisco, the tube is the vital link in the BART system. It is both the longest and — at its maximum of 135 feet below the surface — the deepest vehicular tube in the world in service today.

Beginning in 1959, six years before the start of construction, seismic studies were conducted and soils data obtained to aid in design and alignment decisions. Although the tube does not cross an active geologic fault, special provisions were made in the design to make the tube flexible to absorb earthquake shocks. One such provision was to cushion the tube, shore

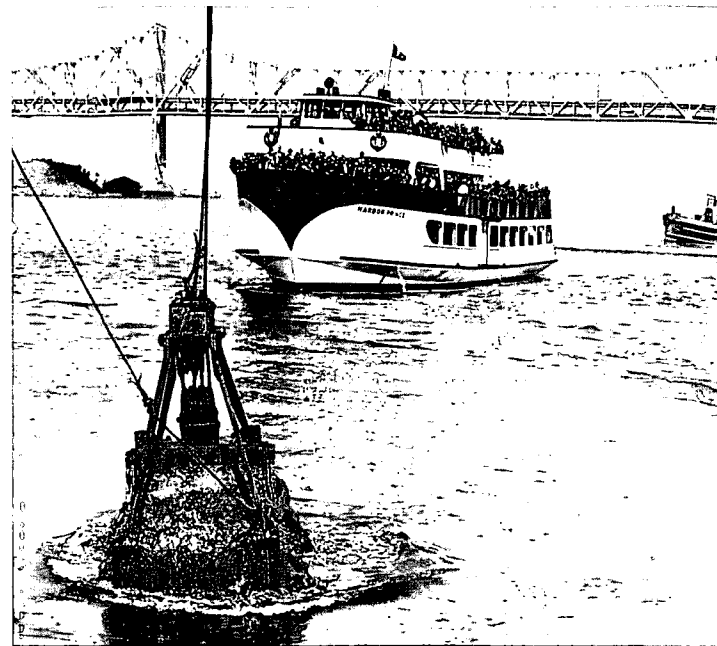
to shore, in a trench of soft soil, gravel and mud. Another was to attach the tube to its terminal buildings at either end with flexible connections, akin to giant universal joints, which allow for movement of several inches up or down, in or out, and sideways.



<b>December 16, 1995</b> First day of revenue service at the North Concord/Martinez Station, the first new station to open since the Embarcadero Station opened in 1976.	<b>February 24, 1996</b> Opening day of the new Colma Station marking the first step in connecting BART with the San Francisco International Airport.	<b>May 2, 1996</b> BART engineers demonstrate trains operating under the Advanced Automatic Train Control (AATC) system. AATC converts the U.S. military's radio position locating technology, which was successfully used during the Persian Gulf conflict in tracking equipment and troops, to pinpointing a speeding BART train to within 15 feet of its location — including inside the Transbay Tube.	<b>December 7, 1996</b> Official opening of the new Pittsburg/Bay Point Station completing a 7.8-mile segment of the Pittsburg/Antioch Extension from the Concord Station.	<b>May 10, 1997</b> The new 14-mile Dublin/Pleasanton and Castro Valley extension officially opens bringing into operation a total of 95-miles to the BART system.	<b>September 16, 1999</b> Transbay Tube celebrates 25th anniversary. A celebration was held at the 12th Street/City Center BART Station.
---	--	---	---	---	---

<b>June 25, 2002</b> BART voted to move forward to seek voter approval in November 2002 for a \$1.050 billion General Obligation (GO) Bond issue to fund a critical seismic retrofit program.	<b>September 27, 2002</b> BART gave an inaugural train ride to officials, project consultants and members of the media under its newly developed AATC system from the Bay Fair Station to the Lake Merritt Station. The next phase of the project will be to complete installation from the East Bay to Daly City (through the Transbay Tube).	<b>November 6, 2002</b> The \$1.050 billion GO Bond issue failed to secure the two-thirds voter approval, it in fact, was a very close vote (64.5% voted yes) an indication that there is wide support to upgrade BART's infrastructure to withstand a major earthquake.	<b>June 22, 2003</b> BART officially opens line into to the San Francisco International Airport. Adding four new stations and 8.7-miles of track for a total of 104-miles and 43 stations to the BART system.	<b>September 16, 2004</b> Transbay Tube celebrates 30th anniversary.
--	---	---	--	---





Here's how to hold a "ground" breaking ceremony for an "underwater" construction project. In 1966, a dredge brought up the first of more than 5.7 million cubic yards of bay bottom materials removed to accommodate BART's Transbay Tube. Dignitaries watched from the deck of a Bay excursion boat.

### DESIGN AND CONSTRUCTION

Parsons Brinckerhoff-Tudor-Bechtel, BART's general engineering consultants, were charged with design and construction management of the total project. The plan was to build the tube in sections, 57 in all, each averaging 330 feet in length, longer than a football field. These were fabricated on dry-land shipways, at the Bethlehem Shipyards in South San Francisco, from which they were launched, towed into the bay, and sunk in their proper positions.

The tube sections resemble huge binoculars in cross-section, 24 feet high and 48 feet wide, with trackways in each bore to carry trains in each direction, and are separated by an enclosed central corridor for pedestrian access, ventilation and utilities.

Construction began in the mid-1960s as a joint venture of four large contractors — Peter Kiewit Sons' Co.; Raymond International, Inc.; Tidewater Construction Corp.; and Healy-Tibbitts Construction Co. This was the consortium that operated under the name, Trans-Bay Constructors. Their low bid

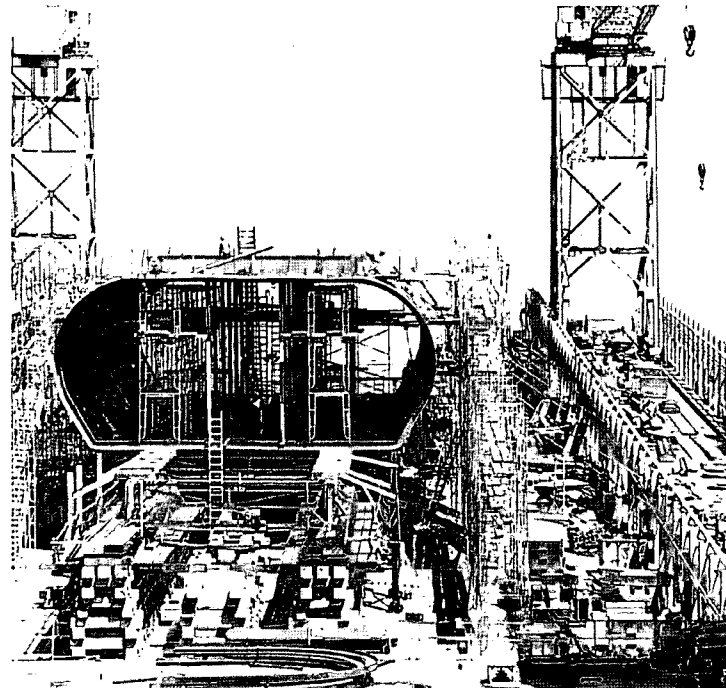
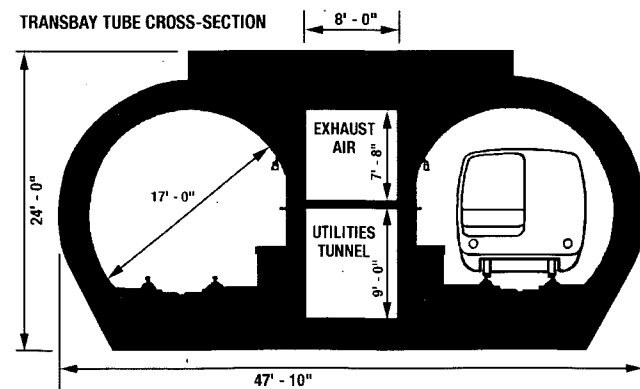
was \$90 million for the tube's basic structure. With an additional \$90 million for ventilation structures at either end, 2.8 miles of aerial and subway approaches in Oakland and San Francisco, trackage, final finish work and electrification, the full cost of the project was \$180 million in 1970 dollars.

The contract called for a demanding two-and-a-half year schedule for completion of the basic structure. This meant maintaining a pace of building and placing two tube sections per month. Subcontracts were let and soon an army of welders set to work fabricating the steel skin of the sections at the Bethlehem Shipyards.

First came the tube shell, constructed from 3/8-inch steel plate and reinforced with steel T-beams set six feet apart. The inside of the completed shell was then laced with steel reinforcing bars for concrete. After a section was completed and watertight bulkheads placed at each end, it was launched from the shipways and towed to a nearby dock. Here, about 70,000 square feet, or 4,200 cubic yards of concrete was poured to form the 2.3 foot thick interior walls and track bed.

The first of the 57 sections was launched in February of 1967. Barely buoyant after the addition of the concrete, it was towed gingerly out to its assigned position. There it was weighted with 500 tons of gravel ballast placed in bins on top of the section, and slowly lowered into place. Final weight of each section is approximately 10,000 tons.

Meanwhile, excavation of the trench was progressing. For this job, the contractors had assembled a small navy of specialized vessels and clamshell dredges to cut a ditch in the bay floor 70 to 100 feet deep, sloping to a 60-foot wide bottom, in all, the contractors removed about 5.7 million cubic yards of material, a considerable earth-moving job even on land, much less 135 feet beneath the water's surface.



In February 1967, the first of the 57 sections used in BART's Transbay Tube was launched like a ship. The sections were towed to a nearby dock, where 4,200 cubic yards of concrete were poured in to the interior to form the 2.3 foot interior walls and track bed.



At the same time, surveyors worked around the clock with construction crews to keep the trench precisely aligned through two horizontal and six vertical direction changes. Using lasers from shore positions, engineers were able to pinpoint the exact position required for the dredge barges.

To permit leveling of the tube to exact specifications, the engineers specified that a two-foot layer of gravel bedding be placed along the entire length of the trench. This required some special ingenuity. To place and level the gravel, the contractor specially designed a large "screened barge" 85 feet wide, 240 feet long and floating 44 feet high on pontoons. Installed on top was a traveling bridge which carried the machinery for funneling gravel to the floor, and for moving a box-like leveling device called a "screed."

### TUBE REPLACEMENT

Once the trench was ready, another specially designed rig had to be built to lower the heavy tube sections into place. It consisted of two barges, connected by means of overhead "bridges," separated just enough to nestle a floating tube section between them.

Lowering a tube section in zero-visibility deep water compounded the challenge. Engineers met this challenge by devising a sensitive system of hydraulic controls and strain gauges, permitting operators to monitor the weight on all four corner connections at once and thus keep the giant sections level during descent. This equipment was so sensitive the contractor could control the longitudinal and transverse position of the sections to within an inch.

From shore positions, surveyors were able to get an exact fix on each tube's required alignment before lowering sections into place. This was done through the use of a specially devised optical plumb line centered from a temporary lookout tower on the tube section itself. Divers were used to help guide the tubes into position for coupling to the preceding section. The 366-foot barge was furnished with two decompression chambers into which the divers could move promptly upon surfacing.

Once in place, each new section was snuggled tightly against the previous one by means of four 50-ton railroad type couplers, hydraulically operated. The procedure was to lower the new section into line about two feet away from a tub section already in place, engaging the couplers, then activating the



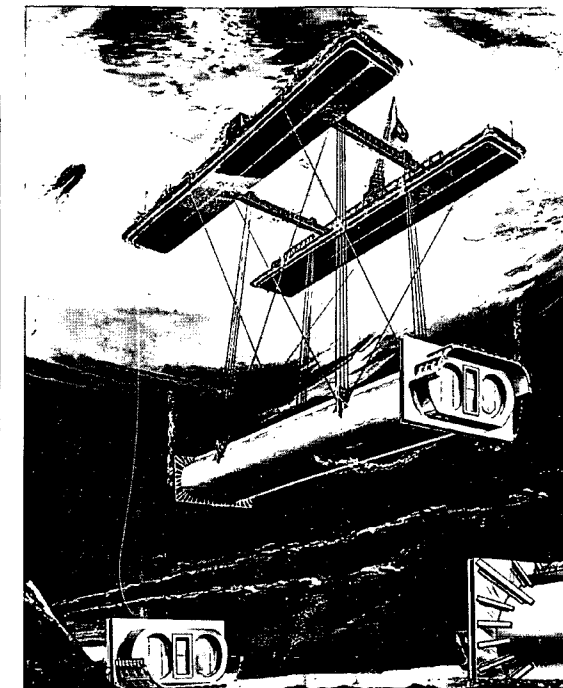
Late in 1968, here's how work was progressing on BART's Transbay Tube, when about three miles of tube was in place.

hydraulic rams to draw the new section tightly against the old section. Once this linkup was completed, a barge-mounted crane packed gravel and stone against the sides of the section to lock it in place. An additional five-foot layer of sand and gravel provides a top protective blanket.

Once the sections were joined and sealed by a neoprene rubber gasket around the rim, water trapped between the end bulkheads were bled off. Hydrostatic pressure then exerted enough force to keep the seal tight. Later the bulkheads were removed from inside the structure, and permanent steel connections welded into place. Concrete was added to complete the joint construction.

### VENTILATION STRUCTURES

Ventilation structures on both sides of the bay act as the terminal points for the tube. Through them, air is drawn into the tube and expelled as trains pass to and from. Also, four huge fans, each nine feet in diameter, clear the air in the tube in case of an emergency. Portions of the ventilation structures also serve as substations to feed traction power into the tube



In April 1969, the last section of the tube was lowered into position, completing the connection between Oakland and San Francisco.

from both ends, and house train control equipment. On the San Francisco side of the bay, the massive ventilation structure is a caisson located approximately 450 feet offshore and protruding 25 feet above the surface. At this point, the Market Street subway joins the tube at a depth of about 80 feet. Today one of San Francisco's major restaurants is located on top of the ventilation structure near the San Francisco Ferry Building.

### CATHODIC PROTECTION SYSTEM

To prevent corrosion of its steel skin from salt water electrolysis, the tube employs a cathodic protection system. This system consists of a series of positively charged anodes placed about 250 feet off both sides of the tube. Each anode is connected to the tube by armored cable. The steel surface of the tube, being negatively charged, attracts the positive ions, thereby preventing corrosion. Calcareous deposits built up on the tube skin, over an estimated 15-year period, will offer a protective coating and lessen the cathodic protection current requirements.

## BART'S TRANSBAY TUBE CHRONOLOGY OF EVENTS

October 17, 1920	January 1947	June 1957	November 1957	April 1962	May 1962	February 1967	April 1969	June 1971	September 11, 1972	January 29, 1973	May 21, 1973	August 10, 1973	November 5, 1973	September 14, 1974	September 16, 1974	January 17, 1974	April 15, 1979	September 14, 1984	September 16, 1984	November 15, 1989	September 16, 1994	October 16, 1995
General George W. Goethals, Panama Canal building, transbay tube plan proposed.	Joint Army-Navy commission recommends action for transit line beneath waters of San Francisco Bay.	California Legislature approves creation of five-county Bay Area Rapid Transit District.	District officially activated with first Directors' meeting.	San Mateo County officially withdraws from District.	Marin County officially withdraws from the District.	The first section of the Transbay Tube was placed in position.	Last section (Section #23) of the Transbay Tube was placed into position.	Last of system's mainline rail set into place on the Contra Costa line.	BART opened first 26 miles of system between Fremont and MacArthur Stations.	Richmond-Berkeley line opened, adding 11-miles to the system.	Concord line opened, adding 17-miles between MacArthur Station and east Contra Costa County.	First non-revenue train traveled through the Transbay Tube from East Bay to Montgomery Street Station, averaging 70 mph westbound and 80 mph eastbound.	Service begun between Montgomery Street Station and Daly City Station, bringing into operation a total of 63.5-miles of the 71.5-mile system.	Ceremonies inaugurating service in the Transbay Tube held at Powell Street Station.	First train in regular revenue service to operate in the Transbay Tube departed Fremont Station at 6 a.m. This was Train #101, with A-Car #237 as the lead car of this seven-car train.	A train caught fire in the Transbay Tube which resulted in the tube closing for 12 weeks and the launching of a major fire safety program systemwide including the refurbishing of the entire fleet of BART transit cars with fire resistant materials.	Transbay Tube reopened for revenue service.	Celebration of 10 years of service at Powell Street Station.	First decade of service. More than eight times the population of the State of California or over 195 million passengers have been carried through the Transbay Tube.	BART's Transbay Tube reached a record high of 228,480. Thousands of commuters switched to BART to get to and from work after the October 17 earthquake that rocked the San Francisco Bay Area.	Transbay Tube celebrates 20th anniversary with an anniversary party and special Tube tour.	BART's new train schedule goes into effect. The new schedules will add five trains, increasing the number of trains during peak hours to 50 from 45 and increasing the frequency of trains operating through the Transbay Tube to as little as 2.5 minutes from 3 minutes.

## LETTERS TO THE EDITOR

---

### BART doesn't need all that parking

**BART AN** air polluter? Who says so? The operative regional regulator of air quality says so.

Since 1994, the Bay Area Air Quality Management District has been telling BART it would be a good idea to discourage automobile commuting to BART stations.

Why? Because the many thousands of vehicles in station parking lots are a concentrated source of toxic emissions.

BART has ignored the warnings. It has built more and bigger parking lots and plans the largest of all right here in Millbrae. Local officials have done nothing to try to change BART's plans.

BART's so-called need to park 3,000 cars in Millbrae is a fallacy. The argument is that automobile commuters won't pull off the freeway and take BART unless they are offered free parking at the station. Untrue.

Our two present mass transit carriers can replace any parking garage. About 26,000 people ride Caltrain five days a week with minimal reliance on cars. SamTrans carries thousands more without huge parking lots.

Between them, carrying another 3,000 commuters to BART in Millbrae would be no sweat.

The problem is that no one ever really asked or expected Caltrain and SamTrans to do that. That's what BART should have done and failed to do.

Mass transit's job is to have all systems working together so commuters don't have to drive.

BART doesn't need parking for 3,000 cars. Millbrae doesn't need the air pollution they would spew out.

Taxpayers don't need a bill for millions of dollars to build something for which there is no need.

**James Kelly**  
San Bruno

# Measure G puts Millbrae parking in the spotlight

By Diane Sussman  
STAFF WRITER

MILLBRAE — What many voters in Millbrae believe is a referendum on BART may do nothing more than reduce the size of a parking garage.

Measure G on Tuesday's ballot is actually not about whether the BART extension to San Francisco International Airport will be built in Millbrae, but over the city's role in providing parking to future BART riders.

"There are more misconceptions about this initiative than you can imagine," said Ralph Petty, development director for the city, who has worked with BART for years to develop a plan for the city.

Much of the confusion stems from the fact that there are two garages planned for the city: a 2,000-space garage built by BART and an 800-space garage built by the city.

Millbrae is the end of an 8.2 mile BART extension from Colma that would link BART with Caltrain and provide BART service to San Francisco International Airport. In order to alleviate gridlock in Millbrae, BART has agreed to provide 3,000 parking spaces for BART riders. Although the federal government hasn't fully funded the project, the federal government has authorized a full funding grant agreement for the project, said City Administrator Jim Erickson. "It's a slam dunk," he said. "The government has never reneged on this type of agreement."

The initiative, called the Millbrae Mass Transportation Facility Control Act of 1997, would prohibit "those entities" bound by local zoning ordinances from "constructing any facility serving users of public transportation that is larger than 3,000 square feet, higher than 30 feet or contains more than 250 parking spaces."

Most people, Petty said, think the initiative is aimed at a 2,200-space BART parking garage to be located on Garden Lane, at the current Hertz site.

In fact, if passed, the initiative would have no effect on the BART garage because BART, like other mass transit organizations, is exempt from local zoning laws.

What will be jeopardized by the initiative is a second, smaller garage that the city planned to build on the west side of El Camino Real to alleviate traffic congestion at Millbrae Avenue and El Camino Real. Unlike BART, the city is not exempt from zoning laws. "The whole idea was to reduce trips," Petty said.

The problem, Petty said, is that many people don't understand the difference between the BART garage and the city garage. "This is not a component of the BART station," said Petty. "It's about a mitigation to a BART station by a local community. The initiative was sponsored by a grassroots movement of residents who believe a large parking lot would ruin the aesthetic of the town and add to its traffic congestion woes. "It's a quality of life issue," said Tom Williams, one of the principal organizers of the initiative. "No one wants giant concrete buildings overrun with commuters from other cities in one of the

most crowded intersections in town." It's no wonder people are confused by the initiative. Even the language is Orwell-speak. Yes on G means no on the garage, and, by theoretical extension, to BART. No on G means yes to the city's plans for a parking garage.

Although the city had not determined the dimensions of the garage, it had planned to provide 800 parking spaces. Because the spaces would help BART meet its 3,000 parking space requirement, BART had offered to contribute \$5.1 million, said Petty.

A 250-space garage would be "absurd," Petty said. "You could put about 20 cars on 3,000 square feet. To park 250 cars, you'd need about 30 stories and an elevator.

Furthermore, if the city cannot build the garage, the ball gets thrown back into BART's court because BART still needs to provide 3,000 parking spaces. "BART still has an obligation to mitigate traffic congestion," Petty said.

Finally, the initiative won't stop BART from coming to Millbrae. "Initiative or no initiative, BART is coming," Petty said.

# San Mateo County Times

Thursday, October 30, 1997

JACK KNEECE

**BART:** Despite denials, you can bet that backers of BART's proposed parking garage on Millbrae Ave. are sweating out Tuesday's election. Measure G, if approved by Millbrae, would ban such a large parking structure in the town. Passage of Measure G would be a strong message that key Republicans in Congress would not ignore when it comes to federal funding for the BART-SFO rail project. BART's funding stream is crimped seriously already. What it doesn't need is another indication that local folks deplore one of its planned components. That's one obvious reason SF officials plan a BART groundbreaking at SFO on Monday — day before the election.

# BART construction to start in San Bruno

By Gil Davis and Ronna Abramson  
STAFF WRITERS

SAN BRUNO — Residents here will get their first taste of BART construction Monday when they travel on the east side of the Tanforan Park Shopping Center.

That is where they will see workers for Homer J. Olsen Inc. tearing out trees and bushes from Sneath Lane down to Forest Lane. Laborers will also dismantle a chainlink fence and nearby railroad tracks.

Once the area east of Huntington Avenue is cleared, workers will build a new Huntington Avenue east of its present route. The new road will include two lanes in each direction separated by a landscaped median, said Dave Madden, a BART spokesman.

He said the present Huntington Avenue will then be removed so BART can install its underground tracks and a station just east of the Tanforan shopping mall.

The construction is some of the first for a \$1.167-billion project to extend the BART subway from Colma to Millbrae with a link to San Francisco International Airport. The airport extension is scheduled to be completed in 2001.

BART will eventually move San Bruno's Caltrain station to a site just north of Interstate 380. San Bruno

council members recently decided the relocation should be permanent.

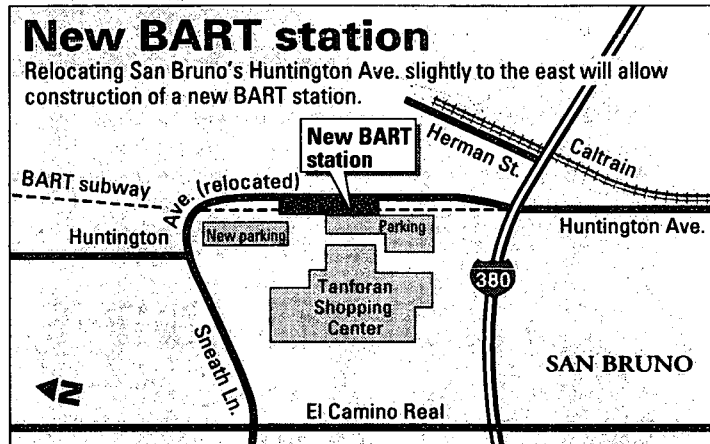
Under an agreement with the city of San Bruno, BART will build in phases from I-380 to San Bruno's southern border so there is no open trench spanning the entire stretch. This strategy is intended to preserve parking next to the railroad tracks, Madden said.

BART expects its board of directors to award in December the first major construction contract for the line, systems and track work. That major construction is expected to begin in March or April, he said.

In South San Francisco, the same contractor will be building a temporary parking lot for the South San Francisco Boys and Girls Club.

Madden said a 30-space parking lot is planned immediately north of the club with a new driveway onto A Street.

Existing parking along the east side of the club will be temporarily lost when



RAY LARSEN — Staff

work begins sometime next year on this section of the BART subway. Once the subway is completed, BART will replace some of the lost parking, leaving the club with parking lots on both the north and east sides of the complex.

Both the San Bruno and South City projects are part of a \$9 million contract for utility relocation and site preparation, Madden said. It was the first extension contract to be awarded by BART.

BART has established a Community Relations Department at the BART-SFO Extension Office at 979 Broadway Ave. in Millbrae. The public can get information by calling (650) 689-8365.

The BART station in San Bruno will occupy 12 acres, while the South San Francisco station will take up 15 acres, Madden said.

# LETTERS

## Ibarra responds

### Editor:

Just a couple of comments and corrections regarding my candidate profile.

First, I do not welcome BART with "open arms." That would be a little overzealous for my liking. However, I do cautiously accept BART's expansion to SFO, and even agree that the current route through San Bruno is the best that can be expected. I have, and will continue to be, concerned for the well-being of our city during the entire construction.

Second, I do not own property downtown. I was misunderstood when discussing "my building," a new constructed office building which I designed and is located on San Mateo Avenue. It is accurate to state that the city would guide and assist the owners and merchants in a concerted partnership in revitalizing the downtown.

And thirdly, I do not manage the San Bruno Girls Softball League. Managing one team, the Fillies, is more than enough for me to handle.

I would like to thank Sheri Baker Rickman and the Sun for the service and attention. These were just a few clarifications which I thought were necessary.

**Ken Ibarra**

**San Bruno Councilmember**

**Editor's note:** The Sun stands by its reporting of Ken Ibarra's position on welcoming BART.

## No on G

### Editor:

I am writing in rebuttal to some of the points made by the proponents of Measure G in Millbrae and to make some of my own. As a Millbrae resident, I fully support the proponents' stated objective of maintaining the quality of life in Millbrae.

But, Measure G does not achieve this objective. There are several serious flaws in the proponents' arguments for Measure G.

- Most importantly, despite the campaign slogan to "Stop the Big Garage," Measure G will have no effect on what BART does. All that this measure does is prevent the city's efforts to minimize the impact of the BART extension on Millbrae. The 3,000-car garage that the proponents of Measure G rail against is going to be built, there is nothing that Millbrae can do to stop it.

- Consider the alternatives of building the 3,000 car garage that BART will build, and the smaller garage that the city proposes to build on the west side of the CalTrain tracks. Either BART and the city can build more, smaller garages to accommodate the demand for parking that will come with the BART extension, or if fewer spaces are built, then the excess will find parking on city streets. Neither of these alternatives is very attractive; the first will cause even more city commercial and residential space to be destroyed to make way for parking, and the second will cause serious crowding on city streets. We have a local example of what happens if BART stations are built with inadequate parking. Before BART was extended to Colma, there was not enough parking at the Daly City BART station, and the overflow spilled onto the streets around the station.

- The proponents' citation of a lack of development around the Daly City BART station is not a relevant comparison. The Daly City station is in a residential neighborhood, which limited the development potential. Further, Daly City never really made efforts to take advantage of BART. Conversely, the Millbrae BART station will be in a commercial area and the city

already making plans to put in place BART-oriented development. All of the commuters for other communities that the proponents of Measure G seems to object to are also potential customers. It is possible to profit from these commuters; the Rockridge and Orinda stations are two good examples.

- The proponents claim that BART will have an adverse effect on the 101-Millbrae Avenue interchange. But, in response to the projected increase in traffic associated with BART and the airport expansion, significant upgrades to the interchange are already planned with financial support for the airport.

- Instead of fighting a fight against BART that we cannot win, Millbrae needs to try and make the most of the opportunities that BART presents, and try to minimize the adverse consequences. The city's idea of a smaller garage on the west side of the CalTrain tracks makes sense; it will reduce the volume of traffic passing through the already-crowded Millbrae Avenue-El Camino Real interchange. Further, BART has agreed to share the cost of this garage. Another factor to consider is parking in general. If there is not adequate parking for the BART commuters, the spill-over will have an adverse effect on local business when their customers have trouble finding parking. It will also be essentially impossible to generate successful commercial development around the BART station if there is a parking shortage.

- My final point is one that I have not seen raised by anybody. Every creditable economic study that I know of shows that ready access to good public transit significantly increases housing prices. Thus, the BART extension will provide a windfall to all

Millbrae homeowners. The city will also benefit from this through increased tax revenues as property turns over.

While I agree that there are disadvantages to the large parking structures proposed in conjunction with the BART extension, I firmly believe that Millbrae will be better off if the garages are built than if they aren't. Please, vote No on Measure G.

**Claran S. Phibbs, Ph.D.**  
**Millbrae**

LETTERS

**Yes on G**

**Editor:**

I have reviewed BART's plans for Millbrae and feel our quality of life in Millbrae is in great danger. BART's grandiose plan does not fit our community. Millbrae's station and free garage is so important to BART that BART doesn't consider its impact on the community. A five-story, 3,000-space garage and a terminal bigger than three football fields will not enhance Millbrae. The Environmental Impact Report for BART's plan states that it will:

- adversely affect economic activity and tax revenues in Millbrae.
- expose nearby residents to significant noise levels.
- create noise impacts for Lomita Park Elementary School.
- adversely affect traffic at the intersection of El Camino Real and Millbrae Avenue.

Our "quick trip" to the doctor, will not be so quick. And lights from the garage will keep us from ever seeing stars in the night sky. Voting yes on Measure G will:

- send our message to Washington that we don't want BART to ruin our community. The federal government stated that it will not fund a project not accepted by the community.

Without the garage, we will force BART back to the drawing table for a plan that fits into our little city of Millbrae.

Lets learn from BART in Colma, Pleasanton and Fremont and not allow the same in Millbrae.

Vote Yes on Measure G, and for the candidates for City Council who support Measure G.

**Julie Brown, Member  
Right to Vote Committee,  
Yon G  
Millbrae**

**Residents are asleep**

**Editor:**

Rip Van Winkle syndrome runs rampant in Millbrae. Residents

are sleeping through important decisions for the forthcoming election of Nov. 4.

As I campaign for citizens to get out and vote, I am amazed at the complacent attitude. This election is an opportunity to turn the City Council and school boards around. Responses like "I have no children in school, so why vote?" Lady, school boards are about taxes and budgets, not education.

Let me tell a story about a beautiful woman named Veronica who came to America through Ellis Island. Upon becoming a citizen, she wanted to vote (ballots were only written in English, then). Veronica learned English well enough to make election day an important occasion as she went to the polls in the Marina of San Francisco dressed with hat and gloves. She voted at all the elections until she became too ill, then used the absentee ballots. Veronica voted until her death at 90.

Explain to me, why citizens do not use their inalienable rights to vote? Wake up, Winkles, your city of 3-square-miles and 30,000 will be overrun with BART and airport noise, also school boards and city council agenda of politics as usual.

Remember, Veronica. I do every day, for she was my mother!

**Theresa Alchera Cook  
San Bruno**

**Danger to Millbrae**

**Editor:**

In light of the current BART construction proposal in Millbrae, I consider myself and my community's quality of life to be in great danger. As a Millbrae resident, I am not looking forward to the construction of the oversized BART parking garage. In my opinion BART, with its grandiose construction proposal, simply fails to realize that the unique community of Millbrae cannot accommodate plans to

integrate such a facility.

As BART continues down its ongoing path of inefficiency and poorly-planned extension projects, it forces communities such as Millbrae to endure massive traffic congestion. Doesn't BART consider the impact this proposed parking facility will have as it invites commuters to travel into Millbrae? Millbrae residents will not be able to move throughout their own town! BART simply cannot dictate Millbrae's quality of life and force them to accept greatly increased traffic, deteriorating air and noise pollution and becoming an airport parking center.

I have currently become aware of Measure G on the Millbrae November ballot. I urge all Millbrae residents to carefully review this initiative that would limit the size of the proposed BART parking garage. Our community is at stake, we must vote yes on Measure G and send BART a message that they cannot ruin our town.

As BART looks toward its future Millbrae extension, I see only one alternative, Measure G. This is the only way Millbrae residents will not be inconvenienced by thousands of commuters wanting to park in Millbrae because we have the facility.

**Betty Borjas  
Millbrae**

**Garage hurts**

**Millbrae**

**Editor:**

BART considers its proposed Millbrae station and parking garage such a great idea for transit that it doesn't even stop to consider the effect it may have on the community itself.

BART cannot even maintain their facilities properly, keep their trains running, and offer a reasonable fare. But, the BART logic remains, as long as it is

good for them, it doesn't necessarily have to be good for the community it wants to impose itself on.

BART has their priorities backwards. A public transportation system should have the least impact on the community while providing the best possible service for the people. BART suggests that the proposed station and parking garage that will create 3,000 parking spaces and create a terminal larger than three football fields can be handled by Millbrae. This proposal is too large for the community of Millbrae. Traffic will be overwhelming and residents will have to fight the traffic every-day.

BART is breaking the golden rule of transportation when considering such a parking garage. The rule is to provide less parking so that commuters don't get in their cars to drive anywhere. Millbrae will turn into a parking lot if the proposed free parking garage is built. As a resident of Millbrae, I see no reason why this garage must be so big and so impacting on our quality of life. I will vote yes on Measure G to limit the size of this garage and allow for less of an impact on my city.

Is there any relief in site for the people that must rely on BART to plan their extension projects without ruining unique cities, such as Millbrae?

**Thomas W. Hagerty  
Millbrae**

## Millbrae holds special BART plan meeting

### **INDEPENDENT STAFF REPORT**

The Millbrae BART Station Specific Plan was discussed at a special public meeting last Wednesday at the Taylor Middle School Auditorium.

About 350 Millbrae residents filled the auditorium to beyond capacity for a question-and-answer session about the plan.

Community Development Director Ralph Petty fielded the questions after presenting the objectives of the concept plan.

The meeting was also attended by city staff and council, and members of the Planning Commission.

The plan maps out a series of

mitigation measures to limit harm to Millbrae's infrastructure and traffic during and after construction of the BART station east of Highway 101 off Millbrae Avenue.

It includes the controversial, city-planned parking garage on the west-side of the Caltrain tracks.

Petty said most of the questions were about the garage.

Consultant Roma Design Group, which drafted the concept plan, will take into account suggestions from the meeting in writing the next draft of the plan and the plan's draft environmental impact report; that should take about 10 months, Petty said.



## Pricey BART Escalators May Not Weather Time

### MATIER & ROSS

BART is spending \$38 million to rehab or replace 139 of its oft-broken escalators — but even as workers hammer away, the question remains: Will the new stairs work any better than the old ones?

"Probably not," one installer told us matter-of-factly the other day as he tinkered with the machinery at the Powell Street station.

Knowledgeable sources cite two key reasons:

■ Many of the breakdowns are caused by people jamming the escalators with coins and other small objects, and even with new escalators, that's not going to stop.

■ Many of the moving stairways are outdoors. As long as they're exposed to rain, dust and other elements, they'll continue to break down from time to time.

"They'll never fix the problem . . . unless they weather-protect them with a glass canopy," said one architect who designs public buildings.

BART spokesman Mike Healy acknowledged that weather had been "one of the biggest problems" affecting these notoriously out-of-service escalators, but said he hopes the new ones would

prove "more resilient."

BART had the option a couple of years ago of spending \$2 million to cover their outdoor escalators, but at the time, officials said they didn't have the money.

Instead, BART has opted to spend \$3.1 million a year trying to keep the system running with a staff of 28 full-time escalator and elevator repairers.

From the looks of things, it's been a losing battle.

Now, officials are betting on a systemwide makeover of the escalators — just part of a 10-year, \$1 billion BART face-lift being paid for, in part, by a 45 percent fare hike.

In San Francisco alone, BART is spending \$10.5 million to replace 19 of the system's most heavily used escalators with the new models — ones that Healy dubs the "Sherman Tanks" of escalators.

"These are tough babies," said Healy.

For \$500,000 apiece, let's hope so.

# Voters will decide size of BART station

## Election will also fill council seats in 13 cities in San Mateo County

By Eve Mitchell  
SPECIAL TO THE EXAMINER

San Mateo County voters will go to the polls in November to vote on a range of ballot measures and to select candidates for city councils, special districts and school districts.

Among the decisions faced by Millbrae voters is Measure G, an initiative on whether to limit a proposed BART station's maximum area to 3,000 square feet, its height to 30 feet and its garage capacity to 250 cars. Those numbers are far smaller than the 2,200-space, four-level garage and 165,000-square-foot station BART wants to build to serve as the terminus for its airport expansion.

BART officials and measure opponents say that, if the measure passes, it could only place local zoning limits on a proposed 800-space city garage that is intended to handle the overflow from the main BART garage. Measure G backers disagree.

In San Carlos, voters will con-

sider Measure I, a referendum on a controversial development plan approved in July by the City Council for the abandoned Laurel movie theater that has been dark for 15 years. The plan calls for a three-story, 42-unit apartment complex that would also include retail shops.

Voters in Belmont will consider Measure E, which would advise the City Council to consider using private and public funds to buy San Juan Canyon, a steep, rugged parcel of 171 acres near Highway 92, so it could be permanently preserved as parks and open space. The privately owned land is currently zoned for residential use and private stables.

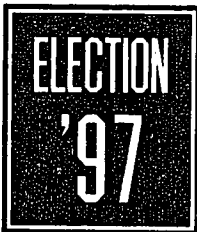
Portola Valley residents will vote on Measure B, which authorizes an additional utility tax to fund open space projects in the rustic community over a four-year period starting in July 1998.

In Colma, Measure H would extend a special property tax to help pay for fire protection and emergency response services until 2014. The current tax expires next October.

Measures B and H both need two-thirds approval from voters.

City council elections are slated for Belmont, Brisbane, Burlingame, Foster City, Half Moon Bay, Millbrae, Portola Valley, Redwood City, San Bruno, San Carlos, San Mateo, South San Francisco and Woodside.

Several school board and special district elections will also be held.



# BART extension groundbreaking date looks less firm

By Ronna Abramson  
STAFF WRITER

Now that it's time to break ground for the long-awaited BART extension to San Francisco International Airport, another hitch has developed — when to do it.

It seems not everyone Bay Area Rapid Transit wants to attend can make the Nov. 3 event, handpicked by Mayor Willie Brown's office without consultation with the transit agency.

"I am just real concerned scheduling this on a Monday precludes people from coming here from Washington," BART board President Margaret Pryor said Thursday.

In a letter mailed to Brown Wednesday, Pryor requested a later date, after Congress has ended this year's session.

"I would not want to deprive our House members and Senators of this deserving tribute," Pryor wrote.

BART and its list of attendees were ready for the original Sept. 15 date, but Brown decided the

timing was wrong. That date happened to coincide with a passenger-maddening strike against BART by three of its unions, which began Sept. 7.

So without telling BART, Brown announced to reporters there would be a postponement.

Members of the U.S. House of Representatives don't seem to have a problem with that date — Nancy Pelosi, D-San Francisco, and Tom Lantos, D-San Mateo — are both expected to join the hundreds of other "close friends" of BART, the airport and Brown.

But neither of the state's senators can make it.

Dianne Feinstein has a "conflict," while Barbara Boxer must be in Washington because it's the last week of the session and year, staffers said.

## BART approves pacts with San Bruno, Millbrae

FROM STAFF REPORTS

OAKLAND — BART's planned extension to San Francisco International Airport took another step forward Thursday when BART signed off on agreements with two San Mateo County cities — but not without objections from two directors.

The board unanimously approved an agreement with San Bruno that commits Bay Area Rapid Transit to building a BART police facility at the San Bruno station and requires city approval for construction work before 7 a.m. and after 7 p.m. Monday through Friday, among other things.

Directors Tom Radulovich of San Francisco and Roy Nakadegawa of Berkeley voted against a similar agreement with Millbrae.

Both cited concerns about the 2,085-space, four-story parking garage proposed for the Millbrae station and displacement of 202 affordable apartments on Garden Lane in Millbrae. The proposal also includes 915 parking spots in three surface lots.

"This is not . . . enlightened transportation planning," Radulovich said, predicting the Millbrae garage would provide free "satellite" parking for airport passengers taking short trips.

# Millbrae vote may hold fate of BART extension

## Zoning measure could rule out parking lot planned for commuter cars

By Eve Mitchell  
SPECIAL TO THE EXAMINER

MILLBRAE — Voters will consider a November ballot measure that supporters hope will force BART to scale down the size of a proposed end-of-the-line terminal for its airport extension.

Measure G calls for changing city zoning laws to limit any public transit facility to no bigger than

3,000 square feet, with a 30-foot height limit and a 250-space parking garage. The initiative was placed on the

ballot through a citizens' signature-gathering drive.

Proponents believe a big BART station and parking garage will generate more traffic and gridlock problems in Millbrae.

Opponents of Measure G, on the Nov. 4 ballot, say the initiative will not change BART's plans for its Millbrae station. Instead, they say, it will block the city from building an 800-space garage that would be financed in part with BART mitigation money. The city garage, which is still on the drawing board at this time, would be used to accommodate overflow BART traffic.

### Not one iota

The sides disagree about what would happen to the proposed BART station if Measure G passes.

"It will not change our plans one iota," insisted BART spokesman Mike Healy, referring to his agency's plans to build a 2,200-space,

four-level parking garage and a 165,000-square-foot terminal on a 15-acre parcel on the north side of Millbrae Avenue.

Healy said BART is a regional transportation agency exempt from local ordinances for the project.

Tom Williams, one of the measure's backers, said Healy's view is wrong. For example, Williams cited BART's compliance with San Francisco's domestic partners law, which requires companies doing business with The City to provide the same employee benefits to gay and unmarried couples as are provided to married couples.

"(BART) needs to abide by local laws," Williams said.

### Council backs BART

The Millbrae City Council backs BART's plans for the proposed station, which is part of the transit system's planned extension to San Francisco International Airport.

"(Measure G) is not going to stop BART," said Mayor Dan Quigg, a Measure G opponent. "We just don't want (local) zoning restricted."

Williams said Measure G supporters don't oppose a Millbrae BART station; they just want it smaller.

According to Williams, having 3,000 parking spaces set aside for BART commuters would increase traffic in Millbrae.

"(Commuters) from Menlo Park, Belmont, San Mateo and Burlingame, they're going to get in their cars and drive to the end-of-the-line BART station in Millbrae and get on BART and take it into San Francisco just like they now do at Daly City," said Williams, adding that commuters have the option of taking Caltrain instead.

"Two hundred and fifty (parking) spaces serves the demands of (Millbrae's) 20,000 population."

Quigg argues that if the city is

prevented from building the 800-space garage, BART commuters will park on residential streets.

"Just because you couldn't build doesn't mean they aren't going to come," said Quigg.



# City broke election codes, G proponent claims

**BY MARK SIMBORG**  
*Staff Editor*

A Millbrae resident and leading proponent of Measure G said the city has used unsound practices in the drafting of ballot arguments related to the measure.

Tom Williams, co-chair of the Millbrae Right to Vote Committee and co-drafter of Measure G, which proposes to limit the size of BART-related buildings in Millbrae, sent a letter to Deputy City Clerk Mary Lavelle last month claiming the city's ballot "Rebuttal to Argument in favor of Measure G" violates local election codes because it was authored by different people than the original argument.

The original argument is also in violation, another letter stated, because Mayor Dan Quigg and Councilwoman Doris Morse used their official titles in their signature designations.

"It's plain and simple and right there in the elections code," maintained Williams.

City officials said it's a matter of interpretation.

Codes 9282 and 9285 (a), which Williams' identified as the ones supporting his arguments, do not say the city must have the same authors for an original and a rebuttal argument, and neither places restrictions on ballot signature designations.

But according to 9282, "any

member or members of the legislative body" must be authorized by that body to sign the arguments as individuals.

"In this case, there was no authorization," said Peter Bagatelos, Williams' attorney.

Quigg said he and Morse were entitled to act as individuals because the argument did not go before the council for the council's support.

"I'm sure we could argue this back and forth but I think we can act as individuals and use the titles that we have earned," Quigg said.

Code 9285 states: "the persons filing the argument in favor of the city measure may prepare and submit a rebuttal argument;" but it doesn't specifically prohibit the use of different authors for related arguments.

County elections officials and Millbrae legal counsel Steve Meyers supported the city's arguments.

Measure G, which could kill a city-planned garage intended to mitigate traffic on the El Camino / Millbrae Ave. intersection, has been a source of contention since an initiative for the measure began early this year.

Measure backers claim the 800-car garage proposed for the west-side of the Caltrain tracks would invite more traffic and is unsafe for emergency vehicles. Supporters claim the garage is a

necessary mitigation measure; it would prevent a traffic bottleneck in the intersection and, combined with nearby street extensions, lessen the traffic impact of BART's large parking facility on the other side of the tracks.

The Measure will be voted on in the Nov. 4 election.

## Lobbyist group opposes station move

By Mark Adams  
STAFF WRITER

**SAN BRUNO** — The proposed relocation of the downtown San Bruno Caltrain station to a spot near Interstate 380 is being challenged by a transportation lobbying group.

Leaving the station downtown permanently would provide major economic benefits if it could be linked to a planned light-rail system at San Francisco International Airport, said Dan McNamara, president of the Train Riders Association of California.

Thousands of airport employees would have quick and easy access to San Bruno restaurants and retail establishments, he said, and the link could also attract new businesses, revitalizing the downtown area.

The station will be at least temporarily relocated to the site near I-380 in about a year to make room for construction of the BART extension to SFO.

The San Bruno City Council went on

record last month in support of the temporary move and will take another look at the issue Oct. 27 at the urging of Councilman Chris Pallas, who said Tuesday he prefers TRAC's idea over a permanent new site for the station.

"It's a better possibility," he said. "Let the station stay where it is."

SFO, which says it can't pay for the \$70 million cost of linking the rail system to the I-380 site because it's not on airport property, could foot the bill for a downtown connection under an agreement with the City and County Association of Governments, McNamara said.

SFO Airport Manager John Martin said last month that a long-studied Caltrain link to the airport rail system at a new I-380 station made the most sense of the alternatives explored, although SFO could not justify paying for it.

Martin was not immediately available Tuesday to discuss funding for a downtown San Bruno link.

McNamara said a connection would substantially increase sales tax revenue.

"It would simply be a boon for your city's economy," McNamara said in a recent letter to San Bruno Councilman Ken Ibarra.

Ibarra said Tuesday that he thinks McNamara is wrong. There are no indications that a downtown link to the airport rail system would increase business, he said, and no indication that SFO would be willing to create such a connection in the first place.

Ibarra said there are residences and a school in the area that would have to be considered if the light rail system were to loop downtown.

"That site (downtown) can only support what it has now," he said.

Councilman Pallas said the I-380 site is flawed and that the majority of people he has talked to want the station left where it is.

A light rail link could bring thousands of people downtown and would benefit the city in the long term, he said.

"I want people to look back 50 years from now and say 'they did the right thing,'" he said.

# Wilson veto puts card club on track

By Tyler Cunningham  
STAFF WRITER

COLMA — Gov. Pete Wilson vetoed legislation this weekend aimed at shutting down the controversial Lucky Chances club — a \$20 million, 60-table card room currently under construction here.

The bill, introduced by Assemblyman Lou Papan, D-Millbrae, originally aimed to halt the Lucky Chances project in mid-construction. It was later amended to merely require the state to consider denying a license to Lucky Chances based on its proximity to local cemeteries.

With the governor's veto, however, the state is not required to specifically consider the cemetery issue when granting gambling licenses. The veto allows Lucky Chances owners to continue construction confident that they will actually be allowed to open the casino once it's finished.

Papan challenged the club, saying that Nevada gambling elements were invading the tiny town. He said the boisterous crowds associated with gambling would disturb the contemplative atmosphere of the neighboring cemeteries.

His opponents, however, called the bill an attempt by a would-be card room operator to halt the construction under way of a competitor's casino. One of the bill's main supporters was Colma landowner Tom Atwood, who lost his bid to build his own card room when the Colma City Council awarded the project to Lucky Chances.

In his press release, Wilson said Papan's bill was unnecessary in light of another major

gambling bill signed into law this weekend. Wilson said that law, authored by state Senate President Pro Tem Bill Lockyer, D-Hayward, will allow the state to address the issue of location when deciding on gambling licenses.

Lockyer's law is a comprehensive effort to license, regulate, and oversee California's \$9 billion card room gambling industry. The law, which goes into effect in January, creates a new Division of Gambling Control within the Department of Justice to license and investigate card clubs, which are allowed in local communities after a vote of the people.

A three-member, part-time Gambling Control Board, appointed by the governor and confirmed by the Senate, will review contested decisions by the division. By Jan. 1, 1999, a five-member, full-time Gambling Control Commission, also appointed by the governor and confirmed by the Senate, will replace the board.

The regulation will be financed by a per-table assessment on card rooms that varies with the size of the establishment and is designed to raise \$5.7 million a year.

Lucky Chances operators, however, have said they may rush construction of their card room, hoping to open a small, five- or 10-table club before the first of the year, when Lockyer's bill becomes law.

By doing so, they said, they hope to avoid the possibility that provisions in Lockyer's law might be used to deny Lucky Chances' gambling license.

Meanwhile, opponents continue to fight Lucky Chances elsewhere. Atwood has appealed one of his three lawsuits aimed at stopping the club. And a group called the Colma Historical and Preservation Society, which consists of local cemetery owners, including Atwood, has requested that the state department of Alcohol and Beverage Control to deny Lucky Chances' liquor license based on its proximity to local churches.



## D.C. Transit-Funding Fight Sure to Affect Bay Area

By Benjamin Pimentel  
Chronicle Staff Writer

A legislative battle brewing in Washington could determine whether enough money flows into the Bay Area to pay for big plans to improve the region's highway, rail and bus systems.

The House and the Senate are nearly \$75 billion apart on how much money to allocate for transportation over the next six years.

For the Bay Area, which gets about one-fifth of the money allocated to California, that could mean a \$150 million difference each year in how much the region would get to maintain roads, run buses and fix bridges.

"You can retrofit the Golden Gate Bridge with that," said Steve Heminger, the Metropolitan Transportation Commission's manager of legislative and public affairs. "You could probably build a couple of BART stations with that. You can fill a lot of potholes. And that is roughly the operating budget of AC Transit."

The landmark federal law that has helped pay for such projects as BART's planned extension to San Francisco International Airport and bike racks along Highway 101 in Marin County expired last month — and congressional leaders can't agree on what should replace it.

The Intermodal Surface Transportation Efficiency Act of 1991, better known as ISTEA (pronounced "ice tea"), set aside \$155 billion to improve mass transit systems, maintain the national highway system, curb air pollution and make roads safer.

Financed mainly from the federal gasoline tax — currently 18.3 cents per gallon — the program helped support about \$2 billion worth of Bay Area transportation projects over the past six years, according to the MTC.

### COMMUTER CHRONICLES

Some of the region's major transportation goals, most notably the \$1.2 billion BART-to-SFO extension, are being financed through ISTEA — and will need continued federal support through a similar program.

#### Balanced Budget Fight

Late last month, the House decided to postpone a decision on a replacement by passing a bill extending the law for six months until March 1998. But the Senate is pushing to come up with its own bill now. The impasse may be decided this month.

The dispute centers on money: With Congress aiming for a balanced budget, states and metropolitan areas may end up fighting over a smaller piece of the federal transportation pie. This has some Bay Area transit officials worried, although no area project is in immediate danger of running out of money because of the delay.

"This is about how when we go the pump, we pay 36 cents in tax, and this is how half of that money is spent," Heminger said. "This is about how much California is going to get in return for the taxes we pay and how we are going to spend that money."

One issue is whether ISTEA will continue to funnel money into specific-purpose programs or whether all the money will simply be given to states as block grants.

For example, funds for a \$15 million project to rehabilitate BART trains have come from a pot meant to improve air quality by encouraging more people to use public transit.

#### Program's Size an Issue

Another ISTEA program, meant to improve roads and traffic flow, paid for \$120,000 worth of TV cameras near major approaches to the Bay Bridge to help San Francisco traffic officials monitor congestion. These types of projects could be in jeopardy if the programs were canceled.

To the relief of Bay Area politicians and transit planners, the more radical proposals for a new law — particularly those that would drastically cut transit funding intended to improve air quality — have been dropped.

That's a relief to Representative Ellen Tauscher, D-Walnut Creek, a member of the congressional committee dealing with the issue. "ISTEA has been an overwhelming success and is greatly supported by local and state government because it provides them with a lot of flexibility," she said.

However, the House and the Senate remain at odds over how big the program should be.

The current Senate proposal would allocate about \$145 billion over six years, while the House version would set aside \$218.4 billion. To the consternation of many Congressional leaders, the House proposal would breach the balanced-budget deal by about \$13 billion.

#### Gasoline Tax Use Debated

Part of the debate centers on how federal gas tax revenues — which go to the Federal Highway Trust Fund used for ISTEA projects — are supposed to be used. Traditionally, a portion of this amount has been used to help reduce the deficit.

Some congressional leaders want the whole amount dedicated

# San Francisco Chronicle

NORTHERN CALIFORNIA'S LARGEST NEWSPAPER

Monday, October 13, 1997

Pg. 2  
Cont...  
TRANSIT:

## ISTEA IN THE BAY AREA

*The 6-year-old federal ISTEA program, which expired last month, helped pay for more than 430 projects in the Bay Area totaling about \$500 million over the past six years. The region expects even more money under the still-undefined new program.*

### ■ HIGHWAY 237 UPGRADE

The Santa Clara County Traffic Authority received \$16 million to eliminate traffic signals and build interchanges on Silicon Valley's major east-west artery.

### ■ THE NEW PORT OF OAKLAND INTERMODAL TERMINAL

Oakland received \$9.4 million for this new facility meant to accommodate three railroads that serve the port.

### ■ BAY AREA SERVICE FREEWAY PATROL

The MTC and the California Highway Patrol received \$3.3 million for this special traffic assistance group with a fleet of 50 specially equipped tow trucks. The patrol roams Bay Area freeways looking

for travelers in trouble or for road debris that must be cleared.

### ■ PETALUMA BICYCLE TRAFFIC IMPROVEMENTS

Petaluma received \$200,000 to install traffic signal equipment that made it easier for bicycle riders to commute through the city.

### ■ BART RAILCAR REHABILITATION

BART received \$15 million to replace parts, reupholster and rebuild its fleet of 440 railcars.

### ■ BART TO S.F. AIRPORT

BART is expecting \$750 million from the federal government to pay for the expansion project, all from the new ISTEA. BART has received \$83 million in federal funds from the 1991 ISTEA.

to transportation.

"We tax Americans every time they go to the gas pump, and they believe that it's being used for paying for new construction and maintenance of roads — and we're not spending that money," Tauscher said. "We have to be fair to the American people and use the highway trust fund for transportation instead of masking the deficit."

Heminger said a smaller ISTEA budget could also rekindle disputes among the states over how much federal transportation funding they should get.

For example, under ISTEA, more densely populated northeastern states, such as New York and New Jersey, received about \$1.40 for every dollar each contributed to the federal transportation fund, while southern states like Georgia and Alabama received only about 70 cents each.

California received \$1.06 for every dollar it contributed.

The new House proposal is aiming for a more even allocation, but transit advocates worry that this could lead to a smaller share for the bigger states, including California.

"Our concern remains that if there isn't an adequate level of funding in the bills that there may be efforts to delete programs to compensate some of the states," Heminger said.

### Looking to the Future

Some transit advocates also criticized the MTC's support of such big projects as the BART-to-SFO extension, which they say could suck up many of the federal dollars that could be used for other projects.

"It's a very bad situation for the Bay Area because the MTC has decided to put all of its eggs in that project," said Jon Twichell, a transit planner critical of the project.

Tauscher said she hopes the House version will prevail.

"We're very pleased that we have been able to retain the components of the original ISTEA," she said. "But we have this looming problem: We're not making the appropriate level of investments in infrastructure."

## Wilson's right-of-way veto disappoints BART officials

FROM WIRE REPORTS

BART officials bent on getting their extension to SFO going were irked Thursday over Gov. Pete Wilson's veto of a bill granting them special rights to take over a key piece of Colma land.

"We have an agreement with six of the seven cemeteries," BART spokesman Ron Rodriguez said. "The seventh is holding out."

The skinny piece of Southern Pacific right of way measures just 1,000 feet by 60 feet, the spokesman said.

He said offers to construct tracks underground and other concessions have not moved the landowner of the Cypress Lawn Memorial Park to sell.

Assembly Bill 176, written by Kevin Shelley, D-San Francisco, raised hope that the transit district could step over

curbs on eminent domain rights in cemeteries, but Wednesday the governor said it would be unfair to Cypress Lawn to change existing law in order to solve a local dispute.

On Thursday, the San Mateo County Transportation District directors approved the agreements with the other six cemeteries for the northern leg of the 8.7-mile extension project. BART directors are scheduled to take up the matter today, Rodriguez said, adding that they may discuss the ongoing Cypress problem. The cemetery owners have also filed a civil suit challenging BART's environmental documents.

BART spokesman Mike Healy said it's not clear what will happen in the wake of this week's setback, but he acknowledged the agency has to acquire the property somehow.

## **Casino foes hope to block liquor license**

Foes say if they can't block the December opening of a \$20 million cardroom in Colma, they hope to at least stop gamblers from boozing near surrounding cemeteries.

Critics of Lucky Chances casino want the state Department of Alcoholic Beverage Control to deny a liquor license to the casino based on a law that allows liquor bans near churches and hospitals.



It's the latest bid by cardroom foes who have failed to kill Lucky Chances in two elections. Cardroom opponents also lost a

crusade to recall the pro-casino city council last month.

They've even pushed legislation to the governor's desk that would allow the state gambling commission to deny licensing to a casino bordering "cities of repose." The bill was tailor-made for Colma, where there are 17 cemeteries, with 1,200 living inhabitants and more than a million "subterranean" residents.

## Congress OKs \$29.9 million for BART line to S.F. airport

WASHINGTON — The Bay Area Rapid Transit District will receive \$29.9 million in 1998 for the San Francisco Airport extension under a transportation bill passed by both houses of Congress on Thursday.

The funds are part of a \$42.2 billion Transportation Appropriations bill approved by the House by a vote of 401-21, and cleared unanimously in the Senate.

The money is part of the \$750 million the Department of Transportation promised to BART in July to help fund the four-year \$1.17 billion project.

The BART extension is expected to carry 68,000 people to the airport daily. BART, which has not received federal assistance for operations, currently carries 265,000 passengers per day.

"This money puts this project on the right track and avoids further delay," said Rep. Nancy Pelosi, D-San Francisco, who sits on the House Appropriations Committee. "Extending BART to the airport will improve the quality of life for the Bay Area as we move into the 21st century."

The bill, which also included \$21.4 million for the San Jose Tasman West Light Rail, is expected to be signed by President Clinton later this month.

---

### AROUND THE BAY

---

is quitting to take a position created for him in San Francisco.

Bonner was named San Francisco Mayor Willie Brown's "chief economic development policy adviser in charge of special projects."

His duties will include overseeing major projects such as the 49ers stadium and mall, the new Giants ballpark and the Mission Bay project, a 315-acre development to be built South of Market.

The San Francisco Redevelopment Agency unanimously approved a three-year contract that will pay Bonner a base annual salary of \$160,000, \$29,000 more than the mayor.

Bonner, who came to Oakland 18 months ago to serve as the city's Community and Economic Development Agency director, will assume his San Francisco duties later this month.

— Wire reports

# Transit bill gives BART \$30 million

---

## Measure will help fund SFO link

---

By Elliot Zaret  
STATES NEWS SERVICE

---

WASHINGTON — The Bay Area Rapid Transit District will receive \$29.9 million in 1998 for the San Francisco International Airport extension under a transportation bill passed by both houses of Congress.

The funds are part of a \$42.2 billion Transportation Appropriations bill approved Thursday by the House by a vote of 401-21, and cleared unanimously in the Senate.

The money is part of the \$750 million the Department of Transportation promised to BART in July to help fund the 4-year, \$1.17 billion project.

The BART extension is expected to carry 68,000 people to the airport daily. BART, which has not received federal assistance for operations, currently carries 265,000 passengers per day.

"This money puts this project on the right track and avoids further delay," said Rep. Nancy Pelosi, D-San Francisco, who sits on the House Appropriations Committee. "Extending BART to the airport will improve the quality of life for the Bay Area as we move into the 21st century."

The bill, which also included \$21.4 million for the San Jose Tasman West Light Rail, is expected to be signed by President Clinton later this month.

## Pickets campaign against BART plan

By Diane Sussman

STAFF WRITER

MILLBRAE — Fifteen people, including three City Council candidates and a 3-year-old, demonstrated outside BART offices here Wednesday to protest the scope of a BART project planned for the city.

Waving signs that read "Quality of Life" and "Going Nowhere with BART," the protesters complained BART's Millbrae terminal and extension to the San Francisco Airport will increase congestion, traffic and pollution in the city.

The protesters were out drumming up support for Measure G, an initiative to scale back BART that will appear on the November ballot. At the center of the controversy is a large parking structure that opponents say is too big for the town. The initiative was drafted by the Millbrae Right to Vote Committee.

City officials have countered that, if passed, the initiative could be unenforceable because BART is not subject to local zoning laws.

Protesters held the demonstration Wednesday because BART scheduled a meeting to inform contractors about submitting bids for building the terminal and parking structure. Protesters maintain that BART does not have money to pay for the work yet, but BART officials deny that.

## **Panel OKs \$30.4 million for BART link to S.F. airport**

WASHINGTON — A conference committee Tuesday approved \$30.4 million in appropriations from the 1998 fiscal year budget for the BART extension to the San Francisco International Airport.

The Congressional Appropriations Committee is responsible for reconciling the House and Senate transportation appropriations bills. The House had appropriated \$54 million for the BART project, while the Senate had set aside \$13 million. The final appropriation approved by the committee roughly splits the difference between the two proposals.

The new line will extend about 7.4 miles south from Colma to Millbrae with an additional 1.3 miles of track running east-west serving the airport making it an 8.7 mile project.

Pre-construction activities, including utility relocation and site preparation, began in August. Construction is expected to start on the main line in early 1998 and on the Millbrae Station by the end of the year.



# San Francisco Chronicle

NORTHERN CALIFORNIA'S LARGEST NEWSPAPER

Wednesday, October 8, 1997

## ■ REGION

### **\$30 Million Earmarked For BART-Airport Work**

BART officials yesterday expressed pleasure that congressional leaders appropriated \$30.4 million in next year's budget for the BART extension to the San Francisco airport.

The appropriation, announced in Washington yesterday by a conference committee charged with reconciling Senate and House transportation measures, represents just over 4 percent of a total federal commitment of \$750 million to the project.

Other funds for the nearly \$1.2 billion project will come from the San Francisco airport, the Metropolitan Transportation Commission, the California Transportation Commission and the San Mateo County Transportation District.

"I think we can move forward with full confidence," said BART board President Margaret Pryor.

# San Francisco Chronicle

NORTHERN CALIFORNIA'S LARGEST NEWSPAPER

Wednesday, October 8, 1997

## Wilson Acts on Bills, From Body Piercing to BART

He faces October 13 deadline on legislation

By Greg Lucas  
Chronicle Sacramento Bureau

### Sacramento

Governor Pete Wilson vetoed a bill yesterday aimed at helping BART link with San Francisco International Airport.

The measure was among dozens acted on by the GOP governor yesterday. He faces an October 13 deadline to act on all bills sent to him by the Legislature before it adjourned in September.

It was a bad day for teenagers.

In January, minors will be required to get their parents' consent before getting pierced and will no longer be able to drive large motorboats.

The BART extension bill, by Assemblyman Kevin Shelley, D-San Francisco, was BART's attempt to to resolve a dispute between it and Cypress Lawn Cemetery in Colma.

"While I am in support of extending BART to the San Francisco Airport, this bill would infringe on the rights of the owners of Cypress Lawn to negotiate a fair and equitable agreement," Wilson wrote in a veto statement.

The bill would have allowed

BART to use eminent domain to acquire a necessary right-of-way through the cemetery if a negotiated agreement could not be achieved between the two parties.

Cypress Lawn has set a high price on the land — a price BART has balked at paying. The owner of Cypress Lawn also was the backer of a bill still awaiting action by Wilson to shutter a card club in Colma.

The body-piercing law, by Assemblyman George Runner, R-Lancaster, imposes a \$250 fine on anyone who pierces, or offers to pierce, the body of a minor unless a parent is present or has provided written permission.

Neither the minors nor their parents would be punished. Ear piercing is not covered by the bill.

"Given the possible health and safety risks associated with body piercing, parents should be involved in this decision," Wilson said in a statement.

The end to piloting motorboats came in a bill by Senator Herschel Rosenthal, D-Los Angeles, which prohibits persons under age 16 from operating motorboats longer than 30 feet with engines of more than 15 horsepower.

## Panel OKs BART funds for extension in 1998

FROM STAFF REPORTS

In a mix of good and bad news for the BART extension to the San Francisco International Airport, a key congressional committee on Tuesday approved next year's funding for the project, while Gov. Pete Wilson rejected a bill that would have cleared a major local obstacle.

A conference committee charged with reconciling U.S. House of Representatives and U.S. Senate transportation appropriation bills agreed to give \$30.4 million in continuing federal funds to the \$1.2 billion next year.

The House's had given Bay Area Rapid Transit \$54 million. But the Senate, fueled by other states' fears that BART would hog other transportation funds, budgeted only \$13 million.

BART officials said the final award reaffirms Congress' commitment to the

8.7-mile extension, expected to break ground by the end of the year.

However, still blocking BART's path is Cypress Lawn Cemetery in Colma. The cemetery, which owns a 1,000-foot strip of land needed for the project, has filed a lawsuit challenging BART's environmental impact report for the project.

BART officials had been counting on legislation designed to get around state law banning public agencies from exercising public domain to use a cemetery's land. Vetoed by Wilson, the bill would have made an exception for BART on Cypress Lawn, allowing the transit agency to obtain the land at fair market value.

That leaves BART in court and at the bargaining table in its effort to secure the right-of-way.

### **Transit to museum site**

Regarding Margaret Brodkin's claim (letter, Oct. 3) that residents will patronize a new de Young Museum in sufficient numbers if it remains in Golden Gate Park: I doubt it.

Brodkin fails to consider that BART, direct Muni lines and other forms of Bay Area public transportation are inaccessible to the park. The fact is that 300,000 San Francisco residents do not own cars. Millions of tourists arrive annually without cars. A museum at the Embarcadero would become readily accessible to all who have to depend on public transportation to get there.

I am a senior without a car. I have never ventured to the de Young in Golden Gate Park on Muni because of the difficulty in getting there. But from my home in Noe Valley I could reach the de Young on the Embarcadero in 20 minutes. The ride would be speedy and direct on Muni.

A new de Young at the Embarcadero would make the museum widely accessible to all non-car patrons as well as car owners who might choose not to drive. Convenient, swift public transportation to the museum is essential for locals and tourists alike if the new de Young is to survive both financially and artistically.

**JERRY WALKER**  
*San Francisco*

## **How will BART reduce our pollu- tion?**

### **Editor:**

Millbrae City Administrator Jim Erickson says the City Council has "demanded" that BART "minimize parking and traffic problems." He raises interesting questions.

"Minimize" means to reduce to the lowest level possible. Since BART station parking is an identified source of regional air pollution, how can the level in Millbrae be reduced by building 3,000 free stalls for BART's automobile commuters? Millbrae traffic is congested now. How can more of it spell relief? From BART's own studies, we know the Millbrae station will slow cars on 101 and bring more traffic onto and across El Camino Real.

Since 1994 the Bay Area Air Quality Management District has held that BART is creating, not reducing, air pollution by encouraging a drive-up commute with the lure of free parking. Thousands of cold started cars at stations from Colma to Pittsburg produce emissions at the highest rate. That negative effect, required to be reported under state environmental law, was not divulged or addressed at local hearings on BART's SFO-Millbrae extension. Nor was the friendly word of warning BART directors received from the regional air-quality agency in December, 1994. There is thus reason to question the adequacy of BART's environmental-impact report.

If BART can ignore state law and a reputable regional agency, will it honor little Millbrae's demands? Maybe there's even less hope for residents who seek relief at the ballot box, through a measure that would rein in BART's grandiose station plans. At least the Mass Transit Limits initiative nails the problem for what it is - which is more than Millbrae officials or BART have had the courage to admit.

**James W. Kelly  
San Bruno**

# San Bruno picks BART watchdogs

**BY SHERI BAKER RICKMAN**  
*Staff Reporter*

When BART extends tracks through San Bruno to SFO and beyond, residents will have an extra source of information on the project.

The City Council recently appointed seven residents to the BART Neighborhood Committee to act as liaisons, providing input and disseminating information to the public during BART construction.

Each neighborhood directly affected by construction, and the San Bruno Park Elementary School District, has a representative:

- Belle Air neighborhood — Scott Buschman.
- First Addition neighborhood — Rose Urbach.
- Fifth Addition neighborhood — Teresa McIntosh.
- Lomita Park residential area — Theresa Cook.
- San Mateo Avenue downtown business district — Barry Gevertz, owner of Lullaby Lane.
- San Bruno Avenue business district — Al Stockton, San Bruno Lumber.
- Montgomery Avenue industrial and residential area — Laural Caine, business owner and resident.
- San Bruno Park Elementary School District — Angela Radosevich-Addiego, Belle Air School principal.

Dave Madden, a BART representative, was also added as an "ex-officio" committee member. This sparked one council member to question the move.

"[Madden] works for BART," said Councilman Chris Pallas. "That's like putting the fox in the hen-house."

Pallas said because Madden is employed by BART he would make decisions and give information that will benefit his employer.

Madden said he would not have voting power and would only act as a liaison between the city and BART.

Mayor Ed Simon, who sits on the city's BART Committee, said the neighborhood committee needed a person from BART to ensure information on the project was accurate.

Pallas stressed he only wants to make sure San Bruno "isn't hurt" during construction.

Originally the city only wanted to appoint seven representatives, one each from affected neighborhoods. Theresa Daem, superintendent of San Bruno Park School District, requested the city add a district representative.

**EDITORIAL**

## Traffic concerns take center stage

Tom Williams is one of the major proponents of Measure G, an initiative to stop the construction of parking facilities in the city to house 3,000 cars. Williams believes that many cars will be damaging to the city and a major source of air pollution.

Therein lies the key issue in this BART referendum. The comprehensive Environmental Impact Report that was done on the BART station in Millbrae, said that it was imperative to build a 3,000-car facility to mitigate the traffic problems in the city.

Williams argues that it would be better if commuters who want to use BART hop Caltrain in the south and then make their transfer in Millbrae. By doing that they would keep their cars from entering the city, save gas and air pollution by driving less and prevent traffic from impacting the city.

This argument is logical. But is it the way travel takes place in the real world? Would commuters who live south and want to use BART into the city, leave their cars at home, or at Caltrain stations to park, hop the train and then transfer to BART in Millbrae?

Or would commuters do what we have seen

them do so often in the past? Would they drive their cars into Millbrae, park on the streets of the city and then take BART into either the airport or San Francisco?

If they did that, it would present a major problem for the city. It would impact the city streets, just as the EIR study showed.

On the other hand, if the cars came to the city and parked in the garage, that would take the cars off the streets of Millbrae and put them into a facility. That sounds like a lot less impact to us. It would also provide an opportunity to bring some needed revenues to the city with the possibility of a hotel, a cinema and retail stores. The tax base of city pays for city services, something Millbrae residents can appreciate, whether it means more police on the streets, or better fire equipment to fight emergencies.

Measure G may have the best of intentions, but we believe the passage of this initiative will leave Millbrae without a plan to mitigate oncoming traffic in the city. The parking garages gives commuters a destination and a way of keeping the cars off the streets of Millbrae making it easier for traffic to move without impacting the entire community.

# Casino, BART sign agreement

## BART EXPANSION

### Accord gags casino owner, allows for parking

BY SHERI BAKER RICKMAN  
Staff Reporter

After months of negotiations a deal was finally struck to allow San Bruno-based Artichoke Joe's cardroom to continue using portions of a parking lot while BART extends tracks 8.7 miles down the Peninsula.

BART has agreed to phase construction of tracks to SFO through San Bruno to allow patrons of Artichoke Joe's and downtown some parking space during the two-year construction period.

In turn, Dennis Sammut, Artichoke Joe's owner, has agreed to cease lobbying, making public statements against BART's extension project, or providing financial support to any effort that might hinder the progress of the \$1.2 billion project.

Sammut has been an outspoken opponent to BART's project and gave "start-up" money to the Coalition for a One-Stop Terminal [COST] — one of three groups that recently lost a court battle to halt BART's expansion.

The cardroom owner also hired a Washington lobbying firm — at personal cost of \$265,000 for six months — to prevent federal government approval of BART's construction plan.

The parking lot land is owned by the San Francisco Public Utilities

Commission [PUC], which leases the property to Artichoke Joe's.

Earlier talks between BART, which needs the land temporarily for its extension project, and Artichoke Joe's broke down last year after BART refused to compensate the cardroom for taking the lot.

Gary M. Dowd, PUC bureau of commercial land management manager, said his organization stepped in to prevent another breakdown in talks.

Concerns about parking arose when merchants were informed the present BART construction plan will designate a portion of downtown San Bruno, including the cardroom's lot, a construction zone and off-limits.

Some merchants said because parking in downtown is already limited, depriving the area of Artichoke Joe's lot would have had a substantial negative affect on businesses in the area.

Sammut is the largest single tax payer in the city and employs 450 workers. Before striking the agreement he said losing his parking lot for two years could force him to relocate the business, which has been in San Bruno for 80 years.

BART's plan will take tracks from Colma underground to South San Francisco, Tanforan Shopping Center in San Bruno, continuing to SFO, to Millbrae and Burlingame.

The project recently received its full-funding agreement of \$750 million from the federal government.



# Wilson stymies BART's SFO plan

By Eve Mitchell  
SPECIAL TO THE EXAMINER

COLMA — Gov. Wilson vetoed legislation Tuesday that would have allowed BART to use eminent domain to acquire a critical piece of land from a cemetery for its airport extension.

AB 176, authored by Kevin Shelley, D-San Francisco, would have made an exception to state law to give BART the option of using eminent domain to acquire a 1,000-foot-long strip of land owned by Cypress Lawn Memorial Park.

"While I am in support of extending BART to the San Francisco Airport, this bill would infringe on the rights of the owners of Cypress Lawn to negotiate a fair and equitable agreement," Wilson wrote in a veto message.

## Statewide implications

Wilson also said the bill had statewide implications because existing law bans public entities from putting streets, rights-of-way and other thoroughfares through cemeteries unless consent is first obtained.

"This law is important in order to ensure that these sacred places are not disturbed," he said.

BART spokesman Ron Rodriguez said transit directors are "frustrated and greatly disturbed" by the governor's action.

"As far as I know it's the last piece" of land BART needs to complete its right-of-way for the airport extension, said Rodriguez.

"Everyone has given it the green light. It's one of (Wilson's) top priorities, and he comes up and does this."

## Public outcry next?

Rodriguez said he believes BART will prevail in the end because there will be a public outcry against the cemetery. He said the land is needed for the extension, which would extend south from the Colma station and to the country's fifth-busiest airport.

BART pushed for AB 176 because Cypress Lawn wanted too much money for the disputed land, according to transit officials.

Bill Barnes, spokesman for Cypress Lawn, said the legislation amounted to a pressuring tactic. He said it was not needed in the first place because the cemetery has always been willing to sell the land to BART.

"We're delighted with the (veto)," said Barnes. "We're looking forward to making the (airport extension) work but also at the same time protecting the sanctity of the cemetery."

## Tentative agreements

Rodriguez said BART has reached tentative agreements with six other Colma cemeteries involving measures that it will undertake to lessen construction impacts. The agreements will be considered Thursday by BART directors.

Rodriguez said BART's underground route through Colma would follow an old Southern Pacific right-of-way used from 1864 to 1978 and would not disturb grave sites at any of the seven cemeteries.

According to Barnes, BART has demanded that the mitigation agreements be signed before it negotiates with the cemeteries to buy land for the right-of-way.

# BART details Colma tracks

## BART EXTENSION

### Residents respond well to plan

BY VIVA CHAN  
Staff Reporter

Some Colma residents and merchants at a town session last week glimpsed the first leg of BART's \$1.2 million extension through Colma: a swath under six cemeteries on Old Mission Road.

During the information-meeting given by BART, no one vocally opposed the plan for a 60-foot underground subway, as it was detailed by BART Agreement Manager Alan Lee.

Resident Don Stieweill was sold on the proposition.

"There aren't many structures along the railroad right-of-way so the work shouldn't cause much problem," said Stieweill, who commutes to San Francisco by BART. "This town is changing with all the new retailers... This is the best thing that happened to this town."

However, councilmembers have questions about how the two-year construction slated to begin next spring, would disrupt traffic and impact businesses, especially on the southern end of town where El Camino high school, the municipal court building and 50 businesses are clustered.

The cemetery that may be directly affected is Olivet Memorial Park, which would be closed for utilities work.

Serramonte Boulevard and

Mission Road, one of the busiest intersections in town, will be converted to a two-way single lane during construction hours.

BART will begin relocating sewer lines this week and drain work at the Colma Creek is expected to begin possibly next May, according to BART representative Bill Yamamoto.

Most of the work involves a process called "cut and cover," in which dirt is removed along the railroad right-of-way, and noise-minimizing walls are installed. Then the track enclosure is filled with concrete and the entire structure covered with soil, Lee explained.

To control dust, the earth would be watered four times a day during construction, he added.

Resident Dave Hatfield asked what would happen if ancient artifacts are discovered.

City planner Mac Carpenter said the environmental impact report details what to do in such a situation and BART is required to do a pre-construction survey to document historic monuments.

The only barb in the two-hour presentation occurred when resident Bob Simcox asked for an update about a lawsuit filed by Cypress Lawn cemetery against BART and San Mateo County Transit District.

Cemetery representatives said measures must be taken to insure protection for the future property of cemetery lands.

Cypress Lawn President and

CEO Ken Varner was not available at press time.

Cypress argues in its suit that vibrations from the trains traveling on the two-way tracks may damage structures over a period of time.

"All the cemeteries have agreed to let us do the work, [but] Cypress is a more sensitive case," Yamamoto said. "I'd rather not comment right now. It's still under litigation."

For those who missed the meeting, Carpenter said he has the Colma BART plans in his office at town hall.

JAMES W. HAAS

## BART funding: A false promise

**W**ITH much fanfare, state and local politicians hailed the long-awaited execution of a federal full-funding agreement for the BART extension to San Francisco International Airport — with BART directors exclaiming that nothing now stands in the way.

Alas, complexity infuses transit projects. BART has hard choices to make. These could adversely affect current riders.

Contrary to the public pronouncements, the federal government has not guaranteed the project, nor is it obliged to hand over \$750 million.

Congress authorized the U.S. Department of Transportation to enter into full-funding agreements, but that authority is subject to limitations.

First, Congress itself must authorize an amount for each transportation project subject to a full-funding agreement. In addition, Congress must appropriate money each year.

In BART's case, Congress has authorized only \$301 million to date, of which \$84 million has already been appropriated and spent.

---

*Examiner contributor James W. Haas, a San Francisco lawyer, writes frequently on transportation and urban affairs.*

Congress also allows the Department of Transportation to reference additional but unauthorized amounts in full-funding agreements.

To transform such funds into federal obligations, however, Congress must authorize such project funds. In BART's case, the remaining \$449 million of the \$750 million total are funds as yet without authorization. Before BART could receive these funds, Congress must reenact the Surface Transportation Act and include the necessary funds.

Congress is not scheduled to do so until next year. Then it will be confronted with requests for funding for transit projects in competition with BART. Altogether, the totals are greatly in excess of available funds.

The Republican Party controls Congress. Some Republican senators on the Senate appropriations committee have repeatedly questioned the BART airport extension.

At this point, while the House Appropriations Committee has approved \$54.8 million for the project, the Senate committee has approved only \$13.1 million.

Furthermore, the Senate committee report says that "it is unwilling at this time to commit additional funds to the BART project without . . . greater certainty that there is not a more efficient and

less costly alternative . . . and that the high cost per new trip cannot be reduced."

BART thus is faced with the need to convert the full-funding agreement into cash every year with a hostile Senate and with no guarantee that the funds will be provided as needed, or for that matter, at all.

Yet, with a "What? Me worry?" attitude, BART plans to proceed full bore with building the airport extension, borrowing the \$750 million in the municipal bond market.

State Senator Quentin Kopp obtained legislation that allows BART to pledge its existing and future revenues to secure debt issued for the extension.

BART has also earmarked these revenues for its 10-year upgrade program for the existing system. Analysts in the municipal bond market will evaluate carefully BART's credit worthiness and develop an interest rate to cover the risks inherent in the debt.

They will take notice that only a portion of the federal commitment is firm, that all is subject to annual appropriations from Congress and that BART has already obligated its general revenues. The result could be BART junk bonds.

BART's current riders need to recognize the risky intentions of the BART management and demand that the BART extension be built on a pay-as-you-go basis. Otherwise they may be confronted with a partially built, inoperable extension and serious deterioration in the existing service.

## Caltrain-SFO link wouldn't carry many

By Mark Adams  
STAFF WRITER

Connecting a planned San Francisco International Airport light rail system with the Caltrain commuter line at a new train station in North San Bruno makes more sense than a connection directly west of the airport, Airport Director John Martin said Tuesday.

But Martin reported the airport would not be willing to put much money into the project because it would attract only a few hundred riders a day and would not meaningfully reduce auto trips to the airport.

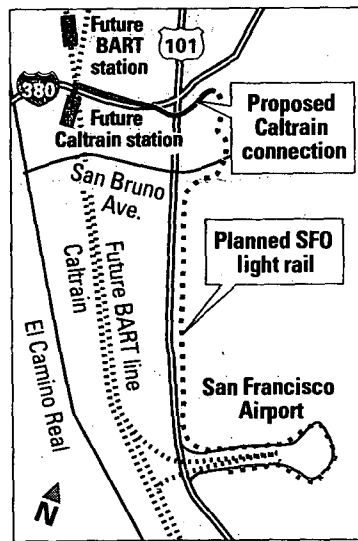
Martin's report was presented to the San Francisco Airports Commission on Tuesday and will now be sent to the Peninsula Corridor Joint Powers Board, which owns Caltrain, for its review.

The idea of connecting the airport's light rail system, planned to be operative by 1999, to Caltrain has been considered for years, but no one knows where the \$60 million to 70 million required to build it will come from.

To an extent, the link would compete with BART, which already plans its own rail service to the airport.

Martin recommended rejecting an alternative that would have seen the Airport Rail Transit (ART) system connect with Caltrain in front of SFO west of Highway 101.

That route would nearly duplicate the BART extension, scheduled to be finished by 2001, according to the report from airport planner John Costas.



Staff

Construction on that extension appears ready to go following a recent decision by the Federal Transit Administration to allocate as much as \$750 million for the project.

The airport found that the light rail link would attract far fewer riders than estimated by the Caltrain board.

Caltrain officials had estimated 10,000 riders a day would use the link.

But airport staff concluded that a new connection would only increase Caltrain-airport patronage by about 440 to 560 trips.

And it wouldn't reduce automobile traffic to the airport at all, since those riders would otherwise have taken BART or a bus.

There's not enough benefit to the airport to justify paying for the link out of SFO's coffers, Martin said.

But the airport might be willing to pay a portion.

The North San Bruno alternative would improve access to northern employment sites at the airport, including the United Airlines Maintenance Operations Center, according to the report.

The convenience for employees might warrant some SFO contribution.

The connection to North San Bruno is estimated to cost \$70 million to build and \$2.2 million to operate annually, while the link west of the airport would cost \$60 million for construction and \$1.9 million per year in operating costs.

Other funding sources for the project would have to be identified by the Caltrain board, the San Mateo City/County Association of Governments or other transit providers.

County Supervisor Mike Nevin, who sits on the joint powers board and is vice-chairman of Caltrain and the SamTrans bus system, recognizes funding is the project's main obstacle.

"Obviously, that would be the real crux of the thing, where the money comes from," he said.

Even if supporters can't find money for the project now, funding could become available if the state approves a plan for a high-speed train from Los Angeles to San Francisco, a train that would likely use the Caltrain corridor.

# Judge makes Bank of America records public

BY REBECCA ROSEN LUM  
*Independent Newspapers*

A judge has ruled that Bank of America must make public all records of transactions that occurred before San Francisco filed its lawsuit against the financial giant charging misuse of bond monies.

At issue is \$1 billion in bond funds that the bank is accused of misappropriating from more than 250 California cities and special districts.

At a Sept. 5 hearing in San Francisco, Superior Court Judge James Robertson told bank officials they can keep records dating from May 1 private if they can prove they have "present commercial value."

Deputy District Attorney Marc Slavin said that would be a tall order.

"These are not trade secrets," Slavin said.

Numerous Peninsula government agencies, including the cities of Belmont, Foster City, Los Altos, San Carlos and San Mateo, have joined the suit.

Plaintiffs now include the Bay Area Rapid Transit System (BART), the counties of San Mateo, San Francisco, and Santa Clara.

Lawyers for the bank, the nation's third largest, will ask Robertson to dismiss the suit at a hearing Sept. 19.

Slavin said that is unlikely.

But bank officials say the problems occurred due to systemic errors and have been largely corrected.

Slavin countered that there was little doubt the bank acted with deliberation in transferring

money from trust accounts to reserve accounts.

The suit claims bank officials withheld interest and bond payments and balked at admitting its errors when they learned of them — which internal memos bear out.

"Essentially, they created slush funds so they could use the money as income," Slavin said. "They spent it on overhead for corporate and branch offices, on numerous expenditures."

The money was also used to cover shortages in some accounts and to cover accounting errors in others, documents indicate.

The bond accounts appeared to balance only through "accounting sleight-of-hand," Slavin said.

The plaintiffs also claim the bank double-billed for its services as trustee.

Originally filed by a former bank vice president as a qui tem, or "whistleblower" suit, it was joined first by the city of San Francisco.

As much as \$1 billion was reportedly channeled through the bank's Corporate Trust Unit. The suit also alleges that some of the funds were embezzled by a trust unit employee.

The bank sold its trust unit to the Seattle-based First Trust in 1995. It now operates independently as First Trust of California.

Foster City has paid more than \$30 million in assessment bonds alone, "but we have no way of knowing how much the bank paid out," said City Attorney Kenneth Dickerson, who is also

representing San Carlos and Belmont in the suit.

The bank handled \$3 billion in municipal bonds during a 10-year period ending in 1995 — when former Vice President Patrick Stull filed his whistleblower suit.

Stull's attorney wrote to numerous jurisdictions, including the city and county of San Francisco, warning them they

may be the victims of systematic mishandling of bond funds.

Around the same time, San Francisco agencies began receiving checks ranging in amount from \$100 to \$35,000 accompanied by a letter of apology from the bank.

Slavin said bank officials refused to provide a full accounting of the monies when asked.

Bank officials are now designing safeguards to ensure the same thing could never happen again, said Peter Magnani, spokesman for Bank of America.

# BART can't appease cemetery owner

## BART EXPANSION

Concessions don't promise peace and quiet, owner says

BY VIVA CHAN  
Staff Reporter

The resonating thud of a pile driver will not disrupt a reverend's eulogy during a funeral if one of BART's latest "concessions" with a Colma cemetery materializes.

After two years of negotiating with cemetery owners, BART recently agreed to implement measures to reduce noise during construction of 1.3 miles of track to extend rail services south of Colma.

The concessions haven't assuaged one of the largest cemeteries in Colma.

Bill Barnes, a San Francisco representative of Cypress Lawn Cemetery Association, which filed a lawsuit last month in San Mateo County Superior Court against BART over its environmental impact report, said the transit district hasn't been responsive to his client's request for mediation.

"BART has been difficult to work with," Barnes said. "We prefer to mediate, settle this and let BART get on with its project."

In the lawsuit Cypress Lawn argued that BART hasn't ful-

filled its obligations under the California Environmental Quality Act by failing to fully study the noise and vibrations impact from BART construction and operation in the area.

Cypress Lawn and other cemeteries want to protect their property of 300,000 gravesites from future structural damage that can be caused by vibrations when BART trains travel through the short distance in town.

"The cemeteries just want to protect the sanctity of this historical town," Barnes said, adding that Colma qualifies for registry in the National Historic Trust.

The cemeteries in town feature some of the earliest examples of American West art and a memorial park boasts the largest collection of stained glass in the country.

BART spokesperson Mike Healy wouldn't say which direction management will go in response to the suit.

"Cypress Lawn hasn't been as cooperative as the other cemeteries," Healy said.

BART officials contend the suit is an attempt to push the transit district into accepting construction restrictions.

BART is waiting for the passage of a bill that would allow BART to use eminent domain to acquire dedicated cemetery property for transit purposes.

"Cypress Lawn is asking for spe-

cial treatment, well above and beyond what any other cemetery ... is requesting," according to San Francisco attorney Sharon Solomon of Pillsbury Madison & Sutro representing BART.

"Cypress Lawn isn't asking for any special treatment," Ken Varner, president and CEO of Cypress Lawn said in a statement. "We simply want BART to abide by California's environmental laws that were established to ensure that cemeteries' sacred grounds are not desecrated."

## EDITORIALS

# A productive session

**T**HE state Legislature and Gov. Pete Wilson, despite some stumbles here and there and the petty squabbles that delayed the budget for six weeks, deserve better than passing marks for their lawmaking performance this year.

Many Californians will soon see a tax cut, school districts will continue to cut the size of classes, and student fees at all levels of the public higher education system will be cut. The estimated \$931 million in tax relief passed on the legislature's last day Friday, some parts of which merely conform to federal tax changes enacted in August, are always welcome. These tax cuts by no means offset the \$7 billion tax hikes slapped on us in 1991, but the latest reductions may move Tax Freedom Day back 24 hours to May 3.

A plan to provide health coverage for the children of working poor families passed and, for that measure alone, Sacramento deserves an A. It gets an incomplete, however, on welfare reform because the law was approved under the gun of federal sanctions and, when its true effects are seen, may need to be revisited.

State employees won a promise for their two-year delayed pay raise, but negotiations over that may get testy as legislators — at least those in the Bay Area — begin to feel the heat over BART management's cave-in to the unions. That's another incomplete.

Sacramento never let a boxful of health care and HMO-related bills out of the waiting room. Wilson promised to veto them all — pending a report from his hand-picked medical commission — and the Legislature surrendered to him and to threats from business that they were all "job killers."

The Bay Area delegation, with help from some in Southern California, gets extra credit for working the deal to fund seismic retrofit of most Bay bridges and building a new eastern span of the Bay Bridge itself. Also, score one for the SMOG II opponents, who won a better deal on the minimum payment to fix a polluting car, a boon for the working

class. It may have been driven by talk radio, but those thousands of people who twice clogged the capital steps over the issue were obviously not tape recordings. Counties and cities won back a few of their own dollars to help keep their cash-strapped courts in business. Meanwhile, renters lost a few more of their dollars when Sacramento refused to reinstate the renters' tax credit.

Wilson won his cart-before-the-horse battle to require all public school students in grades 2-11 to take a statewide achievement test next spring. The test will be some cobbled-up version of whatever is sitting on a publisher's shelf because the statewide standards on which the test is supposed to be based will not be issued in time to create a true California exam. The spring test, at an estimated cost of \$20 million, will be a waste of money.

A bill to authorize \$8.2 billion in state bonds for school construction was thankfully delayed until the January session. While it's obvious that California needs more schools — one a day by some estimates — this bill came with too many strings attached and needs a larger public hearing.

The Legislature this session considered more than 3,000 bills. Some, such as a bill to make San Joaquin soil the official state dirt, were immediately considered into the compost heap. Others were the usual boilerplate resolutions that no one objects to and no one reads. Some were so purely special-interest legislation — such as the law to allow libel suits against those who said nasty things about vegetables (meaning the agribusiness types could sue every 9-year-old in the state) — that even their sponsors expected no more than a hearing and a little media coverage.

Next year, of course, is an election year, so do not expect the kind of productivity that occurred this year. And the economy may not be skimming the high altitudes in 1998 as it is now. The Legislature and the governor get a pat on the back for this session and that's good enough for now.

---

**MARK SIMBORG**  
Staff Editor

---

When Mayor Dan Quigg started Dan Quigg Handyman Service 13 years ago, he established a "hands-on" connection with the community that would prove very useful in his transition from city treasurer in 1980 to mayor.

"That's what I like about my job," Quigg said last week in an interview with the *Independent*. "I get to work on people's houses and get direct input on what should be done in the community."

After burning out on his insurance job, Quigg started his business but then realized he needed something to "keep his mind active." So he became Millbrae's second city treasurer, filling the shoes of 26-year incumbent Edgar Rogers.

But it wasn't long before Quigg sought the "front-line" of Millbrae politics and now, after serving four years as mayor, he seeks to continue his service in what may prove to be the most crucial development period for the city since its incorporation.

"I want to work closely with the citizens to make sure BART comes in in the least destructive manner," he said, adding that it is important to take advantage of the development opportunities BART presents.

"I think we can maintain Millbrae's character as a residential community and develop a hotel near the BART station. If you don't look at development,

your town dies," he said.

In his nearly two decades with the city, Quigg has served on number of community organizations including: the Millbrae Chamber of Commerce, the American Association of Retired Persons, the St. Dunstan's School Board, the Boy Scouts, the Millbrae Lions Executive Board, the Bicentennial Committee, and the Italian Catholic Federation.

Increasing the police and fire department staffs, and raising city employee salaries, Quigg said, are the accomplishments he is most proud of in his four years on the council.

Building the Millbrae Avenue overpass quickly and with minimal inconvenience to motorists is another feat Quigg said was the result good planning by the city council and staff.

"It was really an amazing project," Quigg said. "You think of an overpass being built and you think of ugliness. We turned an ugly project into a something beautiful."



---

**BY MARK SIMBORG**  
Staff Editor

---

Someone had to do something. That's Councilman Denis Richardson's philosophy on why he ran for office four years ago.

"I had an interest in the deterioration of our downtown and our public safety," said Richardson in an interview with the *Independent* last week. "At that time, the fire department had two firefighters per engine. Now, we have three firefighters and a paramedic per engine."

Richardson also saw the need to revive city employee salaries.

"The former council had let the salaries of our employees drop to the lowest part of the spectrum in the county," he said.

In addition to helping resurrect city staff and salaries, Richardson noted that he earned the city \$12 million in noise insulation funds in his first six months in office.

"I basically talked my colleagues out of appealing a court ruling in favor of SFO. In return for that, the airport gave us millions for noise insulation," he said.

Now seeking re-election Nov. 4, the businessman and former 11-year deputy sheriff for San Francisco is focused on using the inevitable arrival of BART to develop downtown.

"Since we couldn't stop (BART), I took the approach, 'lets work with them,'" said Richardson, a 20-year Millbrae resident. "Millbrae can gain a tremendous amount in revenue."

Richardson has had a first-hand look at downtown activity since

moving his business, Cruise Logistics, from San Francisco to 234 Broadway six years ago — at which time he joined the Millbrae Chamber of Commerce. He is still a member of the Chamber.

An outspoken opponent of the Millbrae Mass Transit Initiative to reduce the size of BART buildings, Richardson has pressed the west side of 101 parking garage and Comprehensive Agreement with BART as tools to keep Millbrae's traffic and quality of life at their current levels.

Public safety, he said, is another thing he would like to keep at its current level.

Despite his work for public safety, downtown improvement and the city's pay checks, Richardson admits there are still things that need work.

"We've been accused of not hearing the public's concerns," he said. "We have to improve the line of communication with the community, either through channel 8 (MCTV) or newsletters. That will be foremost on my mind over the next four years."

---

**BY SHERI BAKER RICKMAN**  
Staff Reporter

---

City Council incumbent and 31-year resident James Lee Datzman, 58, has a vision for South San Francisco and he wants to carry it out by remaining a participant in the city.

"You are either involved or you are a spectator and I didn't like the role of spectator. I like to be involved," said the former South City police chief.

Datzman, whose seat is up for re-election Nov. 4, sees a lot of changes in the city's future and wants to help make those transitions as smooth as possible while remaining on the City Council.

The six priorities on Datzman's vision list include:

- Monitoring BART's expansion project to SFO through South City.
- Maximizing the city's potential for economic benefits from the SFO expansion.
- Retaining current businesses while attracting new office-based businesses.
- Provide resident services.
- Improve relationships with regional governments.
- Work in conjunction with the school district and chamber of commerce to benefit the entire community.

Datzman said many good things are already happening in South City and he hopes to see ferry services, hotels, more improvements downtown and

better public transit in the city.

"I am excited about the long range plan for the community and you're going to see a lot of changes around Oyster Point," said Datzman. "I want people to feel good about the community they live in."

In addition to his work on the council, Datzman is also active in the community and helps engaged couples prepare for "bumps in the road" of marriage.

"I teach marriage preparation classes at All Souls Catholic Church," said Datzman, who has been married himself for 31 years.

Mary Ann Peace, director of member services for Kaiser of South San Francisco, who has worked with Datzman through his affiliations with Kaiser and the Chamber of Commerce, described Datzman favorably.

"[Datzman] is a totally positive, caring and concerned man who will always make time for whomever tries to get his attention," said Peace. "I continue to be impressed with his concern for human beings and I mean that with all sincerity."

Datzman was born in San Francisco and grew up in the Visitation Valley neighborhood. He married his wife Sandra and they have two sons, Jeffrey and Eric.

Datzman credits his qualities

to "think quick on his feet" to his 33 years with the Police Department.

Former police chief and present San Bruno City Manager Frank Hedley said he has known Datzman for 23 years and said police work has given them both valuable experience.

Although the men have had opinion differences, Hedley said Datzman has always been able to separate business from personal issues.

Hedley said he most admired Datzman's ability to study an issue, make a decision and stick by it, then move forward to "bigger and better things."

"You always know where he's coming from," said Hedley.

After working his way up from dispatcher to chief, Datzman purposely took himself out of the loop. He later found he wanted to be more involved with shaping the city.

Datzman was appointed to the Council after Mayor Jack Drago resigned earlier this year.

LETTERS

## **BART to SFO bad for air quality**

Editor:

From time to time you have editorialized in support of the BART-airport extension. On July 16 you said a major benefit would be removal of 10,000 cars from highways. You urged critics to call off their opposition and "accept that BART proponents have won." Now, as you know we've learned that the Bay Area Air Quality Management District has, for at least 2 1/2 years, considered traffic to and from BART stations to be a regional problem and source of air pollution. The agency has urged BART to discourage such driving and to start by eliminating the "free" from station parking. BART has ignored the warning, has added to its car commute in a big way, and plans much more of the same from South San Francisco to Millbrae.

The Sun and the experts at air quality can't both be right. Would you agree to a sit down discussion of issues involved? We could do it over lunch or coffee? I'm certainly open to being shown wrong.

Among the issues: BART won't charge for parking to hold fare hikes down; the "10,000 cars taken off highways" really wouldn't be, in most cases, because cars remain the handiest and often the only convenient way to reach suburban BART; as air quality diminishes, we've got to find a way to leave cars at home; Labor's Marcy Schultz, SAMCEDA's Denise De Ville, and Millbrae Mayor Daniel Quigg have declined to answer letters raising explicit questions about BART's local impact; while other airports have or want transit directly to flight gates, hundreds of yards will separate BART and ART, even from ticket counters.

Why is that acceptable?

**Jim Kelly  
San Bruno**

# LETTERS

---

## Many gripes about growing airport

**Editor:**

A San Francisco daily's recent splash on the city's growing airport found nothing to criticize, though SFO lately is nothing if not controversial. Here are some points the report missed:

- There will be no transit directly to flight gates; a service better airports are providing or planning, since most travelers fly preticketed, with only carry-on luggage.

- Where and how does SFO hope to connect with high-speed trains? They're a near-term alternative to short haul flights. That would open space for longer ones, which pay SFO higher fees.

- BART train length means many riders reaching SFO face carrying luggage for about 200 yards and a lot more to reach most domestic airline via airport rail. Stations will be about 200 yards shy of ticket counters.

- Airport manger John Martin says industry studies show mainly airport workers and some business travelers use mass transit. Non-users include the less mobile, (seniors and people with small children). Since most of SFO's 30,000 (not 17,000, as reported) workers commute from the south, BART's ridership doesn't look promising.

- Only private cars, buses, and shuttles, will have curbside terminal access. Taxis must drop off and pick up in the garage's lower level, no boon to anyone in a hurry.

**James W. Kelly**  
**San Bruno**

## **BART Gets Senate OK to Take Cemetery Land**

*Chronicle Sacramento Bureau*

### **Sacramento**

The state Senate yesterday passed a bill that would allow BART to acquire 1,250 feet of land in a Colma cemetery for its route from Daly City to San Francisco International Airport.

The vote was 24 to 7 to return the measure by Assemblyman Kevin Shelley, D-San Francisco, to the Assembly for consideration of amendments.

Senator Quentin Kopp, inde-

pendent-San Francisco, said the measure is aimed at Cypress Lawn Cemetery, which BART contends is trying "to extract exorbitant compensation ... for their small but critical piece" of the planned route.

The bill would give BART the power of eminent domain to take possession of the land.

Cypress Lawn, according to the Senate bill analysis, contends that the BART project "could destroy" the cemetery, one of the oldest in California.

LETTERS TO THE EDITOR

## Setting the record straight

### Editor:

In response to a letter from Mr. Howard Atkins in the Aug. 27 edition on the Sun, I want to set the record straight regarding numerous unfounded allegations regarding the conduct of city business.

**Payment for Banners:** Mr. Atkins complains about too much being spent on banners.

- The banners are to publicize the upcoming 50th anniversary of the city, and provide permanent colorful displays to be attached to light poles promoting our downtown.

- Funding for the banners is provided from City Redevelopment Agency monies, which by law may only be spent to promote the commercial vitality of the city. They cannot be spent for such things as furniture for the Senior Center as suggested by Mr. Atkins. Incidentally, the furniture is in place at the Senior Center because of the good efforts of several community organizations.

- The cost quoted by Mr. Atkins is the total cost of banners over a three-year period, including installation, materials, maintenance and repair.

**Ability of Public Safety Vehicles to Enter the proposed BART parking garage:** Mr. Atkins alleges public safety vehicles cannot clear the ceiling heights.

- The city has not approved the BART garage. The city does not have approval authority over the BART project. BART is a separate government agency, which can operate without the approval of local authorities.

- All police vehicles can readily operate within the proposed BART parking garage. Parking garages, in general, are not designed to permit larger vehicles, such as fire trucks, to operate within them. Accordingly, an extensive sprinkler system is required, and is part of the BART garage plans.

- The fire and police chiefs are satisfied with the design of the proposed BART garage, and believe that it includes all reasonable safety measures.

**Incentive Payment for Early Completion of Downtown Parking Improvements:** Mr. Atkins alleges a payment was made to the contractor, which was not authorized in the contract documents.

- The contract documents clearly authorize payment of \$1,000 per day, up to 10 days, for early completion of the parking construction. Mr. Atkins has been provided these documents, which are a matter of public record.

- The incentive payment provision was made to encourage completion prior to the 1996 Art & Wine Festival. This was accom-

plished successfully, without any disruption to the festival.

Ordinances which respect the rights of citizens: Mr. Atkins complains that the city's residential street tree ordinance requires a permit to trim street trees.

- The ordinance was proposed by a group of citizens who are unpaid volunteers serving the community on the Community Preservation Commission. Their reason for recommending the trimming permit requirements - which incidentally is a free permit - was to stop the indiscriminate butchering of many trees occurring at that time, and to create an aesthetically pleasing appearance in our residential streets.

If anyone has any questions about any of these matters, they are welcome to contact me at City Hall (259-2334).

**Jim Erickson**  
**City Administrator, Millbrae**

# San Bruno ponders fate of Caltrain station

**BY SHERI BAKER RICKMAN**  
Staff Reporter

The issue of where San Bruno wants to put its permanent Caltrain station will be the topic of a special meeting at 7 p.m., Sept. 22.

BART needs to move San Bruno's Caltrain station, presently located near downtown on Huntington Avenue, to a location under the Interstate-380 overpass during construction of its extension to SFO and beyond.

Input is sought on whether to make the temporary, I-380 station a permanent one.

Councilman Ken Ibarra said BART wants a decision from the city soon. Keeping the station under I-380 could save the transit district up to \$2.5 million and several months in construction time.

Construction is slated to start in October.

If San Bruno decides to keep the station under the overpass, work could be finished by January, 1999 — a year sooner than a plan to build a temporary station under I-380, then rebuild the original station.

BART officials say in addition to costing less, a permanent station under I-380 will: be in proximity to Tanforan Shopping Center; have 50 additional parking spaces; connect to Sam Trans routes; and could provide easy access to the SFO lightrail system.

But constructing only a permanent station would leave San Bruno without a Caltrain stop for approximately six months.

Residents have already stepped forward to protest placing a permanent station under the overpass.

Former San Bruno Chamber of Commerce President Don Shoecraft spoke during a recent council meeting against a permanent relocation.

Shoecraft pointed out that 80 percent of downtown merchants who answered a survey given by the Chamber were against permanently moving the station.

Resident Mark Tobin also spoke, noting that his neighborhood is already an industrial area and placing a Caltrain stop nearby will increase pollution in the area.

"Enough is enough," said Tobin. "I'll never be able to sell my home because no one in their right mind would buy it."

Resident and expert on transportation issues Alice Barnes said she could find no plans for a permanent station in BART's final Environmental Impact Report.

"BART has always planned to make the temporary station permanent," she said.

"No one came forward [during the meeting] to say moving the station was a good thing," said Ibarra.

Resident Jim Kelly also addressed the council urging it

to reconsider agreeing to BART's plan to place a parking structure at Tanforan Mall because of air pollution concerns.

"The Bay Area Air Quality Management District [BAAQMD] has informed me that BART's policy of providing free parking for thousands of cars is a matter of serious concern to the agency for several reasons, including its negative effect on air quality," said Kelly.

Specifically, large garages increase the number of "cold starts," which "produce emissions at a high rate."

Kelly said BAAQMD is encouraging BART to charge for parking to discourage commuters from driving.

Councilman Chris Pallas agreed that BART should put a price on parking and added that public transportation should not depend on people driving to a station and parking at a garage as BART encourages.

MILLBARE-SAN BRUNO SUN  
Wednesay, September 3,1997

## **Newcomers Club luncheon**

The Millbrae Newcomers Club will hold its luncheon Thursday, Sept. 4, at the Elephant Bar,1600 Old Bayshore, Burlingame. Social Hour begins at 11:30 a.m. with a luncheon at 12:30 p.m.

Representatives of BART, SamTrans, and community and government relations will present an informative slide presentation regarding the BART-San Francisco Airport Extension. Guests are welcome to attend. For reservations, call 588-8707 or 583-1697.



LETTERS TO THE EDITOR

**Parking lots  
contribute to air  
pollution**

Editor:

The Bay Area Air Quality Management District has had BART directors on notice since 1994 that BART's large, free parking lots are contributing to regional air pollution. Cold engine starts are blamed for the worst of automotive pollution. A December 1994 advisory urged BART to discourage driving to stations by charging parking fees. Instead, BART has opened a 2,400 car lot near Pittsburg and plans three more south of Colma totaling 5,500 cars, including a concentration of 3,000 in Millbrae.

BART's environmental impact report shows the airport-Millbrae extension would lead to U.S. 101 congestion beyond remedy south of SFO. San Bruno city planning staff projects near gridlock around El Camino Real and Sneath Lane. The only mitigation offered is widening of the intersection for more cars to pour through.

Ignoring those predictable outcomes, San Bruno City Council vote, 4-1, to conclude an agreement to smooth BART's path, the first Peninsula city to do so. Two members did not explain their willingness to accept air pollution and traffic woes. Another called BART "just the right thing

to do," regardless of air-quality and traffic concerns.

I've asked Millbrae Mayor Daniel Quigg and city councilman Dennis Richardson why they support BART's damaging effects on air quality and freeway/local traffic, as well as forced removal of families from housing their city cannot replace at affordable rents. So far, they've not responded.

Politics and politicians - aren't they wonderful!

**James W. Kelly  
San Bruno**

MILLBRAE-SAN BRUNO SUN  
Wednesday, September 3, 1997

LETTERS TO THE EDITOR

**BART above will  
of the people**

**Editor:**

The Citizens of Millbrae will finally have a ballot measure in November to approve or reject BART's proposed gigantic terminal and parking lot.

"No problem," says BART. It isn't subjected to local laws and city ordinances.

Who cares what the people want! BART has proven repeatedly that it adheres to an axiom made famous by former President Richard Nixon: "The end justifies the means."

**John Falsarella**  
**Millbrae**

# BART's Bone-rattling Noise Grave Concern for Cemetery

**B**ART's planned extension to San Francisco International Airport might not create enough noise to wake the dead, but it has one cemetery's owners worried that their century-old park will no longer be a place of tranquility.

Colma's Cypress Lawn Cemetery Association sued BART and the San Mateo County Transit District on Aug. 25, accusing them of violating the California Environmental Quality Act by failing to address ways to reduce or eliminate noise, vibrations, dust, landscaping scars and architectural damage, among other things, on the property it owns along BART's eight-mile route.

"Cypress Lawn is a living memorial which provides a tranquil and serene environment where individuals from all walks of life and from all regions of Northern California may pay homage to their departed loved ones," the cemetery's attorney, Brobeck, Phleger & Harrison partner Rollin Chippey II, wrote in *Cypress Lawn Cemetery Association v. San Francisco Bay Area Rapid Transit District*, 401830. "The unmitigated significant environmental impacts created by the [airport extension] project will interrupt burial and cremation services, inhibit the steady flow of visitors to Cypress Lawn, disturb those persons who routinely visit family members interred and impair the integrity of existing grave sites and structures."

The San Mateo County Superior Court complaint calls Cypress Lawn "one of the great art and architectural treasures of

---

'Cypress Lawn is a living memorial which provides a tranquil and serene environment where individuals from all walks of life . . . may pay homage to their departed loved ones.'

— Brobeck partner Rollin Chippey II

---

Northern California" and boasts that it's the final resting place of more than 300,000 people, including "important sportsmen, musicians, writers, businesspeople, architects and other notable persons in the history of California and the American West."

The suit specifically asks that BART's and SamTrans' environmental impact report and their project approval be nullified.

"Cypress Lawn is not asking for any special treatment here," cemetery president and chief executive officer Ken Varner said in a prepared statement. "We filed suit . . . because we were unable to achieve resolution to our disagreements after months of negotiating with BART and because BART went ahead with putting the project out to bid."

Reached Friday, BART spokesman Mike Healy said the transit agency has fully complied with CEQA and that the property in dispute has been a railroad right of way for most of the past century.

"The property in question does not house any graves," he said. "It is quite a distance from

any graves, in fact. It's just for landscaping. . . . Railroads ran through that very same site while Cypress was there for about 100 years. They are basically wanting to use it now as [bargaining] leverage."

— Mike McKee

Monday, September 1, 1997

## He's Helping Drive BART's Train to SFO

Engineer aims to get it done fast, inexpensively

By Benjamin Pimentel  
Chronicle Peninsula Bureau

While politicians take credit for BART's grand plan to go to San Francisco International Airport, many say an engineer named Takis Salpeas — known to few outside BART and local political circles — is the project's real driving force.

Part commander and part cheerleader, the 47-year-old Greek immigrant has spent the past five years working out details for BART's eight-mile march to SFO and Millbrae, one of the biggest transit projects in Bay Area history.

In many ways, Salpeas is just the person to lead BART's bulldozers when construction begins next month: a dedicated railroad-builder full of brashness and bravado who hasn't lost his optimism in the face of dozens of obstacles.

"BART is one of the best systems in the world. There will be no margin of error," Salpeas said. "Everything will be efficient. We have to go for it."

The airport project is the biggest in Salpeas' career — and the most controversial. It has been the target of lawsuits, opposition from local groups and the airlines and political battles in Congress.

At a time when few believe the line will open by the early 21st century, Salpeas says he's sure he can complete the job on schedule in 50 months.

And even though critics predict that the extension will cost more than its projected \$1.2 billion price tag, the feisty engineer claims he can do the job efficiently enough to save up to \$240 million.

Salpeas' gung-ho attitude has rubbed some people the wrong way.

Although local leaders are excited about the economic benefits of the BART extension, many complain that BART planned the extension without adequately consulting them — and that Salpeas has tried to steamroll them. But few are willing to publicly criticize a man they will have to negotiate with in the coming years.

"You're either on his side or (you're) the enemy," one government official said. "We have this love-hate relationship with the man."

Others, like San Bruno Mayor Ed Simon, say they appreciate Salpeas' directness.

"He's a straight shooter," he said. "Some people think he's abrasive because he doesn't try to sugar-coat things."

Salpeas acknowledges that he has been blunt in dealing with cities.

"Whatever I tell them is the truth, the honest, professional truth," he said. "I never promise anything I can't deliver."

Born and raised in Athens, Salpeas is the son and grandson of railroad engineers. His family sent him to study civil engineering at the University of Pennsylvania in the early '70s, hoping he would return to become director of Greece's national railroad system.

Salpeas decided to build his career in the United States instead. After a stint with Philadelphia's rail transit agency, Salpeas moved to the Bay Area in 1991 to build BART's Colma station.

He was later tapped to head BART's SFO extension team.

Until recently, when BART finally got a federal funding commitment, it was unclear if the project would ever get started.

The weekend before the Federal Transit Administration signed the agreement, Salpeas said he was nervously scribbling plans for rad-

ically cheaper alternatives.

Because the line will pass through several cities, Salpeas has had to calm fears about how construction will affect communities. Along the way, he's had to contend with cities' demands, such as extending a sidewalk or building tracks underground — demands that usually get turned down.

"Everybody wants something out of this project — and yet I have fixed resources," he said.

BART board member Dan Richard, who negotiated with cities for the agency, said there were times when he wished Salpeas would take a softer approach.

"There's a reason why there are few engineers in public office," he said. "They sometimes use the direct approach, which is what you need to build things — but isn't always the most politic way. Every once in a while, we have to guide the missile in a different direction."

Simon recalled how Salpeas would fidget with his tie whenever discussions seemed to be reaching a stalemate.

"It's like he wants to take his tie off and put on another shirt to start working," Simon said. "He just wants to build the darn train."

And Salpeas wants to build it fast and cheap.

To do this, BART is changing the way it issues contracts. In the past, BART dealt with dozens of contractors whose job was to build whatever BART had designed. BART's recently completed East Bay extensions, roughly the length of the airport project, involved 51 contractors.

By contrast, the SFO extension will involve four contractors in charge of both designing and building the line.

## Cemetery challenges BART extension to SFO

By Lisa Milligan  
STAFF WRITER

Colma's largest cemetery is challenging BART's extension to San Francisco International Airport, claiming the trains will bother visitors to grave sites.

In a lawsuit filed Monday in San Mateo County Superior Court, Cypress Lawn Cemetery Association argued that BART and SamTrans have not fully evaluated the effects of the added noise and vibrations on burial and cremation services.

The cemetery demanded a permanent injunction halting the \$1.2 billion

project until a better environmental review is completed.

California has long had a history of protecting cemeteries from encroachment and Colma's 300,000 grave sites deserve special consideration, the suit argues. As a unique community incorporated to house San Francisco's dead, the cemetery association said, Colma has historical value.

"Cypress Lawn is more than a cemetery," the suit said. "It is a memorial park, an important repository of art and architecture and a legacy of California history."

But BART spokesman

Mike Healy said the cemetery's lawsuit is ridiculous and will likely eventually be thrown out of court.

The railroad right-of-way has been there for 100 years and does not cross over any graves, he said. Moreover, none of the other cemeteries in the city are complaining about the project.

"This is not going to disturb the sanctity of Colma," he said.

Rita Haskin, spokeswoman for SamTrans, which is also named as a defendant in the suit, said her agency is aware of the cemetery's concerns and has been negotiating with

owners for over a year. She said she hasn't seen the suit yet and cannot comment on it but she said SamTrans officials plan to continue talks.

A similar challenge to the project's environmental review was thrown out by a San Francisco judge July 11. That lawsuit, filed by the Coalition for a One-Stop Terminal, Peninsula Rail 2000 and Train Riders Association of California, argued that BART had not adequately analyzed potential destruction to the habitat of federally protected wetlands home to the red-legged frog and the San Francisco garter snake.

Wednesday, August 27, 1997

# BART rolls forward in stretch to S.F. airport

**By Ronna Abramson**  
STAFF WRITER

A BART committee quickly moved Tuesday to settle a long-time dispute with the owner of a San Bruno card room, removing yet another obstacle in its path to San Francisco International Airport.

But the tracks to SFO still are not clear because the largest cemetery in Colma on Monday sued BART, claiming the transit agency has not fully evaluated how the added noise and vibrations from the proposed line extension would affect burial and cremation services.

The agreement with Artichoke Joe's owner Dennis Sammut, approved by the BART Engineering and Operations Committee, means the longtime San Bruno businessman no longer will try to derail the \$1.2 billion project.

Under the agreement, to be forwarded to the full board for final approval, BART promises to keep open 160 of the card room's 238 parking spots during construction of the 8.2-mile extension to SFO.

BART also agreed to phase construction on the line in San Bruno, which will go directly under the parking lot leased by Artichoke Joe's from the San Francisco Public Utilities Commission.

Sammut has agreed not to make any public statement or pursue lobbying or legal remedies that might hinder the

project, and to discontinue funding other people or groups that might work against the project, according to BART. Sammut already has approved the agreement, according to BART. He could not be reached for comment.

In the past, Sammut, whose family has been in business in San Bruno since 1916, has said he couldn't continue to operate without the parking lot. He paid a Washington, D.C.-based law firm \$420,000 last year to work against the extension, landing his Artichoke Enterprises on a "Big Spenders" list of major clients and their hired guns, published by Washington-based Legal Times.

Sammut also has donated money to the Coalition for a One-Stop Terminal, or COST, a Peninsula group that opposes extending BART to Millbrae. The group's earlier lawsuit against the project was thrown out of court last month.

In the lawsuit filed Monday in San Mateo County Superior Court, Cypress Lawn Cemetery Association demanded a permanent injunction to halt the extension until a better environmental review is completed.

But BART spokesman Mike Healy said the cemetery's lawsuit is ridiculous and predicted it, too, would eventually be thrown out of court.

---

*Staff writer Lisa Millegan contributed to this report.*

## A real travesty

### Editor:

We the undersigned, were present at a special meeting of the Millbrae City Council on Thursday, Aug. 14. However, this meeting, to amend and sign an agreement with BART on construction of the transit agency's massive parking structure, was conducted with a mere 24 hours notice (that notice being a scant posturing on the door of City Hall.)

The usual television coverage of council meetings did not happen. No newspapers covered the event and no copies of the agreement were made available for public comment.

BART set the agenda in this meeting and seemed in a great rush to have the amended agreement signed and sealed before the garage initiative could be duly voted upon by the people. The amended agreement was created and completed at 15 equally non-public meetings between BART staff and the subcommittee. On this night, council seemed ready to accept the agreement even though many details were, and still are, incomplete.

Six of seven public speakers objected to the rushed proceedings, the lack of an agenda seeking public comment and imprecise traffic and parking mitigation plans for Millbrae and its San Bruno and Burlingame neighbors.

It is our belief that BART is continually creating problems with its insistence on pushing further south of the airport than was ever authorized by voters in

San Mateo County. It is the citizens of this region that will have to live with the mess that BART is making. This approach by BART and the Millbrae City Council suggests they don't want public comment on such issues because the sentiments against a huge terminal and parking garage in the community might be overwhelming.

It is disturbing when Councilman Denis Richardson and Mayor Dan Quigg treat their constituents with disrespect but that was the case in this meeting. It was very clear that, if you disagreed with the procedures incorporate to push this agreement to conclusion, you were unwelcome at this "public" meeting. Those of us who spoke out in opposition were called "children" by these politicians and police were instructed to forcibly remove anyone who showed "emotional disapproval" of the proceedings.

The meeting, when Millbrae citizens may never have know about, was obviously rubber stamped prior to the council session - a real travesty.

Irving Amstrup, Howard Atkins, Betty Borjas, Fran Chilcoat, John Falsarella, Maxine Falsarella, Thomas Hagerty, Geni Hagerty, Audrae King, Nancy Margrey, Dorothy Rusch, David Saari, Tom Williams, John Yuen

## **Changing the council's direction**

**Editor:**

I have been a resident of Millbrae for 34 years, and I have grown to love it! I am not a politician or an attorney. I am a local business person, and a concerned citizen.

I am concerned that amid all the wheeling and dealing, our City Council has lost touch with the average citizen. Believing that civic service should be civil, I am concerned about the treatment that some citizens receive when dealing with city officials. I am also concerned about some of the action that our City Council has taken. For example:

\$59,977 for banners when the Senior Citizen Center was refused funding for chairs;

City Council persons going to work for BART immediately after negotiating with them;

approval of a parking garage with entry clearances too low for our emergency vehicles;

\$10,000 bonus, not called for by the contract, paid to a contractor for early completion of a parking lot; and

ordinances which are disrespectful of citizens rights, such as one which requires you to get a permit from the city to trim your own trees.

Are you as concerned as I about the direction the city is taking? If you would like to be a part of a team effort to bring Millbrae into the 21st Century on time and under budget, and to restore respect for citizens' rights to city government, please support my candidacy for City Council on Nov. 4. Please call me at 697-3375 if you have concerns, questions or ideas.

**Howard Atkins  
Millbrae**



# Millbrae signs BART agreement

---

**BY MARK SIMBORG**  
*Staff Editor*

Despite anticipated opposition from Millbrae Right to Vote Committee members, the City Council approved on Aug. 14 the Comprehensive Agreement with BART.

The agreement, which had been held over several times on council agendas, provides a series of mitigations and security measures to guide BART's construction of its Millbrae station. Construction is expected to begin by the end of the year, BART officials said.

Committee members — comprised of residents in favor of an initiative on the Nov. 4 ballot that may restrict the size of BART buildings — said the council's approval of the agreement was premature.

"They should have respected the citizens of their community and waited for the Nov. 4 election," said initiative co-sponsor Tom Williams, adding that some city staff members, including Fire Chief Brian Kelly, said there are "issues" that have yet to be resolved.

Kelly said he was in favor of the agreement, although

there are some fire rescue technicalities that still need to be worked out.

Ralph Petty, director of community development, maintained the agreement and the initiative are separate entities.

"Regardless of what happens with the initiative, all other parts of the agreement are still in effect," he said. "Initiative people say we're making a snap judgement on the agreement but we've been looking at this thing since last October."

The council postponed a decision on the agreement last month and at a special meeting Aug. 4 appointed a sub-committee to review the accord.

A funding commitment and timeline for various city-requested traffic mitigation projects are locked down in the agreement, which also implements security measures in areas ranging from city infrastructure to community security.

# San Bruno seeks BART watchdogs

## COMMUNITY

### Citizen group will oversee BART construction

BY SHERI BAKER RICKMAN  
Staff Reporter

The 8.7-mile BART-to-SFO extension project will be watched by many Peninsula residents but San Bruno is making the practice official.

The city is organizing a seven-member citizen watchdog group to oversee BART's construction through San Bruno, provide input to the council, and relay information to its neighbors.

The BART Neighborhood Committee members must be residents or business owners in affected areas, including: the Belle Air, First Addition and Fifth Addition neighborhoods, Lomita Park area, downtown San Bruno, San Bruno Avenue business district, and the Montgomery Avenue industrial and residential area.

Councilwoman Irene O'Connell said seven people will be chosen for the committee to reflect each neighborhood that will be directly affected by BART's construction.

City officials are urging anyone interested in joining the committee to contact City Hall by 5 p.m., Aug. 29.

"We are looking for people who live close to the right-of-way to give input on traffic issues, facilitate meetings and be a catalyst for information exchange and problem solving," said City Manager Frank Hedley.

Councilman Chris Pallas, a vocal opponent of BART, said he supported forming the committee to make sure "San Bruno isn't hurt" during the construction process.

BART plans to build four new stations — in South San Francisco, at SFO, in San Bruno, and Millbrae — as part of its trek

down the Peninsula.

The transit district plans to build the stations simultaneously to avoid any city along BART's path becoming a temporary end-of-the-line stop.

San Bruno's station will be constructed at Tanforan Shopping Center and tracks will travel underground near the existing Caltrain right-of-way. The city's existing Caltrain station will have to be relocated, possibly permanently, under Interstate 380 during BART's construction.

Mark Tobin, resident of the Montgomery Avenue area, has already shown interest in joining the committee. He voiced concerns during a recent council meeting about BART's construction increasing pollution near his home.

"Trucks cause a massive amount of pollution and its already an industrial area," said Tobin, describing his neighborhood. "With trucks, then trains, and BART it's beyond me that there are no checks and balances."

Tobin said he was concerned about health problems that may be caused by pollution, especially if BART permanently relocates San Bruno's Caltrain station under I-380.

Rose Urbach, a long-time critic of BART and resident of the First Addition neighborhood, has also shown interest in joining the committee.

Belle Air resident and council meeting-regular Alice Barnes was interested in joining the committee but then withdrew her name after realizing the city was seeking people without "technical" backgrounds on transportation issues.

Barnes has worked for years on

transportation issues and said she would continue to give her input on BART from the lectern in council chambers.

Residents Terry Cook and Laural Caine have also shown interest in joining the committee.

## EDITORIALS

# It's no longer a bridge too far

**N**OT too long ago, it seemed that the effort to fix the Bay Bridge was as stuck in stall and crawl as the traffic that daily creeps up to it.

Who pays and how much were the intractable issues and, as usual, it was South vs. North. Meanwhile, 280,000 vehicles a day traveled over a bridge that just barely survived the 1989 Loma Prieta quake and desperately needed inoculation against the next one.

Sometimes, though, political leaders do rise to the occasion, and the recent ceremony that now opens the check-books for work to begin on the Bay Bridge, four other Bay bridges and two down south equally commemorates how the public interest can and should be served.

State Sen.

Quentin Kopp of San Francisco sometimes seems to us a bit quixotic in his schemes, but he deserves large credit for forging a compromise

over bridge funding. Out of a total cost of \$2.6 billion for the Bay Area bridge work, commuters will actually only pay \$827 million via a \$1 toll surcharge. That's a just plain good deal for us.

Obviously, Kopp did not work alone. Other actors, from Gov. Pete Wilson through Sen. Bill Lockyer of Hayward to legislators from Southern California — including Kevin Murray and Scott Baugh — threw their weight behind the bridge deal to get it done. But done it got. At a time when the public, often for very good reason, has little faith in its elected leaders, here's evidence to the contrary.

Now the burden of decision devolves to the Metropolitan Transportation Com-

mission. By April, the MTC must decide between the two competing designs for the new section of the Bay Bridge — both variations on a theme by suspension. The plan now is to complete the new section and retrofit the western section by 2004. Don't hold your breath — these kind of projects never seem to be completed on time.

This is where political forces should again come into good play. Kopp, et al., must continue to monitor their baby and not let the bridge work degenerate into an endless round of cost overruns and delays. They should make sure Caltrans stays wholly on top of this project, supervising not only the contractors themselves but their books. Too often, contractors make extra money on a project through change orders to the original contract.

---

*By April, the MTC must decide between the two competing designs for the new section of the Bay Bridge — both variations on a theme by suspension.*

---

Change orders are usually legal, and as often unnecessary. Change orders should be eyed warily and only approved after several expert sets of eyes

have examined them.

Politics will again enter the fray when the MTC decides whether to add a bike lane to the Bay Bridge and whether to build a new Transbay Transit Terminal in San Francisco. Much of the East Bay is opposed to the cost of a new building, compared with the cost of simply retrofitting the old one. We favor retrofit over new in this case; we do not want to see the bridge work hung with pork barrels of golden ornaments (as in, for instance, a giant stone foot on Market Street).

Political will took the bridge money to the bank. That's half the job. These same political leaders must now make sure the money is spent wisely and that the job gets done on time.

# Bill to Halt Colma Card Room Fails

## Mayor of 'necropolis' hopes club will fund more services

By Robert B. Gunnison  
Chronicle Sacramento Bureau

### Sacramento

A Senate committee yesterday defeated — at least temporarily — a bill that would have prevented a building under construction in Colma from operating as the 60-table Lucky Chances Card Club.

The vote was 6 to 6 on the measure by Assemblyman Lou Papan, D-Daly City. It needed seven votes for passage. He won permission to have it debated again, perhaps as early as today.

The only member of the committee not voting was Senator Ralph Dills, D-Gardena, who backed the measure on June 24, when it passed the Governmental Organization Committee that he chairs. Dills did not attend the hearing yesterday.

"Colma is a city of repose for most of the Bay Area," Papan told the committee. A card room, he said "doesn't lend itself to the historical aspects of the city."

Papan noted that voters in several Peninsula cities — Daly City, South San Francisco, Pacifica and Brisbane — have rejected card rooms in their municipalities. "The greater number of people I represent do not approve of a casino in my district," Papan said.

Opposing the bill was the mayor of Colma, Helen Fisicaro, who said revenue from the card room would finance a full-time fire department, a new police and fire station, and a shuttle bus in the city. The community is home to about 1,100 living residents and 1.5 million dead, buried in the city's

cemeteries.

Noting Papan's observation about voters in nearby cities, Fisicaro said the same cities opposed Papan's bill.

The main supporter of the bill is Tom Atwood, a prominent businessman who once tried to operate a card room in Colma, but now opposes the idea. Records show he has spent \$27,000 on lobbyists in support of the bill.

Papan's measure would prohibit the construction or operation of a gaming club within a city designed as a "necropolis, a cemetery city." There is only one such city in California — Colma.

A building now under construction at the corner of Hillside and Serramonte boulevards would house Lucky Chances, its 60 tables and restaurant. On three sides are cemeteries. Its main entrance faces Olivet Cemetery — of which Atwood was once president.

Lucky Chances will be operated by Rene Medina and Richard Kuramoto, selected by the Colma Town Council.

Michael Franchetti, a lobbyist representing Lucky Chances, said he would file a lawsuit against the state seeking to recover the \$20 million invested in the building if Papan wins enactment of his measure.

He said the bill violates the Fifth Amendment of the U.S. Constitution by illegally taking private property.

He called Atwood a "disgruntled loser," but he wasn't entirely unhappy about the fight. "He's made a lot of money for my law firm," Franchetti said.

## MY WORD

# Graves, gambling not a good mix

By Lou Papan

**A**T the turn of the century, San Francisco ran out of room to bury its dead. In response, the San Francisco Board of Supervisors made it illegal to operate a cemetery in San Francisco and established the Town of Colma as a cemetery town for their dead.

Since then, Colma has played a valuable role in San Mateo County and the Bay Area.

With 17 cemeteries and more deceased than living persons, Colma has an obligation to ensure that the eternal resting places of millions of our loved ones are respected and maintained.

However, the serenity of Colma and the sanctity of its cemeteries are threatened by legalized gambling.

Nevada gambling interests have spent \$20 million to build a 600-employee, 24-hour-a-day casino in the middle of the historic cemeteries.

The Lucky Chances Casino not only desecrates the memory of the souls buried there, but epitomizes how powerful gambling interests are out of control in California.

There are now 240 card rooms in California. They gross more than \$700 million each year. They are unregulated, making them ripe for abuse. Powerful gambling interests are spending millions to place card room initiatives on ballots across the state and are pulling out all the stops to woo local voters.

*The fate of 1.5  
million deceased  
should not be  
decided by  
600 voters.*

**I**N a town with fewer than 600 voters, the card room proposal won by seven votes.

But that vote did not include the families of the 1.5 million buried in Colma, more than 700 of whom have contacted my office asking me to stop the casino project.

Many people believe cemeteries are sacred ground and would never choose to bury their loved ones near a casino. Yet these people cannot vote in Colma and had no input in what is being built next to their loved ones' graves.

**T**HAT vote also did not include the people of the neighboring towns of South San Francisco, Pacifica and Brisbane who have voted down casinos in their own towns. All of these towns will feel the pressures of a casino in Colma.

They will see a huge influx in traffic as people try to get to Colma. These cities will have to deal with the potential of increased crime related to gambling. None of these towns will receive the tax money the casino could bring Colma.

Gambling must be a state issue. The fate of 1.5 million deceased should not be decided by 600 voters.

Six hundred people should not have ultimate say on a casino that will have a major impact on thousands of people, who oppose gambling in their own neighborhoods.

Wealthy special interests should not be allowed to target two small elections in order to get casinos constructed.

Neither gambling nor cemetery protection can be treated strictly as a local issue.

There is a dire need for the state to approach these issues from a regional and statewide perspective.

*Lou Papan is a Democratic  
Assemblyman representing the  
19th District in San Mateo  
County.*

# Controversial Colma casino violates feng shui basics

## Negative energy from the city's cemeteries is the latest obstacle for planned card club

By Eve Mitchell  
SPECIAL TO THE EXAMINER

COLMA — The latest wild card in the long battle to build a controversial casino in this town of cemeteries has appeared in the form of feng shui, the ancient Chinese forerunner to what real estate agents refer to as "location, location, location."

David Cho, a classical feng shui practitioner who has consulted on several casino projects, says the idea of building the Lucky Chances card club next to graveyards goes against the philosophy's guiding principles.

"Casinos are based on optimism and hope," said Cho, a director with the Monterey Park-based American Feng Shui Institute. "So when you wind up putting it in an environment that is totally depressing, you really wind up destroying all the elements you're trying to incorporate into your casino."

Dismissed by some skeptics, feng shui first appeared around 5000 B.C. in Asia. Akin to being the world's oldest zoning code, its principles govern the siting of homes and business, saying that they should be placed in harmony with the earth's natural forces and energies. The precise placement of furniture, objects and natural elements such as water is also important.

The practice has become increasingly popular in recent years in structures as diverse as homes, commercial buildings and gambling establishments, including the Casino San Pablo, which opened in the East Bay in 1995. Feng shui was also used in the design of the 52-story Trump International Hotel & Tower in New York, completed last year.

"Feng shui is the ancient Chinese science of aligning living space to natural energy fields for the purpose of improving health, wealth and relations," explained Cho, who has also acted as a consultant on a casino now under construction in Sydney, Australia, and the planned reopening of a card club in Gardena in Los Angeles County.

Rene Medina, one of the three Lucky Chances principals, has hired a feng shui consultant to work on the interior of the Spanish-style building that is now under construction and expected to open in December. The two-story card club is being built at the intersection of Serramonte and Hillside boulevards on a parcel of vacant cemetery land that was once used to grow flowers.

"They've hired an interior decorator, and that person is consulting with a feng shui person," said Don Fields, a spokesman for Medina. "This is not a serious problem in a sense that there are various things you can do to address these concerns."

Whether it's good or bad feng shui to build the 43-table card club in a city famous for its 17 cemeteries — where more than 1.5 million people have been laid to rest — is the latest chapter in the project's turbulent history.

The debate over the card club has divided the 1,100 residents of Colma, which in addition to graveyards is home to several car lots and shopping centers. Supporters say the card club will bring in millions of dollars of revenue yearly while opponents contend it will interfere with the tranquility that cemeteries need for funeral ser-

**"Casinos are based on optimism and hope. So when you wind up putting it in an environment that is totally depressing, you really wind up destroying all the elements you're trying to incorporate into your casino."**

— David Cho, feng shui practitioner

vices.

Since 1993, local residents have backed the project in two elections.

Proprietors of the controversial club are currently fighting off legislation proposed by state Assemblyman Lou Papan, D-Millbrae, that would force the club out of business shortly after its proposed opening. That legislation would ban any card club in a city of repose, which is another way of describing a cem-

etery town. Colma is the only place in California that meets that designation.

A hearing on Papan's legislation, which has passed the Assembly and is the subject of intense lobbying from both sides, is set for Monday before the state Senate Appropriations Committee.

Four city council members who support the project have also been targeted for recall next month.

Sausalito-based feng shui practitioner Irene Averell said there are things that can be done to make card club workable next to cemeteries.

"In a cemetery, there is a lot of yin energy. It's an energy that's dark, that's low, that's subdued, interactive, calm and receptive, reflective and in a way negative," said Averell, who practices a more modernized Western version of the feng shui than Cho's classical type.

She said mirrors and shapes and colors could be strategically placed inside and outside the card club to turn back any of the negative energy that could be coming from the cemetery.

Averell said it's possible that the card club site's prior use as a flower garden could be a plus, provided that construction workers didn't bulldoze the spot in a "very violent act on the land."

But to Cho what's more important is that the site is "literally in the midst of graveyards" and should not have been selected in the first place. "It would be very difficult to overcome," he said.

N. Knoffler

# San Bruno closes in on BART agreement

**BY SHERI BAKER RICKMAN**  
*Staff Reporter*

San Bruno will become the first city on the Peninsula to sign a comprehensive agreement with BART regarding the transit district's expansion project to SFO and beyond, if they agree on one major demand.

"We don't want to be the end-of-the-line station, not even a temporary end of the line station," said San Bruno City Attorney Jonathan Lowell, who added that the agreement will be signed once BART agrees to the language on this point.

San Bruno officials are worried BART will run out of funds or open the San Bruno Station before the project is complete, making their station the last stop of the extension.

However, BART officials said they plan to construct and open the stations simultaneously.

BART plans to build four new stations — in South San Francisco, San Bruno, at SFO, and in Millbrae — as part of its 8.7 mile extension project.

Agreements with all affected cities are presently in the works and are designed to provide a framework for addressing issues that arise during construction.

The fact that all BART stations are built with parking structures providing hundreds of free spaces to commuters is why San Bruno officials resist becoming the end of the line.

Mayor Ed Simon said there will be "tremendous traffic impacts" caused by commuters using city streets to park and ride on BART.

He then noted traffic increases around the Colma BART station, which is presently the end of the line.

The agreement with San Bruno is a major move forward in the progress of this project, BART officials maintained.

"This is a significant step for BART," said BART spokesman Dave Madden, adding it is the first such agreement to be signed by a city in the path of BART's expansion.

"All we have to do now is cross some Ts and dot some Is but it's

a done deal," he said.

The City Council voted, 4 to 1, in favor of accepting the agreement if BART agrees to a written stipulation that the city will not be the end of the line.

Councilman Chris Pallas, a long-time opponent to BART, voted against the agreement, in part because it does not force the transit district to move the San Bruno Police Department to Tanforan Shopping Center as drafted in the original station designs.

"BART should pay for the police department because BART stations bring crime," said Pallas.

One San Bruno resident described the agreement as "a crock" because she felt the language of the agreement favored BART over the city.

"BART was a big bully on this case," said Alice Barnes, who drew on her years of work experience with transportation issues to analyze the agreement. "If I were the contract officer on this agreement I would not sign it!"

Although Councilman Ken Ibarra voted in favor of the agreement, he first criticized it by calling its language "soft" and speculated that BART may use that aspect of the agreement against the city in the future.

Planning and Building Department Director George Foscardo said language in the agreement could not be completely binding because negotiations may be necessary over the course of the project.

BART plans to place a station at Tanforan Park Shopping Center by realigning Huntington Avenue along a "cut and cover" subway line immediately adjacent to the mall.

The San Bruno Caltrain Station will either be permanently or temporarily relocated under Interstate-380.

Lowell said even though some protests have been voiced about the agreement, he believed it provided enough flexibility for the city and BART to work together as the project progressed.

LETTERS TO THE EDITOR

BART adds to traffic woes

**THE BAY** Area Air Quality Management District has had BART directors on notice since 1994 that BART's large, free parking lots are contributing to regional air pollution. Cold engine starts in high concentration are blamed.

A 1994 advisory urged BART to discourage driving to stations by charging parking fees.

Instead, BART has opened a 2,400-car, free lot near Pittsburg and plans three more south of Colma totaling 5,500 cars, including 3,000 in Millbrae.

A district official tells me BART is "self-defeating," adding to air and traffic problems it's supposed to relieve.

BART's environmental impact report shows the airport-Millbrae extension would lead to U.S. 101 congestion beyond remedy south of SFO. San Bruno city planning staff projects next to gridlock around El Camino Real and Sneath Lane from traffic in and out of a BART Tanforan station.

The only mitigation offered is to widen the intersection for more cars to pour through.

Ignoring those outcomes — and mounting evidence that cars-cum-transit makes matters worse — San Bruno City Council voted 4-1 to conclude an agreement to smooth BART's path, the first

Peninsula city to do so.

Two members did not explain why they would accept air pollution and traffic woes. Off the record, another said he'd vote for BART no matter what.

A fourth called BART "just the right thing to do," regardless of air-quality and traffic concerns.

I've asked Millbrae Mayor Daniel Quigg and City Councilman Dennis Richardson why they support BART's damaging effects on air quality and freeway/local traffic, as well as forced removal of families from housing their city cannot replace at affordable rents. So far, they've not responded.

Politics and politicians, aren't they wonderful?

**James W. Kelly**  
San Bruno



EDITORIAL

# Merge Caltrain and BART

We were heartened to read the comments of state Sen. Quentin Kopp in this newspaper last week, saying that funds for BART into SFO will not kill the future of Caltrain. While Kopp is not sanguine about the chances of extending Caltrain downtown because of the \$1 billion price tag, he does point out, factually, that the two transportation projects are unrelated.

In the case of BART, it was one of only a handful of projects designated by Congress to be a "new rail start," project and could be funded under that designation. The Caltrain downtown extension is eligible for limited federal fixed guideway and modernization project funding.

As Kopp points out the Caltrain downtown extension was not terminated because of BART into SFO. It qualifies for funding under the federal "fixed guideway" definition. No, the reason for the termination of the extension is that with the Millbrae BART station coming on line, folks can hop from Caltrain to BART and get downtown with a simple transfer.

It should also be obvious that with the development of China Basin, Mission Bay and South of Market, what once appeared to be the end of the line at no where, is now the beginning of the line to everywhere; businesses, restaurants, industry and

housing. At a cost of \$1 billion for its 1.5 mile length it is hardly the kind of project which would capture the sympathy or frugality of political leaders.

San Francisco Mayor Willie Brown made that clear at a Chamber of Commerce luncheon in South San Francisco, days after he was elected to office. Those in attendance heard him say there was no way the extension would be approved, that even the Sultan of Brunei could not afford it. For Burlingame city councilwoman Marti Knight to believe San Francisco supervisors could over-ride Brown's sentiments is the height of naivete.

Why don't we wrap up this dream of extending Caltrain downtown once and for all, recognizing that the future of transportation on the Peninsula lies in the marriage of two rail systems, Caltrain and BART. Those who support BART have no problem accepting Caltrain as a necessary vehicle for north and south transportation beyond Millbrae.

We agree much can be done to improve Caltrain, such as electrification, upgrading stations, switching to more efficient engines, increasing the number of runs and expanding parking at train stations. But it's time to stop beating a dead horse because the more we do that, the more we mislead the public.

Caltrain's extension is dead, long live the merger of Caltrain and BART.

# SFO Reaches for the Sky

Traffic from Asia and Europe is booming at San Francisco International Airport, and a stunning, huge, four-story terminal is rising to handle the crowds of the future

By Edward Epstein  
and Benjamin Pimentel  
CHRONICLE STAFF WRITERS

**A**fter a year of seemingly random digging and welding at San Francisco International Airport, SFO's 21st century face is finally taking shape.

The massive construction project — which has made the airport look as if giant kids had scattered their Legos across a vast playground — has progressed to the point where visitors can make some sense out of the \$2.4 billion face-lift, centered around a huge new international terminal made of aluminum, glass and steel.

By the time the project is completed early in the next century, SFO will be transformed in ways that will affect every passenger, airline worker and visitor.

At its heart will be the looming overseas terminal — the size of 18 football fields — which will house 24 to 26 new gates, each capable of handling wide-bodied jets full of foreign tourists and business people who are playing an increasingly vital role in the expanding Bay Area economy.

The airport will also have its own light-rail system, projected to be linked to the long-debated BART extension, which is designed to bring passengers to within 75 yards of the new terminal.

The aim of all this construction and disruption is to turn SFO — already a bustling mini-city with a daytime population of 175,000 — into an even bigger, busier and more profitable transit center.

"This is really a city unto itself," SFO Director John Martin said, as he gazed out at the 2,400-acre airport from its main control tower. "There's nothing close [to this project] in the United States when it comes to size."

The project, the biggest airport expansion underway in the country, has also been undertaken with an eye to the competition. When it's finished, SFO — already the eighth-busiest airport in the world — will become an even bigger and more important Pacific Rim port, rivaling Los Angeles International Airport.

"On the West Coast, we're really getting the jump," Martin said.

About 40 million passengers are expected to arrive at and depart from SFO this year. By 2006, that number is expected to shoot up by about 11 million. Much of that increase is expected to come from flights to and from Asia.

That prospective increase in the already booming Asia market explains why the airport decided to build a new international terminal and make it its centerpiece for decades to come.

The expansion, the product of years of planning, was spurred by a simple fact: Business is so good at SFO that the current airport is bursting at the seams.

"Having done business in Asia and having had to adjust my schedule to go there because I couldn't get a flight, I understand that there is a desperate need to expand the airport, especially in order to serve travelers to the Pacific Rim," said Dan Richard, a BART director who has been a driving force behind the BART extension plan.

---

By 2006, SFO  
expects to  
handle  
about  
50 million  
travelers  
a year.

---

"It will benefit the Bay Area in terms of commerce, travel and cultural design," he added.

SFO is already one of the Bay Area's most profitable establishments.

"Guess what that little candy cart makes a year?" asked airport director Martin, pointing to a small See's Candies cart in the lobby of the terminal shared by United and American airlines.

The answer: a staggering \$1.4 million, 20 percent of which goes to SFO's coffers.

A Pasqua Coffee cart near the United gates grosses \$1.3 million annually, and five shoe shine operations rake in a total of about \$140,000 a year, Martin said.

Foreign travelers spend by far the most at the airport, and that's why Martin wants to expand duty-free shipping space in the new terminal.

Data collected by tourism organizations show that visitors from Japan spend an average of about \$180 at SFO, Martin said. For Koreans, the figure is \$67. Armed with such figures, airport planners decided to give foreign tourists more opportunity to spend their money there.

When completed, the new terminal will contain 140,000 square feet of retail

Pg. 2  
Cont...  
AIRPORT:

and restaurant space — boosting SFO's already bursting concessions revenue.

Lisbet Engberg, manager of the SFO expansion's community affairs bureau, estimated that the airport nets \$20.9 million from duty-free shops at the existing international terminal. In the new one, she expects that figure to soar to \$45 million by 2005.

In all, SFO contributes about \$20 million a year to San Francisco's general fund, the biggest contribution by any U.S. airport to its host city. A distant second is New York's Kennedy International Airport, which pitches in \$8.5 million to the Big Apple's coffers. A new and bigger SFO is expected to contribute about \$30 million by 2001, Martin said.

If Martin at times sounds more like a shopping center developer than an aviation planner, that's because the role of airports is changing as more people travel by air. "Airports are no longer just public utilities," said Engberg. "They're businesses, and successful ones at that."

The airport is such a money-spinning operation that the entire \$2.4 billion project is being covered by lease-revenue bonds, financed entirely out of rentals and fees collected by SFO.

The airport community itself is also expected to grow. About 17,000 people already work at SFO, and the facility spends about \$21 million a year on water and power.

The expansion has created jobs for 3,500 construction workers, and by the time it's done, according to Martin, the airport's regular workforce is expected to reach 31,000.

For visitors to SFO, the most dramatic phase of the expansion is just beginning, as crews start laying steel across the airport's main road to form the base for the upper floors of the terminal.

Later this year, 180-foot-long, 270-ton sections of the trusses for the center portion of the wing-like roof will be carried on barges from Mare Island, where they are being

welded together. The sections will be placed on wheels and brought to the airport at night. They will then be dragged across taxiways to the construction site, where engineers hope to install them without any major traffic disruptions.

The new terminal will be attached to two new boarding areas. In all, the international terminal will have 2 million square feet of space, which equals the size of all of SFO's current terminals.

One thing that has made SFO's situation especially challenging is that the 2,400-acre airport is physically one of the smallest major airports in the country and that further land acquisitions, or reclamation of land from the bay, are all but impossible.

The solution was to build upward, abandoning the traditional two-story airport terminal. It will be the "first vertical airport in the world," said Martin.

The 705-foot-long structure will cross the roadway used by motorists as they drive up to the airport's main loop or head to the main short-term parking garage. The terminal's design — light, airy and with a steel-trussed, gently rolling roof — is designed to be welcoming and yet offer a feeling of solidity and strength.

"The terminal is a symbol of the airport as the gateway to Asia, and it is also the airport's new front door," said architect C. Keith Boswell of Skidmore, Owings & Merrill, one of three firms in design partnership for the building.

"We hope it will be a recognizable image for the airport, one that people will remember," he added.

The new terminal's design has already won praise from local urban planners.

Jim Chappell, president of the San Francisco Planning and Urban Research Association, a civic planning organization, was particularly impressed with the structure's spaciousness.

"The design is fabulous," he said. "The soaring roof is symbolic of airline flight, of birds' wings, of openness, of movement and travel and a sense of entry into our city."

The front of the terminal will be a curtain of glass and aluminum. No one will doubt where they are — the words "San Francisco International Airport" will be etched in the glass, in back-lit nine-foot-high letters.

Departing passengers, whether arriving by BART, shuttles, taxis or private cars, will enter the terminal on the third level, 44 feet above the existing roadway. New ramps will separate traffic from the existing domestic terminals and carry vehicles to the elevated levels.

Unlike the current SFO terminals, where each airline maintains separate ticketing counters, the new one will have airlines sharing six big ticketing islands.

A vast concession area — many times larger than the 8,000 square feet in the current international terminal — will be on the same level, and will offer views of landings and takeoffs.

Arrivals will be on the second level, where a high-tech baggage claim system will be installed. Boswell promised that the system is based on tried-and-true technology and will avoid the snafus that dogged the ill-fated baggage system at Denver's new airport.

The new baggage claim system and the area devoted to clearing U.S. customs and passport checks were designed to handle the enormous crowds that descend upon the current terminal between 11 a.m. and 1 p.m., when most flights from the Asia-Pacific region arrive at SFO. That daily torrent of arrivals is repeated in a ritual in the early afternoon, when flights arrive from Europe.

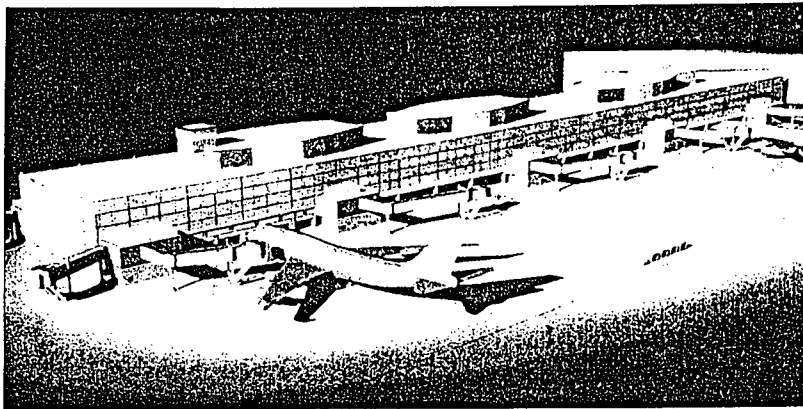
"At the existing terminal, our goal is to get people who arrive on international flights out of the terminal in 30 to 40 minutes," said Dan d'Innocenti, an SFO duty manager. "That works most of the time. But delays can occur when we get five 747s landing at one time. But that's often something out of our control."

---

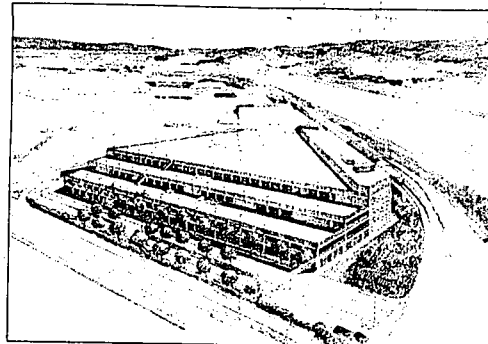
*The airport's  
workforce  
is expected  
to grow  
from 17,000  
to 31,000.*

---

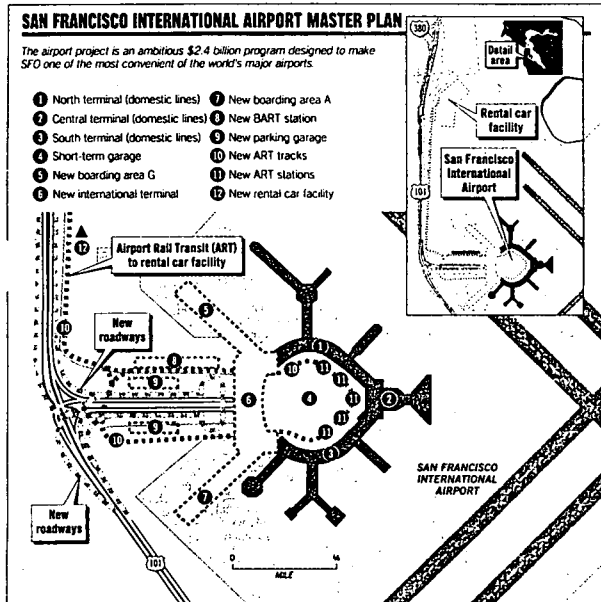
PG. 3  
ont...  
AIRPORT:



The new international terminal — the size of 18 football fields — will house 24 to 26 new gates, each capable of handling wide-bodied jets.



The new rental car facility, which will be connected to the terminals by a new Airport Rapid Transit system, is to be built on the site of the current long-term parking lot.



At the new terminal, the goal will be to move people through even faster.

"Our biggest challenge was designing a building that is easy to come into, easy to find the key points in and then move through efficiently," Boswell said.

In order to use the new terminal's Airport Rapid Transit (ART) system, travelers will have to take escalators or elevators to the fourth level. ART will carry passengers, for free, to all terminals, and beyond to the new car-rental facility, the adjoining long-term parking lot and even on to the United Airlines maintenance facility at the airport's northern tip.

Two new parking garages will provide spaces for 5,300 cars, and the car rental buses that now jam terminal

curbs at SFO — the world's third-largest auto rental market — will be gone. Instead, travelers will ride the ART system to a multistory facility housing the rental companies' fleets.

The airport expansion has proceeded with little controversy, except for two aspects.

The nine-station, 3.8-mile-long ART system was expected to be under construction by now, but SFO was forced to reopen bids on a \$137 million contract to install the system after the original winning bidder — Mitsubishi Heavy Industries Inc. — was found not to be in compliance with the city's affirmative action regulations.

That ruling came after the losing bidder, ADtranz, sued. Its bid was \$19 million higher. New bids were opened last week, and this time ADtranz's bid was lower than Mitsubishi's.

The city is now reviewing the bids and a final decision on awarding the project could be made by October. It is hoped that the system will be up and running by the fall of 2001.

The fight over the BART extension to SFO has gone on much longer and involved much higher stakes. It pitted advocates of extending the Bay Area's rapid transit system against those who said it would be far cheaper to expand Caltrain's operations to provide service to the airport.

Supporters of the BART plan prevailed, although it wasn't until this summer that President Clinton finally committed federal funds to pay for the extension. The first contracts on the SFO end of the BART line are being let now, Martin said, and work should begin by autumn.

But given the vast scope of the work, there is a great deal of skepticism concerning whether the projected opening date of the year 2000 can be met.

SFO officials, however, definitely plan to have the new terminal in operation by then — and many civic leaders are already excited about what they expect will become one of the Bay Area's exceptional landmarks.

"It's going to be one of the great buildings of our time," Chappell said.

# After a Long Struggle, SFO's BART Station Finally on Track

A BART extension to San Francisco International Airport has been a Bay Area dream for decades. That dream is nearer than ever to becoming reality, although BART is still wrestling with financing, security and scheduling problems on the way to the airport.

The \$1.2 billion project, scheduled to break ground in September, is expected to be completed in the year 2000. It would extend the system from Colma to the airport and on to Millbrae, where BART would also connect with Caltrain.

BART's goal is to carry 20,000 passengers to the airport daily. If it does, the new connection would help ease traffic congestion on Highway 101 and would boost SFO's position as the U.S. airport with the highest percentage of travelers using public transportation.

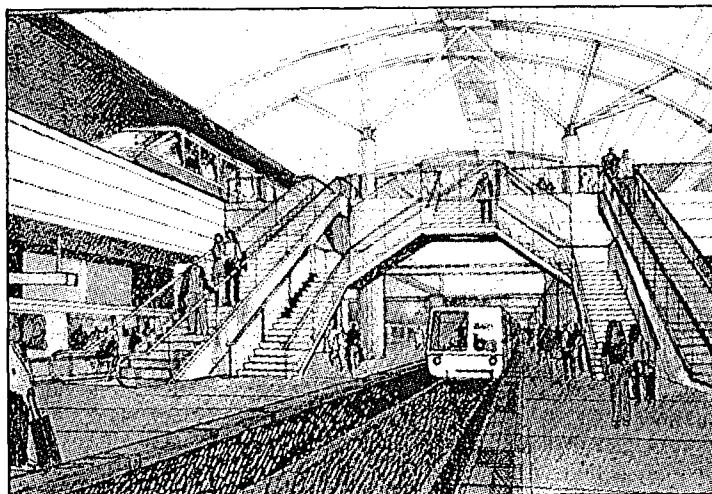
When the line opens, travelers as far away as Pittsburg in Contra Costa County will be able to board a BART train and ride to a new station right next to the international terminal.

At least half the BART riders would be able to walk to their airport gates within four to five minutes, according to BART. The rest would be able to take the planned Airport Rail Transport, which will connect the BART station with the international and domestic terminals and a new car rental facility.

BART plans to allocate space on its trains for baggage, and travelers would be able to check in their luggage right outside the station, according to Dave Madden, spokesman for the extension project.

Recent terrorist threats against U.S. airports have raised some questions of security in regard to linking SFO to a mass transit system. These security concerns prompted SFO and BART officials to work with federal authorities, including the FBI, to add security features to the proposed airport station.

Plans include an integrated SFO and BART closed-circuit television surveillance system and tighter screening of airport-bound passengers and luggage.



Courtesy of Skidmore, Owings & Merrill/Del Campo & Maru/Michael Willis & Associates

**A new BART station at SFO will allow trains to bring riders to within 75 yards of the airport.**

SFO will also build a protective barrier between the station and the international terminal to protect aircraft in case of explosions.

BART has yet to work out its schedule to and from SFO, whose busiest times vary from that of BART's heaviest commuter-use hours.

The airport's peak hours for international flights are between 11 a.m. and 1 p.m. for the Asia Pacific flights and between 1 p.m. to 4 p.m. for European flights. BART is busiest during the morning and evening commute hours.

Initially, the new line will run about four trains an hour during BART's regular peak commute hours, although it is designed to run as many as 27 every hour, said Madden.

The schedules could change, Madden said, according to demand, and depending on negotiations with SFO and San Mateo County transit officials.

An agreement between SFO, BART and the airlines also requires that the airport station be used exclusively for air travelers and SFO employees. That means BART won't be allowed to run trains from SFO and on to Millbrae, as originally planned. Instead, the rail line will in effect run two separate lines, one for SFO-bound passengers and another for Millbrae-bound riders on a route bypassing the airport from San Bruno to Millbrae.

The airlines — which grudgingly agreed to contribute \$113 million to the project — had strongly opposed the extension and sought to preserve an existing federal regulation requiring airport revenues to be spent only on airport projects.

The BART project's financial woes were eased recently, when — after almost a year of anxious waiting — it finally got a \$750 million federal full-funding commitment. The agreement guarantees White House backing until the project is completed and removed the major hurdle to the beginning of construction.

But the agreement doesn't solve all of BART's financing problems.

The amount of money BART gets each year will depend on how well it can sell the project to the members of Congress in charge of allocating federal dollars.

It won't be easy.

Some Peninsula and transit leaders oppose the project, saying it is too expensive and impractical — a sentiment echoed by some congressional leaders sitting on key appropriations committees.

This year's congressional rigmarole is already causing headaches for BART.

Recently, the Senate subcommittee on transportation recommended only \$13.1 million for

the project in next year's budget — far below the \$54.8 million BART requested.

However, the congressional appropriations committee, where BART enjoys more support, has endorsed the rail agency's entire request.

BART may get what it asked for when the final amount is decided by both houses of Congress later this year, but then there's next year and the year after that. For BART, it is bound to be a long, painful haul to SFO.

— Benjamin Pimentel

# Adtranz low bidder at SFO

## Beats Mitsubishi for people mover

By Emily Gurnon  
and Rachel Gordon  
OF THE EXAMINER STAFF

In the latest twist of the battle of the mega-corporations, ABB Daimler-Benz Transportation, better known as Adtranz, beat out Mitsubishi Heavy Industries America as the low bidder for the airport "people mover" contract.

Under city law, the lowest qualified bidder gets the contract.

Adtranz submitted a bid of \$116.6 million to build and maintain the project at San Francisco International Airport — \$11.9 million less than Mitsubishi's bid of \$128.5 million.

"Obviously, in this situation, competitive bidding worked very well for the airport," Airport Director John Martin said Tuesday, noting that the bid falls below what the airport budgeted for the project.

The two companies have fought for the lucrative project since the initial bidding process in December.

At that time, the Airports Commission awarded the contract to Mitsubishi, which submitted the low bid.

Adtranz promptly sued, arguing that Mitsubishi's subcontractors on the project did not meet The City's minority- and female-owned business requirements.

The Human Rights Commission made the same determination — setting the stage for a contest between two city agencies.

A Superior Court judge ruled that the Human Rights Commission had the authority to overrule the Airports Commission — and left Adtranz as the lone bidder.

In an attempt to forestall future litigation, the Airports Commission decided to start from scratch and ask for new bids.

Bids from both companies — the only ones submitted — were substantially lower in the second round.

Adtranz will build the project for about \$39 million less than its original bid, Martin said.

"We won't make as much money on it this way, but it's very important for us to do it," said Terry Sanders, western regional manager for Adtranz, which also built BART's electrical propulsion system.

The people mover project will consist of light-rail cars designed to transport passengers throughout the airport. It will link up with the planned BART airport extension.

"We're very pleased with the way the bids came out today," said Sanders. But, given the contentious history of the bid process, "I'm not certain that it's the end of it," he said.

A spokesman for Mitsubishi was not available for comment Tuesday.

Martin said that before the deal goes through, a determination must be made that Adtranz is indeed qualified, meaning it meets the bid requirements and has the capital to perform the work.

TRANSPORTATION

## Train hope sustained

*Caltrain board says downtown plan should be studied*

**A**N unexpected vote by the Caltrain board is keeping alive transit advocates' hopes that the peninsula railroad will someday have a station in downtown San Francisco. The Aug. 7 vote by the three-county panel—officially known as the Peninsula Corridor Joint Powers Board—didn't approve a downtown extension plan, but it did OK continued study of such a plan as one of several possible improvements to the rail line.

"The board asked staff to bring back a work plan prioritizing capital projects ... that will help us enhance the system and increase ridership. One of those programs may be the downtown extension—that has not been decided yet," said Caltrain spokesperson Rita Haskin. She said the other possible improvements include replacing existing diesel trains with faster electric ones, running more express trains, and adding more parking at peninsula stations.

The JPB has spent several years studying the possibility of extending the tracks past the current station at Fourth and Townsend Streets to a new downtown terminus. The JPB says the most practical station site would be at First and Mission Streets, where the Transbay Terminal now stands. Under the plan, the old bus terminal would be torn down to make way for a new underground rail station.

Studies suggest the convenience of a downtown station could double the number of passengers riding Caltrain. Most commuters who arrive at the Fourth and Townsend station have to transfer to Muni to complete the trip to their offices.

Most Bay Area transit and environmental organizations have come out in favor of the Caltrain extension plan. "This is the most important transportation project in the Bay Area," says John Holtzclaw, chair of the Sierra Club's transportation committee.

Caltrain staffers have finished a draft environmental impact report for the project and is awaiting the board's orders on whether to complete the report. Without a final EIR, the project could not go forward.

If Mayor Willie Brown has his way, the EIR and the project would go away. Brown wants Caltrain to leave the EIR unfinished, thereby stopping the project before it starts (see "The Bus Stops Here," 8/6/97). Last month Brown vetoed a Board of Supervisors resolution that asked Caltrain to complete the EIR.

Brown aides say the downtown extension project is too expensive to be built, so there is no need to finish the study. They have also claimed that new construction in the South of Market area will make the existing Fourth and Townsend stop a more important destination than it has been in the past, and that the soon-to-be-finished Muni Metro extension to Fourth and Townsend will improve the current train station's access to Market Street.

Transit organizations and environmentalists say Brown is following the dictates of Transbay Terminal—area real estate owners who want to get rid of the terminal and its bus ramps to clear the way for development. Advocacy groups such as the Regional Alliance for Transit want the Transbay site kept as a transportation hub. RAFT favors a com-

bined rail and bus station, with trains on the lower level, buses above, and an underground walkway connecting to BART. Having buses and trains meet in one building, the group says, would simplify travel between the East Bay and the Peninsula.

The downtown station on Caltrain's drawing board would also have room for a proposed bullet train connecting the Bay Area to the Central Valley and southern California. Last December, a state commission set up to study high-speed trains endorsed the construction of such a system and recommended building a station in downtown San Francisco.

But if the JPB vote wasn't a defeat for the transit activists, it wasn't a decisive victory, either.

Norm Rolfe, a spokesperson for San Francisco Tomorrow, an advocate of the downtown extension, worries that the JPB's resolution was too vague. "What I'm afraid of is because it did not say directly, 'Complete the EIR,' [Caltrain will] use that as an excuse for not doing it."

The JPB meets again Sept. 4. Caltrain spokesperson Haskin says the board could act on the EIR at that meeting.

*Anthony Fest*

# BART, Caltrain extension funding are unrelated

**Editor's note:** This commentary was originally submitted to the San Francisco Chronicle in response to a piece by their columnist, Mark Simon. Because The Chronicle would not print Sen. Kopp's rebuttal, we are publishing the commentary as a service to readers.

It's no wonder there's been a nation-wide backlash against "insiders." Not only are they out-of-touch, but they also miss the point. Such is the case with the recent article on Peninsula transit, by self-proclaimed "Peninsula Insider," Mark Simon, in a morning San Francisco "fish wrapper" whose sensibilities are easily bruised. Misinformation aside, Peninsula residents deserve a correct portrayal of the public transportation avenues afforded them and the history of underlying decisions. After all, those decisions affect health, safety and well-being. Anyone sitting in stop-and-go traffic while attempting to dodge an infectious case of "road-rage" can attest to that.

So why, with an incredibly congested Highway 101 and much more traffic expected, has, as "insider" Simon proclaims, BART's extension to the Airport usurped any possibility of a Caltrain extension downtown? In two words: "It didn't." Funding for the BART extension to SFO and the Caltrain downtown extension are indisputably unrelated. The BART-to-SFO project was one of only a handful of projects designated by Congress to be a "new-rail start" project and will be consequently funded under that distinct federal program's allotment. The Caltrain downtown extension, on the other hand, is eligible for limited "federal fixed guideway and moderniza-

## COMMENTARY

BY SEN. QUENTIN L. KOPP

tion" project funding. Never the twain shall meet. No borrowing from Peter to pay Paul. It's as simple and straightforward as that.

System integration, however, is controlled by local design, and serious thought and deliberation produced a convenient Caltrain BART transfer station at the new Millbrae BART/Caltrain depot. An escalator ride will separate the two systems. Perhaps it requires more exercise than a cross-platform transfer, but given the complicated maze New York patrons must navigate successfully underground, the trail from BART to Caltrain and vice-versa couldn't be easier to follow.

The question remains, however, why has the idea of a Caltrain downtown extension been effectively terminated, despite the project's eligibility for federal "fixed-guideway" funds, limited though they may be? In many respects, the answer lies in the successful redevelopment of the San Francisco Embarcadero and waterfront. The nearly completed MUNI light-rail line and its march of palm trees now stop virtually at the door of the Fourth Street Station, providing direct access to the financial district if a Millbrae transfer to BART isn't your choice. Furthermore, with the development of China Basin, Mission Bay and South of Market, business, industry and housing have moved to Caltrain, abbreviating the need for the reverse to occur.

Even if you believe such reasons insufficient, indubitably

the best opportunity for a downtown extension was squandered in the 1980's. At that time, CalTrans promoted a plan to sell development rights at the Transbay Terminal or approximately \$160,000,000. The cost of the Caltrain terminal relocation was estimated at \$350,000,000, a not insurmountable difference. Disinterest on the part of the then mayor and most San Francisco supervisors, notwithstanding my vocal effort to foster that extension plan, ultimately served to inter a relocated Caltrain terminal. Efforts since then, while sincere, have been thwarted by financial infeasibility - the current mid-project cost for the downtown extension tops \$1,000,000,000 for its 1.5 mile length - and have proved futile. It's time to face reality and use available money on improvements which will accelerate Caltrain trips, via electrification and other technology, such improvements are not only financially feasible, but are also forecast to increase ridership by twice as much as a terminal relocation. Transit funds are not plentiful, but since they aren't, we'd better concentrate on projects which can culminate in success.

---

*Quentin L. Kopp is an independent state senator representing San Francisco and San Mateo counties.*



MILLBRAE-SAN BRUNO SUN  
Wednesday, August 13, 1997

## **S.F. Board did Peninsula commuters disservice**

### **Editor:**

As a San Mateo County taxpayer and frequent public transit rider, I was extremely disappointed by the action of the San Francisco Board of Supervisors when it voted not to complete an Environmental Impact Report on the downtown Caltrain extension, because we desperately need this extension. The EIR is almost done and should be completed.

For as long as I can remember, there has been talk of taking Caltrain downtown to assist commuters to and from San Francisco in traveling up and down the Peninsula. BART's presence on Market Street in San Francisco adds another reason Caltrain should go all the way downtown, namely, to enable riders to travel from the Peninsula to the East Bay and points in San Francisco served by BART, without an excessive number of transfers. As any commuter knows, too many transfers kill the commute! Even if the proposed BART-Caltrain connection at Millbrae is built, there is still a need for a more direct route between downtown San Francisco and the Peninsula. Such a route is provided by Caltrain.

Can't a population center of our size, with its severe traffic congestion, support direct, connected public transit along the primary corridors?

I strongly urge the representatives of San Mateo and Santa

# Supes implore Caltrain to continue study

BY REBECCA ROSEN LUM  
*Independent Newspapers*

The Peninsula's transportation needs are greater than any one solution can remedy, Supervisor Rich Gordon said at Tuesday's board meeting.

That's why, although the extension of Caltrain into downtown San Francisco was nixed definitively by San Francisco's Mayor Willie Brown and the Board of Supervisors last month, Gordon introduced a resolution urging transportation officials not to throw Environmental Impact Review with the veto.

The EIR includes a survey of numerous other transit improvements.

"Even if, in the current San Francisco political climate, there is not a possibility (of building a downtown station), there are still many items in the study that could benefit us," Gordon said. "We've already spent \$5 million, and completing the study would cost another \$500,000 — 90 percent of which is available in federal funds. I don't want to see us have to start again from scratch."

Apparently, the Peninsula Corridor Joint Powers Board, which oversees Caltrain, agrees, at least in concept.

Thursday, the nine-member board voted to have staff provide a wish list of capitol projects — including the downtown terminal — that could increase ridership and speed up service for commuters to San Francisco.

At the same meeting, the board adopted a two-year capitol budget of \$88 million — its largest to date.

Next month, the JBP, which includes representatives of San Mateo, Santa Clara and San Francisco counties, will vote on whether to proceed with the EIR or work off its list, said Caltrain spokeswoman Rita Haskins.

Brown dashed transit advocates' hopes for a central station in San Francisco's financial district that would link BART, Caltrain and the San Francisco Municipal Railway.

Brown dismissed the downtown hub as far too costly at \$1 billion and of limited benefit to San Francisco residents.

The JBP's interest in completing the EIR appeared to wane in the aftermath of the San Francisco supervisors' rejection.

But, "The downtown extension may very well be on the list," Haskins said. "We haven't abandoned that option at all. We want to increase ridership, but we want to get the biggest bang for the buck."

Projects likely to crop up on the list:

- Electrification of Caltrain
- Upgrading of its train stations
- Switching to a more efficient type of locomotive engine
- Expansion of parking lots at Caltrain stations
- Increasing the number of runs, including express runs.

But Burlingame Councilwoman Marti Knight, who attended the supervisors' meeting, seemed to

harbor higher hopes.

The San Francisco supervisors expressed support for the Caltrain downtown extension individually, she said, "before they got to a vote, and Mayor Brown.

"There may be a change in their attitude," she predicted.

"I think what Marti meant is that even San Francisco recognizes we have to continue to look at other improvements," Gordon said.

## Huening, Spinelli debate BART again

By Diane Sussman  
STAFF WRITER

FOSTER CITY — They called it "the last debate on the subject," but it seems likely the two local pols will argue again.

As they have many times before, County Supervisor Tom Huening and Burlingame Councilman Mike Spinelli traded perspectives on BART's planned expansion into the Peninsula at Thursday's meeting of the San Mateo Rotary Club at the Foster City Holiday Inn in Foster City.

The BART plans call for 8.7 miles of new track from Colma to San Francisco International Airport. The plan also calls for a large station at Millbrae, where

BART would connect with Caltrain, and a planned airport light rail line. The \$1.1 billion project, which received \$750 million in Federal Transit Authority funds July 1, is expected to be completed by 2001.

At the meeting, Huening showed schematic drawings of the new BART lines and sketches of future stations in South San Francisco, San Bruno and Millbrae.

Although Huening called the extension a done deal, Spinelli argued that BART will be a huge white elephant that will add to traffic congestion on the Peninsula at a very high price.

"The key to mass transportation is that it be cheap, convenient and fast," he said. "BART isn't any of these."

Spinelli also expressed concern that Burlingame would suffer disproportionately, as gridlocked BART commuters on Highway 101 head for Burlingame side streets as a short cut.

Huening maintained that BART would alleviate traffic congestion, not contribute to it. With the housing market as tight as it is and the job market as robust as it is, Peninsula traffic can only be expected to increase, Huening said. BART is expected to reduce that congestion by 27,240 trips per day, he said.

By the time BART finishes its billion-dollar project, Spinelli said, each of those 27,240 people ends up costing taxpayers \$64,000 to transport. "For that kind of money, we could buy everyone a Mercedes," he said.

## Bay projects cited in push for transit funds

EXAMINER STAFF REPORT

The BART-to-SFO extension and seismic retrofitting of the Golden Gate Bridge are two critical projects exemplifying the need to increase funding of the nation's transportation infrastructure, Rep. Bud Shuster said Tuesday.

Shuster, R-Pa., who chairs the House Committee on Transportation and Infrastructure, swung through the Bay Area to look in on the BART-to-SFO extension project and participate in a Golden Gate Bridge groundbreaking cere-

mony.

Shuster's powerful committee sets federal spending levels and the policy agenda for the nation's highways and transit systems.

His Bay Area visit, he said, is intended to "shine a spotlight on some of the critical transportation needs in the country" at a time when the Intermodal Surface Transportation Efficiency Act of 1991 ("Ice Tea") is about to expire.

Shuster is also making a pitch to free up millions in gasoline tax funds now "locked up in the High-

way Trust Fund," which could be used for infrastructure improvements.

Congress is considering 1997-98 funding for the \$1.2 billion BART-to-SFO project.

Shuster looked over the site of the project with Mayor Brown, who called it "the most important local public works project today (and) one of the most important in Bay Area history." BART directors hope to have trains operating on the extension by the late fall of 2001.

## SC councilman has questions for BART

**BY SHERI BAKER RICKMAN**  
*Staff Reporter*

Ground has not yet been broken for the 8.7-mile BART to SFO-extension project but one South San Francisco councilman is wondering what is in store for his city.

"BART isn't telling us much," said Councilman John Penna, out-spoken critic of BART. "All we have heard from them is 'we got our money.' I have a lot of questions and BART is not being informative."

Penna wonders how BART plans to deal with cost adjustments from inflation, how long construction will take and how actions by other cities in BART's path may affect construction of the entire project.

BART's present plans for South City will place a station between Mission Road and El Camino Real, south of Hickey Boulevard.

A new drive will be constructed south of the station connecting El Camino Real and Mission Road and Hickey Boulevard will be extended to Mission Road north of the station.

BART tracks will travel underground in South City and unlike other extension projects that were phased, BART intends to build this extension as one project with construc-

tion sites along the entire path to San Bruno, the airport, Millbrae, and ending in Burlingame.

Several weeks ago the Clinton Administration approved BART's \$750 million Full Funding Grant Agreement for the \$1.2 billion project.

However, the Senate only approved \$13 million for the transit district this year and BART must compete with other transit projects all over the country for allotments of its promised money every year.

BART officials say because the government has never reneged on a full funding agreement, the extension project will be funded and construction should take only three years, but Penna questions this logic.

"Will BART get its money in a reasonable amount of time to do the entire system in three years?" asked Penna, who noted that the transit district originally asked for more than \$50 million but was only granted \$13.

Penna also worries that BART has gotten so large that it is only absorbing funds and not putting the money to productive uses.

"I think we should follow the money and see where and how it is being spent," said Penna. "If there is a broken artery somewhere, blood will be spurting out."

BART intends to build four

new stations as part of the extension project but has yet to break ground

# San Mateo County Times

Wednesday, August 6, 1997

JACK KNEECE

**ZOOM:** Some of the same folks fighting to keep BART from expanding its electrified Peninsula line south of SFO now embrace the idea of a high-speed, electric train that would link LA and SF. One problem: Such a train would travel so fast through Our County, it might be more damaging to the local ambience than BART. The good news: All grade crossings would go. Info provided by high-speed rail buffs say the trains would "slow" from more than 200 mph to between 100 and 150 mph in "densely developed urban areas." BART's looking better.

# San Bruno braces for BART

BY SHERI BAKER RICKMAN  
Staff Reporter

While BART officials are busy preparing to construct the 8.7-mile extension to SFO and beyond, San Bruno is working to reduce negative impacts to its citizens.

At its last meeting, the City Council suggested creating a 10-member citizen committee to oversee and review BART's progress through San Bruno.

"I want people impacted by the construction to be on the committee," said Mayor Ed Simon, who added the committee can then give "feedback" about construction to the Council.

BART plans to build one of its four new stations at Tanforan Shopping Center, which will involve relocating Huntington Avenue and the city's Caltrain station, and construction of tracks underground near existing Caltrain tracks.

The city will be seeking people from the First and Fifth Addition neighborhoods, the Belle Aire neighborhood and downtown, since they will be in the line of fire when BART begins constructing tracks to the airport.

Details of the committee member selection process should be outlined during the Aug. 8 Council meeting.

Simon said the committee will be expected to stay abreast of several issues involving BART.

Concerns about the future of San Bruno's Caltrain station is what spurred the Council to act, Simon said.

"There is nothing in BART's plan that says what will happen to the Caltrain station," said Simon. "We weren't worried about this before but now that BART got its money and it's going through, [the city] needs to meet with the [Caltrain] Joint Powers Board."

Presently BART's only plan is to move San Bruno's Caltrain station from its present location on Huntington Avenue to a spot under Interstate 380.

Questions the city wants answered include: Will the Caltrain station be returned to its present location? Should that new station be included in the revitalization efforts for downtown? And will the relocated station be able to operate during construction?

Councilman Chris Pallas

agreed with Simon.

"I wanted to keep BART in Colma but now that it is coming I want to make sure San Bruno isn't hurt," said Pallas.

He pointed out that BART's estimated cost for the extension project was calculated years ago and may now be inaccurate due to inflation.

"If BART runs out of money I don't want the end of the line to be San Bruno," said Pallas. "I want construction to start in San Bruno only after the money is there and I want it in writing."

Unlike other BART expansion projects, the extension to SFO will be constructed as one project, requiring construction sites along the entire 8.7-mile stretch to the airport, including Millbrae, and end tracks in Burlingame.

One of the first tasks for BART contractors will be the relocation of utilities along the construction path.

## Millbrae's city offices set to move

By Diane Susman  
STAFF WRITER

**MILLBRAE** — Before you can fight City Hall, you have to be able to find City Hall. Come Aug. 18, you won't find Millbrae City Hall in the same place it used to be.

That's the day city offices move from permanent digs at 621 Magnolia Ave. to temporary ones in the former Homestead Savings building at 979 Broadway. The city is expected to remain in the Broadway location until March 1, 1998.

The government is moving out while the Magnolia Avenue building undergoes a \$1 million makeover that includes adding a new 1,500-square-foot wing for the finance department and installing new carpets, computer outlets and signs. It is the first substantial renovation for the one-story brick building, which was built in 1958.

City services will be somewhat disrupted during the move.

On Aug. 15, services

will be curtailed so staff can pack. The finance department will be closed. The public is being asked to pay bills early, or drop off payments in the drop box at the north end of the

building. Although the building inspector will be available from 8:30 a.m. to noon, the city will not issue any business licenses or encroachment permits that day.

All city government offices will be closed on Aug. 18.

"We might be able to answer the phone by Monday afternoon, but we don't want to risk disappointing people," said Deputy City Clerk Mary Lavelle.

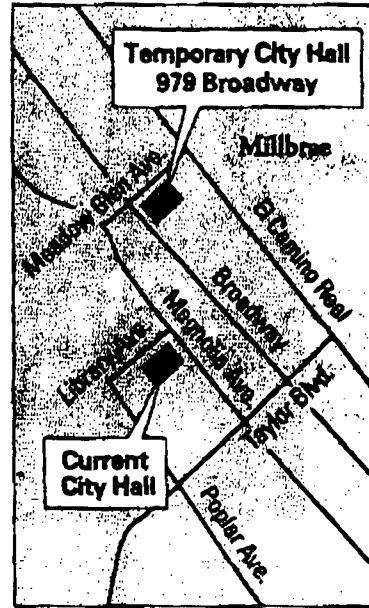
The city expects a return to business as usual Aug. 19. Police, fire and library services will not be affected.

The city is leasing the Broadway space from SamTrans, which owns the building. City offices will have a separate en-

trance and awning on the north side of the building at Meadow Glen. Parking is available on Meadow Glen, on Broadway and in the lot adjacent to the building.

The City Hall makeover is one part of a \$1,492,187 renovation project that also includes expanding and upgrading the fire station at 511 Magnolia Ave. During construction, the fire department will be working out of trailers behind the fire station. Service will not be disrupted.

The City Council and Planning Commission will continue to meet in the council chambers on Magnolia Avenue. The next city council meeting is Sept. 7. For more information, call 259-2334.



Staff



**Jack  
KNEECE**

## Makes no scents

**A** ROMA: The BART notice of bd. meeting Thurs. states: "Please refrain from wearing scented products (perfume, cologne, after-shave) to this meeting as there may be people in attendance susceptible to environmental illnesses." But never mind the whiff from BART scandals in the past few yrs . . . Tags on VW Cabriolet spotted on El Camino in San Mateo: DNGALNG. . . World's oldest woman, Jeanne Calment, dies at 122 in Paris. Story says doctors were unsure of the cause. Here's a hint: 122.

# Big move for Garden Lane

## MILLBRAE

### Hundreds await BART wrecking ball

BY MARK SIMBORG  
Staff Editor

If all goes as planned, by this time next year Erlinda Rosete's Garden Lane apartment will be a series of parking spots in BART's 2,200-car garage.

Her eviction notice should come within the next few weeks.

"The thing was we wanted to get our own house in Novato," said Erlinda, a 28-year-old housewife who has lived in Garden Lane with her husband and four children for three years. "We were waiting to see if BART was going to help us out but I guess we're going to have to start looking for a house with or without their help."

The Rosetes live in one of three apartment buildings slated to be destroyed early next year as the first step of BART's Millbrae station construction. Nearly 700 residents will be evicted, and many feel as the Rosetes do: in the dark.

"Where are you going to put 700 low-income people?" asked Fred Deanda, 44. "In this city, this is one of the only low-income places to live. There's nowhere to go."

Notices of BART's intention to

acquire the Garden Lane property will be sent out this month and eviction notices will quickly follow, according to BART officials. Tenants will have 90 days from the time of receiving notice to move out.

BART relocation specialists referred all questions to Public Affairs Director Mike Healy.

While BART hopes to have the apartments empty by December, nobody will be evicted that doesn't have a place to move to, Healy said.

"The first thing we try to do is find a location near the original location," he said. "At this point, we don't have any specific sites in mind."

Under BART's Relocation Assistance and Relocation Payment programs, which are available at the on-site relocation office on Aviator Lane, all legal tenants have access to a "relocation advisor" and are eligible to receive full moving reimbursements.

The relocation advisors will be assigned once the eviction notices are out, Healy said.

Healy anticipates only 10 to 20 percent of Garden Lane tenants will actually need relocation assistance.

"We've been in touch with a lot of them and most of them have been working to make their own arrangements," he said.

Some residents, however, are

still reeling in the confusion that came with a series of letters earlier in the year.

"They would send us a letter every so often saying that they are going to do it and then they would say they're not," Rosete said. "Now we've been waiting to see if it's going to happen at all."

Deanda is confused as well. "Nobody has come in and said, 'This is for sure,'" he said.

Healy blamed the confusion on Congress' fickle attitude toward BART's full-funding agreement. The agreement was finally approved last month, securing \$750 million for the BART extension project.

Neither Deanda nor Rosete knew of the relocation office, which is open 12 hours a week for the purpose of answering people's questions.

Healy seemed shocked at this, saying he thought "flyers had been posted."

Sandra Ferguson, who works at the office, said not many people have come in but more have been coming since the full-funding agreement.

"I'd say most of the questions are about time" she said.

For Rosete, time is of the essence.

"BART didn't take into consideration that I'm putting four kids into school in a month," Erlinda said. "Finding a place to live is not like a quick and easy thing to do."

# South County commuters have grind ahead

## TRANSPORTATION

### Imperiled Caltrain station may leave locals in gridlock

BY MARK SIMSORG  
Staff Editor

For years John VanKirk drove from Atherton to Daly City to take BART to his insurance claims job in downtown San Francisco.

Now he gets to work in five minutes and consistently finds a parking spot within blocks of his office: all that, of course, since moving himself and his job to Sacramento.

"I guess the impetus to moving to an area like this is the lack of congestion," he said.

The San Francisco Board of Supervisors' recent turn on Caltrain's proposed downtown station may have created more VanKirks: Southern Peninsula-to-downtown commuters fed up with the Peninsula's clogged highways and lack of a convenient way to avoid them.

"If we ever have a hope of relieving the gridlock we need a convenient transit system from the Southern Peninsula to downtown San Francisco," said Malcolm Dudley, Atherton mayor and chairperson of the San Mateo County Transportation Authority.

Rather than spend \$1 billion on a downtown station, Mayor

Willie Brown recently rallied the Board's support to spend \$550 million to electrify Caltrain, add more cars and possibly connect the system with the Muni waterfront line.

About 25 percent of the employed people in San Mateo County work in downtown San Francisco, Dudley said. A significant portion of these people drive because there's no easy way to get to downtown.

"Because of where it stops it's hard to get to downtown," VanKirk said of Caltrain's only San Francisco station at Fourth and Townsend. "There are a few transfers involved and it requires walking through some not so safe neighborhoods."

Claudia Aasen-Blaine occasionally uses Caltrain for her commute from Redwood Shores to the financial district.

"I have to take a bus once I'm in the city and it's usually standing-room-only," she said. "If there were more of an express route to downtown I would use (Caltrain) every day."

Blaine said a muni connection would "absolutely" make the Caltrain commute easier.

But Peninsula leaders aren't too keen on the muni option.

"The (muni) connection might be better than nothing at all but you still have to go through some transfers," San Mateo Councilwoman Sue Lempert said. "Every time you're required to make a transfer, you lose riders."

Projections of the maximum number of new riders a downtown rail station would draw have varied from 6,000 to 20,000. Caltrain carries approximately 13,000 passengers per weekday.

Lempert and Dudley insist the key to increasing ridership and achieving "everyone's" ultimate goal of getting more cars off the roads is to build the downtown station.

Caltrain advocates have been clinging to the possibility that the Peninsula Corridor Joint Powers Board will decide to at least finish the environmental study for the station, which is 90 percent complete.

"To bail out at this point would be madness," Dudley said. "We have already spent 92 percent of our funding for the downtown study. We should at least have the option to build the station."

# BART initiative on ballot

## Council keeps promise of democracy

**BY MARK SIMBORG**  
Staff Editor

An initiative that could put a BART-related Millbrae parking garage in its grave will be up for vote in November.

A three-member Millbrae City Council last week voted to put the initiative on the Nov. 4 ballot and decided to discuss the Comprehensive Agreement with BART at a special meeting to be held after Mayor Dan Quigg returns from a family reunion in Canada.

The Council's decision fulfills a promise made earlier this month to approve the ballot initiative once signatures for its qualifying petition were received and verified by the County Registrar of Voters.

If passed, the initiative will amend the city's municipal code to require any new mass transportation facility to be smaller than 3,000 square feet, less than 30 feet high and have no more than 250 parking spaces. It could jeopardize a city-planned garage on the west side of the existing Caltrain tracks intended to mitigate traffic over the Millbrae Avenue Overpass.

Initiative supporters argue the garage would be an unnecessary

blight to Millbrae, adding even more traffic to that resulting from BART's planned 2,200-car garage on the east side of the tracks.

Initiative proponents, including the City Council, maintain the 800-car "west-side" garage and accompanying street extensions would ease traffic congestion at the El Camino/ Millbrae Avenue intersection.

Vice-Mayor Mark Church said the Council may declare an official position on the initiative at the special meeting. It would then prepare a ballot argument.

"I think once the people become educated on the initiative the majority will be against it," Church said.

But initiative backers, known as the Millbrae Right to Vote Committee, don't feel they need to use the powers of persuasion between now and election day.

"I don't think we need to rally support," initiative co-sponsor Joseph Caimotto said. "We're just going to wait."

One committee member warned the Council at its meeting last week of entering into the Comprehensive BART Agreement before the fate of such things as the initiative and BART funding have been decided.

"Let me remind you that future funding for BART may not be available unless BART lowers its

request," Tom Haggerty said, referring to the Senate Appropriations Committee's recent request that BART slash the cost of the project.

BART's commitment to help fund the west-side garage is a condition in the Agreement, which council members have labeled a "protective" measure for Millbrae's quality of life. The agreement provides a series of mitigations and securities for the city in areas ranging from city infrastructure to traffic.

City Manager Jim Erickson said he sees no reason to wait on the agreement.

"In fact," he said, "now that BART has its full funding agreement our negotiating power may actually be less than it was a few weeks ago."

The Senate's action is not unusual nor is it a serious threat to BART funding, maintained Steve Morin, senior legislative assistant to Nancy Pelosi (D-San Francisco).

"That's not unusual for California projects to do better in the House than in the Senate," Morin said. "BART has already received a substantial amount of money for the project and they can always borrow against the \$750 million."

# Millbrae preps for traffic crunch

## AIRPORT

BY SHERI BAKER RICKMAN  
Staff Reporter

Motorists traveling along U.S. Highway 101 in Millbrae may notice something missing — several Eucalyptus trees.

As part of the ongoing SFO expansion project, trees are being uprooted and brush is being cleared to prepare the highway for an expected increase in airport-bound traffic.

SFO spokesman Ron Wilson said portions of Highway 101 are being widened and an interchange will be built to make a direct connection from the highway to the airport.

"This is part of the master plan for the airport expansion," said Wilson. "Removing the trees was approved with the plan."

Areas near San Bruno Avenue and the Interstate 380 interchange will also be cleared and pile-driving operations should begin soon.

Landscaping to replace sections of the removed vegeta-

tion is planned.

The cost of this portion of the project is estimated at \$77.9 million and Millbrae residents may notice a significant increase in street traffic while the new inbound/outbound airport ramps are built.

Millbrae Public Works Department consultant Richard Cullen wrote in his report that during construction of the interchange this October, portions of U.S. 101 will be closed and traffic diverted to Millbrae Avenue, El Camino Real and San Bruno Avenue.

"These closures are necessary to erect and remove falsework for new interchange bridges and will be limited to the hours of midnight to 6 a.m. when traffic is lightest on U.S. 101," wrote Cullen.

With traffic diversions, an increase in noise is expected and the city plans to give residents advance notice of closures and will implement traffic-control measures.

The city has also made provi-

sions to avoid lane closures and detours during Labor Day weekend, but may allow closures during other holiday periods such as Christmas, New Years and Thanksgiving, if they are deemed "essential."

Wilson said once the interchange is finished, international travelers will not have to drive by the domestic terminal to reach the international terminal.

## **h the Caltrain envi- ronmental study**

### **Editor:**

The action of the San Francisco Board of Supervisors in voting against completing an Environmental Impact Study for the downtown Caltrain extension is a terrible blow to those who live near Highway 101 and use it on a regular basis. This includes a majority of residents in both San Mateo and Santa Clara counties.

BART provides good public transportation for people in the East Bay, San Francisco and a few cities in northern San Mateo County. For the rest of us in San Mateo County the TRAIN is the public transportation alternative we have to help reduce traffic congestion on 101.

Caltrain will attract more riders only if there are more trains, faster service and a downtown depot. The present Muni bus transfer system from the existing station to downtown often takes longer than the train ride and is a real turn-off for many potential train users who end up driving.

The final decision is now in the hands of the Joint Powers Board. When San Mateo, Santa Clara and San Francisco counties formed this board to take over Caltrain, the train was central to mass-transit planning, largely because San Mateo County voters had authorized a sales tax increase to pay for Caltrain and transit improvements.

But a recent newspaper article suggests this bargaining position may have been eroded. Let's hope San Mateo's and Santa Clara's representatives on the Joint Powers Board re-establish their bargaining position and leadership and vote to complete the EIR on a downtown station. In doing so, they will be acting in the best interests of their constituents.

**Sue Lempert  
San Mateo**

■ PENINSULA

## **BART Station Proposal Slated for Fall Ballot**

**Millbrae** — Residents seeking to limit the size of the planned BART station in Millbrae got enough signatures to put their proposal on the November ballot.

The initiative, formally approved by the Millbrae City Council on Tuesday, would amend the city's zoning ordinance to restrict the size of any new mass transportation building to no more than 3,000 square feet and 30 feet high. Parking lots could have no more than 250 spaces.

The proposed BART station would be about 54 feet tall and have a 2,100-vehicle parking structure with an additional 900-space lot.

The Millbrae Right to Vote Committee collected more than 1,600 signatures, exceeding the 1,100 they needed to put the proposal on the ballot.

Proponents maintain that the measure is not meant to keep BART out of Millbrae, but to make sure the project does not cause too much congestion in the city.

City officials said the measure would have little effect on BART's plans because it is a state agency and exempt from local laws.

Ralph Petty, Millbrae's community development director, said the proposal may even hamper the city's plans to build a parking structure meant to ease the expected congestion from the new BART station.

## **WASHINGTON WATCH**

### **House OKs BART funds**

On Wednesday, the House cleared \$54.8 million for BART to purchase land and clear obstacles for its planned 2001 extension to San Francisco Airport. The project would link SFO with downtown.

The full Senate is expected to approve \$13.2 million for the land purchases next week, leaving the final amount up to transportation funding negotiators from both chambers. BART plans to purchase land owned by the San Francisco Water District between Colma and the airport.

The money would go toward repaying a full-funding grant agreement signed by the Department of Transportation July 1.



## BART Expanding As Regional Power

For years, the debate over mass transit on the Peninsula has included two hard-line camps whose views boil down to a choice of either BART or Caltrain, and never the trains shall meet.

At the same time, San Mateo County officials have argued for an extension of Caltrain to downtown San Francisco so the Peninsula commuter line will be an integrated part of the transit solutions stretching to San Jose.

Now, according to a variety of political insiders, BART is winning — already the dominant regional transit system, it is reaching farther down the Peninsula every year.

And the hope is fading for Caltrain as an integral part of a Peninsula/San Francisco mass-transit system.

**THE FIRST BLOW:** The first telling blow to Caltrain was the decision by the federal government to provide substantial financing for the BART extension to San Francisco International Airport.

That might have been good news for Caltrain if the rail line had been part of the plans for the BART/SFO extension.

Instead, the financing is for essentially a BART-only system. Meanwhile, it is likely that future money for Caltrain improvements will be difficult to come by.

Federal officials could argue, rightfully, that they're already spending millions on mass transit on the Peninsula and that there is no need to spend more on what is a rival, nonintegrated system using technology that traces its roots to the 19th century.

---

### PENINSULA INSIDER

*Mark Simon*

---

Then, shortly after financing for the SFO extension was announced, San Francisco Mayor Willie Brown and the city supervisors abandoned the downtown Caltrain extension.

Caltrain supporters have contended for years that ridership will increase dramatically if the downtown extension is built and that the extension is vital to the future of the commuter rail line.

Now, in the wake of the San Francisco pullout, some are arguing that it will be all right — construction at the southern end of the city, including the new Giants stadium and a new office complex, is shifting the city's downtown closer to the existing Caltrain station at Fourth and Townsend streets.

All of which is fine, but it still leaves Caltrain out of any integrated mass-transit planning.

**THE REAL SHAME:** That's the real shame, as one longtime participant put it.

When the three west bay counties formed a joint operating board to take over Caltrain, the train was central to mass-transit planning — in large part because San Mateo County voters had authorized a sales tax increase to pay for Caltrain and transit improvements.

San Mateo County had the money, and, therefore, it had a solid bargaining position.

Somehow, that bargaining posi-

tion has been eroded.

There still is talk about including Caltrain in some sort of mass-transit system.

In fact, look for San Francisco to propose a study of linking an electrified Caltrain to the city's Muni Metro system.

But, as an insider said, that's settling for second best.

Instead of having it all — an integrated mass-transit system from San Francisco to San Jose that links BART and Caltrain and San Jose's light-rail system — what is evolving is a hodgepodge of smaller transit lines that are struggling along on separate tracks.

---

*Mark Simon writes from The Chronicle's Peninsula Bureau; he can be reached at (415) 961-2499, by fax machine at (415) 961-5023, or by e-mail at msimon@sfgate.com.*

# Downtown parking talks continue

## SAN BRUNO

BY SHERI BAKER RICKMAN  
Staff Reporter

The fate of a San Bruno plot of land presently used for Artichoke Joe's Cardroom parking is still under discussion, but negotiations appear to be progressing.

On-going negotiations between BART, which needs the land for its extension project to SFO, the San Francisco Public Utilities Commission, which owns the land, and Artichoke Joe's, which leases the land for a parking lot, started last year.

Talks began after San Bruno officials urged BART to find a way to minimize disruption to downtown businesses — specifically Artichoke Joe's — expected to be a result of BART's extension construction.

Downtown San Bruno merchants have worried about where their customers will park for two years while BART tracks to SFO are constructed through the area.

Dennis Sammut, Artichoke Joe's owner, declined to comment on the issue, saying the matter was "still in negotiations" but he was "anxious" to get everything resolved.

The PUC Bureau of Commercial Land Management Manager, Gary M. Dowd, also declined to comment on specifics of the negotiations but said the talks were "moving forward," but said a decision "may or may not" be made on July 22.

Dowd said the negotiations are "moving slowly" and agreement terms and financial issues are being discussed.

BART officials are prohibited by transit district policies from commenting on the negotiations.

Since tracks will be underground when they go through San Bruno, a plan for "phased" construction, which would allow continued parking in the area, may also be discussed.

Concerns about parking arose when merchants determined the present BART construction plan will designate a portion of downtown San Bruno, including the cardroom's lot, a construction zone and off-limits for about two years.

Some merchants say this could have a substantial negative affect on all businesses in the area.

Sammut is the largest single tax payer in the city and employs 450 workers. He has

previously said losing his parking lot for two years could force him to relocate the business.

Earlier talks between BART and Sammut regarding the parking lot broke down after BART refused to compensate Artichoke Joe's during track construction.

Dowd said the PUC got involved to prevent another breakdown in talks, reduce negative impacts to downtown San Bruno and because it owns the land.

BART's \$1.2 billion extension plan will take tracks from Colma underground to South San Francisco. Tanforan Shopping Center in San Bruno, continuing to San Francisco Airport then to Millbrae and ending in Burlingame.

The project recently received its full-funding agreement of \$750 million from the federal government. Construction of the 8.7-mile extension is expected to begin soon.

# Senate panel chides BART extension

By Dan Seaver  
STAFF WRITER

Citing high costs and local opposition, a key U.S. Senate committee on Tuesday expressed concerns about federal funding for a portion of the \$1.2-billion BART extension to San Francisco International Airport.

In a report on transportation spending released Tuesday, BART is criticized by the Senate Appropriations Committee for being too expensive. The committee committed just \$13 million in this year's budget, and said in the report that further money would come only with "greater certainty that there is not a more efficient and less costly alternative."

The report also lashes out at the Clinton Administration for committing \$750 million in federal funds to the project "without having requested sufficient funds in the budget process."

The report is a hitch in a recent string of good news for BART, which has struggled for years to gain support in Washington, D.C.

But locally, officials backing the 8.5-mile extension downplayed the report.

"We have signed an agreement with (federal transit officials) and they owe us the balance of the cost," said San Mateo County Supervisor Mike Nevin, a SamTrans board member. "Nothing

has changed with this report."

On July 1, the federal Department of Transportation agreed to allocate \$750 million to the project. And the House approved a \$58 million appropriation for this year.

But the Senate Transportation appropriations subcommittee, led by chairman Sen. Richard Shelby, spent nine months blocking full approval.

And after the House approved the project, Shelby's committee was expected to approve matching funds. But only \$13 million was approved, a move that could ultimately test the federal government's commitment to deliver its share of the cost.

Tuesday's report cites concerns over costs, cheaper alternatives and the imprudence of the Department of Transportation issuing a funding guarantee without determining where future dollars would come from.

Opponents of the project, who have waged a multi-year battle against the BART extension, arguing that it will undermine existing Caltrain service, praised Tuesday's report.

According to a statement released by the Coalition for a One-Stop Terminal, the report bolsters efforts to promote a less expensive mix of BART and rail travel instead of just BART into the airport.

# S.F. says no new station

## Led by mayor, board reverses vote to bring Caltrain to downtown

BY MARILEE ENGE  
Mercury News Staff Writer

A divided San Francisco Board of Supervisors withdrew support Monday for moving the Caltrain station downtown, dealing a major blow to a project long sought by transit advocates who hoped to create a regional transportation hub in the city's financial district.

Voting 5-4 to sustain a veto by Mayor Willie Brown, the board dropped its support for completing a \$600,000 study of a new station. The three-county agency that runs the commuter rail line has spent \$4.8 million so far studying the environmental impact of a downtown station.

Without San Francisco's formal endorsement, the Joint Powers Board, consisting of officials from San Francisco, San Mateo and Santa Clara counties, has said it will abandon the study and pursue other Caltrain improvements.

Brown said extending the train tracks from Fourth and Townsend streets into the heart of the city at a site near Market and Main streets would cost too much, and he said he saw no point in spending any more money to study a downtown train station.

"It's a total waste of money," Brown said several hours before the board's vote. "The (Caltrain) study ought to be burned. It's over."

His first priority for transportation in San Francisco, he said, is building a light rail line along Third Street to the Hunters Point and Bayview neighborhoods in the city's southeast corner.

However, a leading transit advocate in San Francisco said the Third Street light rail and the Caltrain improvements would not compete for funding.

"The mayor artificially juxtaposed the two together," attorney Jim Haas said. "I think it's a lack of vision and energy."

A coalition of mass transit supporters, environmentalists, Peninsula and San Francisco officials, as well as San Francisco's newspaper editorial writers, had fiercely supported a downtown station. They argued that it would create a transit center where the two major rail lines in the Bay Area — Caltrain and the Bay Area Rapid Transit — as well

---

Brown said extending the train tracks from Fourth and Townsend streets into the heart of the city near Market and Main streets would cost too much, and he said he saw no point in spending any more money to study it.

---

as regional bus services would converge, linking commuters to eight counties.

"We would like what the major cities of the Northeast have: an integrated transportation system," said Sam Schuchat, executive director of the California League of Conservation Voters. "This project is of major statewide importance. The city of San Francisco is standing in the way."

Supervisor Sue Bierman, who also serves on the joint powers board, held out hope that the mayor would change his mind.

"It's shortsighted not to bring it downtown," she said.

But Caltrain officials said the vote is not fatal to the commuter line, which once considered a downtown station critical to staying alive. Ridership is up nearly 5,000 a day from five years ago, and more Peninsula commuters are using the train to travel to Silicon Valley.

"Years back we used to think the downtown extension did it all," said Larry Stueck, Caltrain's planning manager. Now, planners believe faster trains that spend less time in the station, and more express trains, will dramatically increase the number of daily commuters.

"We could nearly double ridership by making various improvements, even without the downtown extension," he said. "There's been kind of a myth out there that without the downtown extension the system dies."

Other recent developments mean train connections to BART and the San Francisco Municipal Railway system will improve in the next few years, Stueck added. A Muni platform is under construction at Fourth and Townsend, designed to quickly shuttle commuters from the train station to the financial district.

And plans for the BART extension to Millbrae call for cross-platform connections to Caltrain.

"In five years you'll have a major regional transit connection at Millbrae," Stueck said.

## High-Speed Rail — Crucial to SFO Extension

By Walter Strakosch

**T**HE BART, CALTRAIN and San Francisco International Airport extension plans should be about what makes sense financially and operationally — most of all to the traveling public. BART is going toward the airport, but where it ends is important and can play a critical part in the airport's future.

The 1992 plan was to bring BART to a joint terminal west of the airport with Caltrain, but that was changed because of a wetlands issue. The next plan was to go underground at the airport loop; that was too expensive. Then a plan called for BART to go over the new international terminal. That, too, got shot down.

The latest plan is to place BART behind the new international terminal toward Highway 101 and away from the airport. It is called "modified Option X," but it is the poorest of the three plans for transit passengers. The location lacks convenience to most airline counters; unless the station is near the new people-mover, it will be a luggage-laden walk to the airline.

Is there a better, less expensive option? A study cited in *The Chronicle* on February 2 states that since 1989, when the new international terminal plan was completed, global travel has outpaced projections and that there will be an increase in passengers at SFO from 39.3

million in 1996 to more than 51 million in 2006. As the new international terminal fills in the airport circle, it does not appear there is any more room for expansion. How will additional traffic be handled?

By 2006, we should have a high-speed rail line (a new development) between San Francisco and Los Angeles using the Caltrain right-of-way. If common sense prevails, the line will have an airport stop. High-speed rail could eliminate more than 100 flights a day between Los Angeles and San Francisco and most connecting flights between San Francisco and San Joaquin Valley cities, but the train-plane connection must be convenient and easy. Unfortunately, the proposal requiring a transfer from high-speed rail/Caltrain at Millbrae to BART and then again from BART at the "option x" station to the people-mover isn't convenient or easy.

This is also where Caltrain and the commuter might benefit. The proposed high-speed rail system would use the Caltrain track between Redwood City and San Francisco. The use of the track by very-fast trains will require an extensive upgrade of Caltrain (new rail, grade separation, electrification) that would benefit not only the long-distance traveler but the San Francisco/San Jose commuters with their travel time reduced to 30-40

minutes. San Francisco-to-airport travel time could be cut to 10-15 minutes versus 30-35 minutes via BART.

It may not jell, however, if onerous transfers are forced on passengers. So if airport capacity increase is needed and a seamless connection of Caltrain/high speed rail is important (and I believe it is), doesn't it make sense to review the latest plan and reconsider a satellite terminal west of Highway 101 where BART, Caltrain, high speed rail, the people-mover and SamTrans might all come together?

The satellite could have passenger and baggage check-in facilities for all the major airlines that passengers arriving by train or bus could use, then move on to their airline via the people-mover. It would be a practical way of increasing capacity at the airport as well as helping extend its useful life. The wetlands issue might be mitigated by a second look.

**I**n fairness to the traveling public and the taxpayer (we're talking big bucks here), wouldn't it be reasonable for people with an understanding of the business to take a further look at current plans? Perhaps this could be done by a peer group from outside the Bay Area, one that does not have a vested interest in the outcome.

---

*Walter Strakosch is retired from the federal Transit Administration and lives in Mill Valley.*

## Senate panel OKs less than BART wants

**By Ronna Abramson**  
STAFF WRITER

A key U.S. Senate subcommittee on Tuesday approved just \$13.1 million for the BART extension to San Francisco International Airport next year, about a quarter of the amount requested by the transit agency.

The blow came from the Senate Transportation appropriations subcommittee, whose chairman, Sen. Richard Shelby, R-Alabama, unsuccessfully tried to block more

sweeping federal approval of the extension. Clinton gave that approval July 1.

The \$13.1 million in funding clearly is less than the Bay Area Rapid Transit District wants, but California lawmakers said it is better than the alternative — nothing.

California Sen. Barbara Boxer said that when the administration agreed to commit \$750 million in federal funds to the \$1.2 billion project, she and other lawmakers feared that the subcommittee would retaliate by cutting the exten-

sion out of next year's budget.

"But today, we are in a much better position," said Boxer, a Democrat. "Now we have a commitment from the administration and appropriations from both houses of the Congress to keep the BART-to-the-airport project moving."

The U.S. House of Representatives already has approved BART's full request for \$54.8 million in the next fiscal year, which begins Oct. 1.

BART and California lawmakers are hoping House

members will fight for BART when they meet with the Senate in September to iron out their differences in a conference committee.

Steve Morin, an aide to U.S. Rep. Nancy Pelosi, D-San Francisco, said House members have committed to getting "the highest possible number" for the BART extension, and said a lower Senate appropriation is typical.

BART spokesman Mike Healy said that even with \$13 million, BART can move forward.

# BART initiative to council

## MILLBRAE

BY MARK SIMBORG  
Staff Editor

Backers of an initiative to restrict the size of BART buildings in Millbrae submitted a petition with nearly 2,000 signatures to the Millbrae City Council last week, possibly securing a council-promised spot on the November 4 ballot.

The Council assured petitioners last week that if the signatures are legitimate and received in a timely manner the initiative will be approved for the November ballot at the Council's July 22 meeting.

City Administrator Jim Erickson said the county clerk ensured the signatures will be verified by July 22.

The initiative would amend the city's municipal code to require any new mass transportation facility to be smaller than 3,000-square feet, less than 30 feet high and have no more than 250 parking spaces.

While city and state officials agree the initiative would likely have no effect on BART's Millbrae station, it would jeopardize a city-planned garage on the West Side of the existing Caltrain tracks intended to mitigate traffic on the

Millbrae Avenue Overpass, marked by this Friday to the attention of the city clerk, 621 Magnolia Ave., Millbrae, CA 94030. Please print your name.

The submission comes nearly a month after petitioners announced they had the 1,200 signatures, or 10 percent of Millbrae's registered voters, required to put the initiative on the November ballot.

Initiative co-sponsor Tom Williams said the group, now calling themselves the "Millbrae Right to Vote Committee," waited because they wanted to obtain enough signatures — 1,700 — to qualify the initiative for a special election.

"There are many ways the City Council could have delayed voting (on the initiative) long enough to miss the deadline for putting something on the November ballot," Williams said.

Worried the Council wouldn't verify the signatures by the early August ballot voting deadline, Williams last week requested the Council place the initiative on the ballot before seeing the signatures.

**Note:** The city is going carefully check each signature. To remove your name from the petition, send a signed letter stating you want your name removed, post-

## **BART-SFO project is essential**

### **Editor:**

I have recently moved back to the Bay Area after being away a long time. I find the BART-SFO project frequently mentioned in the media. Can it be that this project started at least two decades ago has still not broken ground? I am appalled at the apathy of various governmental agencies, who have responded to the voter's mandate, both locally and nationally. We want and need BART here.

Where I work will be determined by the availability of mass transit. It seems to me the more transit alternatives we

have, the better we all are. Naively, I used to believe that majority rules, but it seems that a small group of people, special interest groups may retard or even block such an important transportation advance. How is that possible? Most of the voters the county have indicated their willingness to extend BART further into the county. If it has taken the BART-SFO project 20 years to get this far, doesn't it scare you to think about other alternatives being considered and how long it may be before they're accessible?

Since my return I am continuously surprised and intimidated by how bad the traffic is. Gridlock is common, as the free-

ways designed decades ago were not meant to handle so many cars. Congestion is at its worst by the airport, and it will become impossible to navigate. And there is no relief in sight. SFO is the fifth busiest airport in the nation and seventh in the world. Why doesn't it have rapid transit? Truly, the lack of transit alternatives is an embarrassment and certainly does not reflect much forethought for the people who live here and tolerate the situation. Can it be that you are content to waste your precious time waiting in long lines of traffic?

We do need help and we need help now. That help is BART.

**Julie Turner  
San Mateo**



# A big step for BART

It was President Clinton to the rescue, after Senator Richard Shelby, R-Alabama, sat on funds for BART's extension into SFO. With the deadline arriving for a decision on whether to build the BART station at the International Terminal, airport authorities could not have waited any longer.

The president stepped to the plate and pledged White House funding when Federal Transit Administrator Gordon Linton signed an agreement for \$750 million over eight years. The agreement by the Clinton administration may remove the last major obstacle to BART's 8.2-mile extension from Colma, and work could begin in just a few weeks.

The project required all the efforts of state Senator Quentin Kopp and supervisors Tom Huening, Ruben Barrales and Mike Nevin to make it happen. There was no indication prior to the White House announcement that Clinton would step forward with the funds after Shelby, the chairman of the Senate Transportation Committee would not let the BART project go forward.

Senators Barbara Boxer and Diane Feinstein both lobbied hard for the money, and say that this is still not the end of the line. Apparently, there will be an appropriations fight in Congress over BART funding, with Republicans using every means at their control to head off the money. Boxer believes

the president's promise to fund BART will have the clout necessary to carry the day.

Meantime, there are many benefits to the area which will grow out of BART expanding into the airport. Marcy Schultz, executive director of the Building and Trades Council in the county, says this will be the biggest construction boom in 20 to 25 years. She sees a major increase in public works services, biotechnology and construction jobs amounting to \$5 billion in development during the next six to eight years.

The major benefit is a rail line to the airport, which will take 10,000 autos off the highways when it is completed in the year 2000. Traffic has been the primary issue on the Peninsula and the completion of BART is something that area residents want very much.

Republicans should not fight the agreement. It should be the end of the line for a dispute that has raged for years and has pitted neighbor against neighbor. It is time to bury the hatchet, to accept the fact that BART proponents have won. It is time that everyone worked together so the project can be successful and benefit everyone.

If there are problems with BART, let's work together to resolve them and to make certain that the system works for everyone.

Let's not continue the war, let's bring in an era of goodwill and peace on BART.

■ REGION

**\$13.1 Million Offered  
For BART-SFO Extension**

A U.S. Senate subcommittee recommended only \$13.1 million for BART's planned extension to San Francisco International Airport yesterday — less than a quarter of what the agency had requested for next year's budget.

A House subcommittee had recommended \$54.8 million, the same amount requested by BART. A conference committee with members from both houses will have to work out a final amount.

The project recently got a \$750 million federal financing commitment from the Clinton administration. But BART has to lobby Congress for funds every year.

Senator Barbara Boxer, D-Calif., said the fact that the Senate subcommittee appropriated any money at all to keep the project moving was a good sign.

# BART-to-airport suit dismissed

By Dan Seaver  
STAFF WRITER

A San Francisco Superior Court judge further cleared BART's way to San Francisco International Airport and Millbrae when he dismissed a lawsuit challenging the \$1.2 billion extension Friday morning.

That leaves the 8.2-mile extension with the closest thing to a green light since it was first proposed decades ago.

"I would estimate that all substantial impediments created by opponents and the other few demagogic politicians have abated, and the only other effort is ensuring cash flow," said state Sen. Quentin Kopp, I-San Mateo/San Francisco, a long-time supporter of the extension.

"It is all systems go at this point," county Supervisor Tom Huening said. Huening also is president of the SanTrans board, BART's partner in the extension.

On Friday, Superior Court Raymond Williamson quickly dismissed the lawsuit filed almost a year ago by the Coalition for a One-Stop Terminal or COST, Peninsula Rail 2000 and Train Riders Association of California, three pro-train organizations whose members worry that a BART extension will undermine Caltrain and rail service.

The lawsuit argued that BART and SanTrans had not

fully considered potential destruction to the habitat of federally protected wetlands home to the red-legged frog and the San Francisco garter snake.

But Williamson quickly dismissed the suit, finding the environmental review for the project was sound.

COST attorney Bill Yeates said his clients would have 60 days to appeal the decision. And COST board member Jon Twichell said he expected his fellow board members to consider an appeal at an upcoming board meeting.

The court ruling is the second major boost to the BART project this month.

On July 1, after months of delay, the Clinton administration committed to pay the federal government's \$750 million share of the project.

Still, opponents continue to try to block the project. On Friday, another group submitted almost 2,000 signatures for a ballot measure that would scale back the parking garage planned for the BART-Caltrain station in Millbrae.

## JFK University mulls land near Concord BART

By ANDY JOKELSON

TIMES STAFF WRITER

CONCORD — A 4.5-acre site near Concord's BART station has emerged as a possible home for John F. Kennedy University.

The property, at Galindo and Oak streets, includes about 1.5 acres owned by the Concord Redevelopment Agency and three acres owned by the Pacific Gas & Electric Co. The site is between Bank of America office buildings and Concord's police station.

The redevelopment agency's land is vacant; the PG&E property has several residential and commercial buildings.

"Concord's a possibility. I don't have much to say about that right now," said JFK President Charles Glasser, who visited the site several weeks ago.

The Orinda Union School District's Pine Grove campus, where JFK leases space for three of its schools, also remains a possibility, he said, as does land near the Pleasant Hill BART station.

"We're interested in all of them," Glasser said.

The Concord City Council, which governs the redevelopment agency, is scheduled to discuss the Galindo-Oak property in closed session Tuesday. The agenda says price and terms of payment are under negotiation between the agency and the school.

Asked if there is an offer on the table from JFK, Community Development Director Bill Reeds replied: "I think it would be premature for me to comment on that."

As far as he knows, the redevelopment and PG&E properties are both for sale, Reeds said. The redevelopment agency typically re-

sponds to offers for its property but has not set a price for the land at Galindo and Oak, he said.

"We've talked to several people about that particular site," Reeds said. He declined to elaborate.

JFK's schools of liberal arts, holistic studies and psychology are at the Orinda district's Pine Grove campus on Altarinda Road. Its law and management schools are in leased space in Walnut Creek.

The Orinda district is weighing whether to reclaim Pine Grove for its own students. Pine Grove was an intermediate school, but the district has not used it since the 1970s.

The district and JFK would have to give three years' notice if either chose to end the Pine Grove lease.

The university has long sought a permanent home of its own where it could consolidate all of its schools. It began exploring property near the Pleasant Hill BART station after neighborhood opposition forced developers to put on hold a mega-theater and retail complex plan.

TRANSPORTATION

# Train versus train

## *Brown gives money from Caltrain to Third Street project*

**O**N JULY 1 Mayor Willie Brown pledged his support—and city money that had been earmarked for the proposed downtown Caltrain extension—to another popular transit project, the proposed extension of Muni's streetcar system down Third Street to Bayshore.

The shift of funds from the Caltrain extension to the Third Street light rail may make good political sense for the mayor, but it makes little fiscal sense for the city: city officials admit that the Third Street project doesn't need the Caltrain money—at least not right away.

Much of the \$300 million to \$850 million needed to build the Third Street light-rail extension will come from the San Francisco Transportation Authority, which was set up in 1989 to administer the half-cent sales tax approved by voters for transportation projects. One of the agency's priority projects is the rail extension on Third Street.

Carmen Clark, executive director of the Transportation Authority, says \$290 million has been set aside to bring the light rail through the Bayview District. "There is no direct competition for funds for the initial operating segment from Third Street and King to Bayshore," she told the *Bay Guardian*.

The Board of Supervisors on July 7 approved funding to complete the environmental review for the proposed Caltrain extension, which would build Caltrain a station much closer to downtown than its current terminal a mile off Market Street, but Brown vetoed the measure July 9.

On July 1 Brown had pledged the city's share of the cost of relocating the Transbay Terminal to a single site with Caltrain, about \$60 million, to the Third Street rail extension.

P.J. Johnston, a spokesperson for Mayor Brown, denied that the mayor was trying to place these two projects in competition. "For that kind of financial investment, Mayor Brown feels that the priority ought to be Third Street light rail," Johnston said.

Transportation Authority and city officials are considering four versions of the Third Street Muni project, ranging in price from \$300 million to \$850 million. The more expensive projects involve tunneling from Third and King Streets to Chinatown. According to Susan Olive, Muni's project manager for the extension, Muni has recommended one of the less expensive options, but it plans to conduct environmental reviews to be eligible for federal financing for the more expensive plans, should it choose them.

Peter Straus, the Muni official in charge of planning for the extension, said at a July 1 Redevelopment Agency meeting that the possibility of receiving federal money for the Third Street project was slim. But the competition for that money isn't Caltrain—it's BART. Since President Clinton recently pledged \$750 million for the BART extension to Milbrae, transportation experts say federal transportation funds, for which all U.S. cities compete, may not be allotted again to San Francisco for some time.

Bruce Balshore, director of the Coalition for a One Stop Terminal, told the *Bay Guardian* that San Francisco would not see federal funding for additional transportation projects until 2004.

"Money for the Transbay Terminal is lacking, but the cash for that would come from the federal government," Balshore said.

Many people are opposed to the BART extension, which is estimated to cost as much as \$1.2 billion.

Henry Holmes, director of Sustainable Alternatives for the Global Economy, a project of San Francisco's Earth Island Institute, has been

involved in community planning for the light-rail project on Third Street and welcomes Brown's support. But he said he was frustrated by the competition for transportation funding. "Because BART is so expensive, it puts other projects in competition," Holmes told the *Bay Guardian*. "It is unfortunate that transit is forced to compete for money, as compared to roads that do not compete with each other."

*Jim Rendon*

# I see Marin's future, and it looks like Woodside Plan for growth, and control it

JACK COMMINS

**T**HE ISSUE OF rail transportation as part of an overall strategy of diversified transportation alternatives ("Let's reinvent wheels . . .," Wendi Kallins, Opinion, June 29) is a sound concept. It's the implementation of this idea that causes problems.

From the initial consultant's studies forward, every rail proposal I've seen starts out promising to change transportation (nay, the social fabric of our city/county/state) as we know it (e.g., Long Beach rail, San Jose light rail, Sacramento light rail, San Jose to Sacramento rail).

The reality: Taxpayers pay the tab because commuter subscription never meets the rosy promises of politicians and special-interest groups.

The only system that works properly is BART. The reason is simple enough — it takes people from their homes to where they work.

If you look at the overall numbers, where do people live and work? For Marin residents, work is anywhere but Marin — we're a bedroom community. The jobs are in the East Bay, Silicon Valley and San Francisco. And aside from a handful

---

***The only system that works properly is BART. The reason is simple — it takes people from their homes to where they work.***

---

of well-paying Marin jobs, the majority of Marin employees work in the retail and service industries — not the high-wage, high-growth industries of the South and East bays.

Granted, these are sweeping generalities. The software industry is doing well here, and small-business owners proliferate.

But ask yourself this, parents of Marin: Where are all your children living? Not here — many can't afford it, but it's difficult to reach the Bay Area's technology centers.

To raise a family and buy a house and have a

reasonable commute, your kids live somewhere else. Petaluma, Concord, Livermore, Stockton, Colorado Springs, Portland.

Would they live here if they could, say, jump on BART and be in Fremont or San Jose in 45 minutes? In a heartbeat. Marin doesn't have to become an industrial park to support your children's family. It just needs access to them.

The rail plans we've seen propose transporting commuters from outlying areas to Marin, and

---

***. . . the majority of Marin employees work in the retail and service industries — not the high-wage, high-growth industries of the South and East bays.***

---

eventually to San Francisco. Small problem: Marin ends up subsidizing the commute of non-Marinites. The reality of transportation is that communities are self-serving. No one will pay increased taxes as a humanitarian gesture.

Where does that leave us? BART to Berkeley, and BART to San Francisco. Home to work.

I can understand your position. You're older, retired or getting ready to. Who wants the added expense, the construction, the noise, the possibility of (gasp!) undesirables walking your streets?

I've got news — it's already here. Look around. Remember Marin 20 years ago? It's not coming back.

Embrace the future. Plan for sustainable growth, and you can control it. Deny it, and it will bite your hand in unexpected ways. I've seen the future of Marin. It's that of Woodside, slowly becoming engulfed in auto smog from passing commuters. Is that what we want for Marin?

We know BART works, is reliable, goes (almost) around the Bay. What's the downside? Oh, yeah — your children might end up living down the street.

---

*Jack Commins lives in San Rafael.*

LETTERS

## BART critic missed the train

In commenting on the BART extension to San Francisco International Airport, Pam Rianda plays fast and loose with the facts (Guest Opinion, May 23-29). BART and SamTrans are partners in the BART-SFO Extension and share the financial risks. SamTrans' advance of up to \$7.5 million to BART to maintain minimum staffing will be fully credited against its \$99 million investment in the project. In the unlikely event that the project does not proceed, this cost will be split evenly between BART and SamTrans. Thus, BART will repay half of whatever amount SamTrans has advanced.

The Federal Transit Administration has signed the Full Funding Grant Agreement. In a letter sent to Congress, FTA Administrator Gordon Linton said he was confident that BART has the financial capacity to build, operate and maintain the project. By maintaining the project office and a skeleton staff, we will be able to move more quickly into construction now that our grant is awarded. This plan was more efficient and cheaper than shutting down the extension office, only to reopen and restaff it a few months later.

Contrary to Ms. Rianda's claim, the California Transportation Commission remains firm in its commitment of \$108 million in state funds to the SFO extension. Only the timing and amount of the annual allocations has changed due to the delay in federal funding. The CTC's \$17 million allocation this year is more than sufficient for the project.

Ms. Rianda refers to a station opposite the airport west of Highway 101, but neglects to say that BART and SamTrans explored such a plan. It was not pursued after the U.S. Fish and Wildlife Service rejected that location due to impacts on endangered species. If Ms. Rianda chooses to ignore these environmental restrictions, she should consider the financial implications: Will the federal government invest the same amount for a project having one less station? Will the airport contribute since it no longer has its own station? A reduction in funding from either source leaves SamTrans (and, by extension, local taxpayers) to make up the difference.

Since 1985, San Mateo County taxpayers have voted overwhelmingly in favor of expanded BART service on three occasions. BART and SamTrans are working diligently to fulfill that promise. Ms. Rianda serves a small group of special interests seeking to thwart the majority will.

**Margaret Pryor, president  
BART Board of Directors  
Oakland**

# LETTERS

**Editor's note:**

*In the July 2 article headlined "Millbrae picks BART planner" it was incorrectly reported that proponents of the Millbrae Mass Transportation Facilities Control Initiative of 1997 submitted a petition. They have not submitted the petition.*

## **BART extension a blight on Millbrae**

**Editor:**

Regarding BART's SFO-Millbrae extension Thomas M. Blalock, the East Bay BART director, makes much of numbers - transit riders, vehicles, vehicle trips. Not surprisingly, they trip him up.

He insists each car diverted to BART be subtracted twice from Bayshore's traffic stream, once on arrival at a BART garage, and again on departure. Since when did cars entering U.S. 101 lower the total on the highway?

Even by Blalock's strange count, 5,000 cars diverted to BART extension parking would cut 101 traffic a negligible 3.8 percent. In fact, not all cars would be from Bayshore - I-280, El Camino, and local streets also would feed BART, adding to congestion in South San Francisco,

San Bruno and Millbrae. Remember, BART car commuters are off-road only for the distance, BART takes them.

At SFO, Blalock thinks big, picturing "airport-bound passengers" in 17,800 BART seats per day. Airport projections are less rosy. Executive Director John Martin says BART riders would be largely airport workers, not airline passengers. Of SFO's huge work force, more than half are beyond BART's help, hailing from points south. For many of the rest, their work will favor a car commute for years to come, until SFO extends its light rail to job sites like the United Airlines shops.

Mr. Blalock does not address the congestion BART Millbrae would create on 101, or the more than 3,000 vehicles BART would pour into Millbrae and environs every day. That's more than 12 linear miles of internal combustion belching noxious fumes. Small-town Millbrae and its neighbors don't deserve such an assault on people's health; or the worries of more traffic on El Camino and side streets.

There is no excuse, for expanding any form of transit that cannot function without monstrous

corrals for thousands of cars. Its value is self-canceling. Whatever debatable effect it may have on freeway traffic is more than offset by its odious impact on communities forced to endure the fallout. We have transit alternatives that point a better way. It's time we look at them.

**James W. Kelly**  
**San Bruno**



# County prepares for BART boom

## DEVELOPMENT

### Funding has officials looking to future

BY MARK SIMBORG  
Staff Editor

San Mateo County is poised for development now that the Clinton administration has approved \$750 million in funding for the BART-SFO extension. It's the last and largest chunk of money needed for the project.

"We always had confidence that this was going to happen," said Molly McArthur, manager of government and community relations for the BART West Bay extension. "We are excited, elated and ready to move forward."

Federal Transit Administrator Gordon Linton signed the belated eight-year, full-funding grant agreement last week, paving the way for another 8.7 miles of BART tracks from Colma to SFO.

Site preparation work for the project's five stations should start this summer, McArthur said.

While a few Bay Area groups hold their breath in anticipation of a funding stopper, county and city officials are rejoicing and anxious to get the economic ball rolling.

"We're thrilled to death," said Marcy Schultz, Executive Director of the Building and Construction Trades Council of San Mateo County. "This is our biggest construction boom in 20 to 25 years. We're talking about a huge expansion not just in construction jobs but in permanent jobs, public works services, biotechnology, etc..."

The extension is expected to create 500 to 700 construction

jobs, Shultz said, in addition to other permanent jobs in the areas of public works and maintenance.

The BART project, she added, is key to sustaining the county's quality of life during a time of economic growth.

"The big picture is that San Mateo County has finally been discovered," she said, adding that with BART there will be an estimated \$5 billion in development over the next six to eight years. "This will do a lot for the residents, tax base and county as a whole, but we also have to take responsibility with what it's going to do to the traffic and air quality."

Studies predict the extension will take 10,000 cars off the daily airport commute.

For the airport and cities that will be served by the extension - Colma, South San Francisco, San Bruno and Millbrae - the promise of federal funding secures planning efforts initiated with faith in the funding commitment.

"We were about to get started on our own," airport spokesman Ron Wilson said, explaining the airport had set June 30 as the funding deadline but hadn't heard anything by then.

Millbrae recently authorized spending more than \$300,000 on a site plan for the city's BART station.

"I'm happy the commitment has finally been made," Millbrae Mayor Dan Quigg said. "From our standpoint, we've been in limbo for the last few months."

An initiative to restrict the size of BART buildings in Millbrae had city officials worried that, if passed, it would show enough dissidence within the communi-

ty to influence the feds to use the BART money elsewhere.

Congressional representatives were looking for a reason not to fund BART, Councilman Denis Richardson said.

However, the initiative could still jeopardize a city-planned, 800-car garage intended to mitigate traffic over the Millbrae Avenue overpass.

Although they claim no connection to the initiative, members of Coalition for a One Stop Terminal (COST) call the Millbrae garage "redundant" and are still hopeful that federal funding will flop.

"The Congress still hasn't appropriated the money yet," said Mike Spinelli, member of the COST board of directors and Burlingame councilman. "It all depends on that."

It is very unlikely the feds will not appropriate the money, said Steve Morin, a senior legislative assistant to Rep. Nancy Pelosi, D-San Francisco.

"By signing the agreement, the federal government is guaranteeing the viability of this project for eight years," Morin said.

Backing out of this agreement would undermine similar agreements made throughout the U.S., he added.

Another point of controversy in Millbrae is the displacement of 700 low-income residents in the Garden Lane apartments near Millbrae Avenue. Destroying the complex will be BART's "primary" move in Millbrae, according to BART Public Affairs Director Mike Healy.

Garden Lane residents are worried.

"We haven't heard anything from BART," resident Robert Ortega said. "What benefit will

we get by moving out? My plans depend on what we get from BART."

Healy said he doesn't know of any site-specific relocation plan but the relocation process should begin in August and will follow federal relocation guidelines.

The space will be used to set-up an equipment base for building the Millbrae station. Construction of the station is expected to start in January.

# BART to Millbrae: an alternative study

BY DENIS RICHARDSON

BART to Millbrae is the biggest issue to ever visit our city. The views on this are varied, pitting neighbor against neighbor. I don't believe that all of the facts and opinions regarding BART are portrayed accurately.

If I had a choice whether BART had its terminus station in Millbrae or some other city I would choose the latter. But the fact is that through the powers of "eminent domain" laws, Millbrae residents can't make that choice. BART has the authority to place a station in any section of a city.

Also, I believe the majority of our citizens agree that regional mass transit is the only logical answer to traffic congestion and air pollution.

In 1993 BART's preferred alternative for its terminus station was north of Center Street in Millbrae. This alternative was chosen by BART because San Francisco Airport's position was that no affordable station could be built on airport property. BART was going to connect with CalTrain and the airport light rail system at Center Street. BART's conclusion was that in order to obtain maximum ridership the CalTrain connection

was necessary.

The Center Street station proposal would have wiped out at least 80 single family homes, split our city in half, and had no economic benefit to Millbrae. This alternative was completely unacceptable to Millbrae residents and elected officials. Unfortunately, Millbrae would have spent hundreds of thousands of dollars to fight the Center Street proposal. The opinion of transportation and legal experts across the board was that Millbrae would have lost that battle because of the eminent domain laws.

In 1994 SFO re-evaluated their expansion designs of the new international terminal. Conclusions were that an affordable BART station could be built with re-design of the airport project. However, BART still needed the CalTrain connection in Millbrae of the commuters from South San Mateo and Santa Clara counties.

BART then offered "Alternative Six A." That plan called for a

BART station at the airport, with the terminus station at Millbrae Avenue connecting with CalTrain. With the Center Street alternative still on the table, the City Council and staff took a very close look at "Alternative Six A."

Armed with the knowledge of the powers of "eminent domain" and the cry from regional cities in support of the BART expansion to the airport and points south, the city looked closely at the positives and negatives of a Millbrae Avenue station. The opinion of our staff and transportation consultants was that traffic and

other concerns surrounding the proposed Millbrae Avenue station could be successfully mitigated. It was further concluded by our community development department that through development of the proposed station area we will generate hundreds of thousands of dollars in commercial revenues for Millbrae.

Our Millbrae Planning Department advanced a concep-

tual plan to develop the station area from one of near blight to an attractive business and recreational sector.

Exhaustive studies concerning additional traffic caused by the BART station was most important to any plan. Traffic experts hired by the city concluded that the levels of traffic were quite manageable with some modifications to the original plans.

Primary to Millbrae was that BART pay all expenses to mitigate traffic and other concerns surrounding the construction and operation of the BART station.

The studies concluded that new traffic generated by BART was best managed by building a west side garage on El Camino Real. This garage will handle the additional traffic from the south and west on El Camino Real.

Opponents of this project have stated that this garage will be eight stories high. The fact is that this proposed garage will likely consist of only two levels, the first of which will be 12 feet below El Camino Real. This puts the top level of the garage at street level on El Camino Real. The garage will be a Millbrae project paid for by mitigation funds

---

**I believe the majority of our citizens agree that regional mass transit is the only logical answer to traffic congestion and air pollution.**

---

pg. 2  
Cont...  
BART:

from BART and SamTrans.

The studies further concluded that most traffic northbound from Highway 280 will exist for the Tanforan or Colma stations rather than negotiate Millbrae surface streets.

Many have accused Millbrae officials of letting BART "roll over our City Council and staff." The relationship between the Millbrae and BART is at best "arms length."

BART submitted a 23-page "comprehensive agreement" to the city covering protections for Millbrae for both construction and operation of BART. After several public meetings, the Council returned the "comprehensive agreement" to BART consisting of more than 50 pages of guarantees to insure Millbrae, its citizens and business owners to mitigate the impacts of BART. The Council and staff has demanded that BART accede to all additional measures in the agreement before construction of the project begins. If it does not, BART knows Millbrae is prepared to play "hard ball" to force it to comply.

After "Alternative Six A" was adopted, a few non-Millbrae residents and wealthy businesses with their own agendas surfaced. CalTrain advocates who believe that BART will steal their riders and a San Bruno card room owner, who stands to lose a parking lot with "Alternative Six A." The card room owner has already spent hundreds of thousands of dollars hiring expensive lobbying and law firms both locally and in Washington D.C. to derail the project and protect his gambling interest.

Their latest attack is to place an initiative on the ballot, limiting Millbrae's ability to mitigate the impacts of BART. This initiative is not the brainchild of Millbrae residents, but of outside influ-

ences who don't care how BART impacts our residents. If passed this initiative would severely hamper Millbrae's ability to mitigate traffic, but would have no legal impact on what BART or any other transit agency builds. BART is immune from local zoning laws.

The belief is that this proposed initiative was hatched to influence the Congress and the Senate to temporarily withhold full funding for the BART to SFO project.

If this group was successful with its endeavor to temporarily halt BART, what would the future bring? BART will re-visit Millbrae with "Alternative Five," the Center Street Station. Why will that happen? BART has no intention of abandoning, nor will our surrounding communities allow it to abandon its plan to expand to SFO and points south. Also, the airport expansion project will be well under way or complete, unable to accommodate a BART station in its terminal. The only alternative will be to link BART, CalTrain and the airport light rail system at Center Street. This alternative will devastate Millbrae residents, fracturing our city. I would fight this alternative until the end. However, I am convinced we would lose.

Many of us moved to Millbrae because it is beautiful bedroom community in proximity to three prosperous major cities. Most of our citizens wish to keep the quaint charm our city has. However, because of our strategic location to SFO, "Level F" traffic congestion on both major highways, some changes to Millbrae must occur. It is our responsibility that these changes have minimum negative impact on our wonderful city. The positive impacts far outweigh the negative with this cur-

rent plan, insuring we retain our high quality of living.

We can not allow outside influences to dictate the future of Millbrae. If we were forced to fight against a Center Street Station, would they be at our side? I think not!

Study all the facts and ramifications of the BART station and the proposed initiative before jumping on any bandwagon.

**Denis Richardson**  
**Millbrae City Council Member**

## BART, SFO shovels are poised

By Ronna Abramson

STAFF WRITER

SAN FRANCISCO — With federal approval in hand, BART anticipates breaking ground within a month on its long-awaited extension to San Francisco International Airport.

At a news conference Wednesday afternoon at San Francisco Mayor Willie Brown's office, Bay Area Rapid Transit and airport officials said nearly all the plans are made for a ground-breaking on the \$1.2 billion project.

Major construction will begin first at the airport, whose \$2.4 billion expansion plan helped the BART extension win a \$750 million funding commitment from the Federal Transit Administration on Tuesday.

The airport already has accounted for the rail line extension into its expansion, slated to be finished in 2000. BART's schedule calls for trains to begin rolling on the 8.2-mile line from Colma to Millbrae in mid-2001.

"Anything that's worthwhile is absolutely worth waiting for," said BART President Margaret Pryor, noting the Bay Area has been talking about an extension to SFO for decades. "The people of the Bay Area are a patient lot."

News of the Clinton administration's funding approval, needed by BART to begin major construction, came as the airport was starting to devise an alternative plan on how to proceed without BART on construction work closely linked to the extension.

"Any further delay would have shoved the bidding process (at the airport) further down and ultimately would have cost more money," airport spokesman Ron Wilson said.

The airport, which is contributing \$200 million to the extension for work on airport property, postponed a \$75 million contract for a joint BART and light rail station while waiting for BART's federal funding guarantee, Wilson said. The contract would have needed re-tooling if the extension's future continued to remain uncertain, he added.

Even with the federal commitment, however, BART will have to fight for funding from Congress every year.

And this year, Brown noted, there's still a fear of retaliation in the U.S. Senate. That's where U.S. Sen. Richard Shelby, R-Alabama, had been delaying BART's funding agreement, citing concerns raised by other senators about BART taking money from other projects around the country. Later this month, the Senate's subcommittee on transportation appropriations, which Shelby chairs, will consider BART's request for \$55 million in federal funds for the 1997-98 fiscal year, which begins Oct. 1.

The corresponding House panel approved that request last week, and ordered the Federal Transit Administration to award the \$750-million commitment by this past Tuesday.

OPEN FORUM

Perspectives on Bay Area Transportation

# BART Won't 'Roll Over' Millbrae

By Denis E. Richardson

**B**ART TO MILLBRAE is the biggest issue to ever visit this city. The views on the issue are varied to the point of pitting neighbor against neighbor. I don't believe that all of the facts and opinions regarding BART have been accurately portrayed.

If I had a choice whether BART had its terminus station in Millbrae or some other city I would choose some other city. But the fact is that through the powers of "eminent domain" laws, Millbrae residents can't make that choice. BART has the authority to place a station in any section of a city.

Also, I believe that the majority of our residents agree that regional mass transit is the only logical answer to traffic congestion and air pollution.

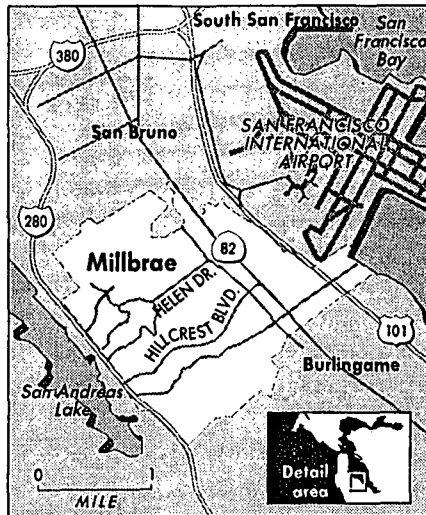


In 1993, BART's preferred alternative for their terminus station was north of Center Street in Millbrae. This alternative was chosen by BART because San Francisco airport's position was that no affordable station could be built on airport property. BART was going to connect with CalTrain and the airport light rail system at Center Street. BART's conclusion was that in order to obtain maximum ridership the CalTrain connection was necessary.

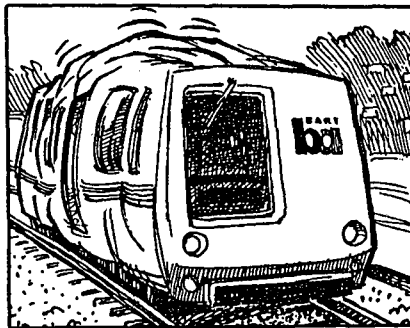
The Center Street station proposal would have wiped out at least 80 single-family homes, split the city in half, and produced no economic benefit to Millbrae. This alternative was unacceptable to Millbrae residents and elected officials. Unfortunately, Millbrae would have lost the battle, after spending hundreds of thousands of dollars to fight the plan, because of eminent domain, according to legal experts.

In 1994, the airport re-evaluated its expansion of the new international terminal. It concluded that an affordable BART station could be built with redesign of the project. However, it still needed the CalTrain connection in Millbrae for commuters from South San Mateo and Santa Clara counties.

BART then offered Alternative Six A.



Chronicle Graphic



This plan called for a BART station at the airport, with the terminus station at Millbrae Avenue connecting with CalTrain. With the Center Street alternative still on the table, the City Council and its staff took a very close look at Alternative Six A. They concluded that traffic and other concerns surrounding the proposed Millbrae Avenue station could be successfully mitigated.

Most important to Millbrae was that BART pay all expenses to mitigate traffic and other concerns surrounding the construction and operation of the station.

After Alternative Six A was adopted, a few people outside Millbrae and wealthy businesses with their own agendas surfaced: Caltrain advocates who believed that BART would steal their riders and a San Bruno card room owner, who stands to lose a parking lot under Alternative Six A. The card room owner has

already spent hundreds of thousands of dollars hiring expensive lobbying and law firms, locally and in Washington, to derail the project and protect his gambling interest.

The latest attack is to place an initiative on the ballot, limiting Millbrae's ability to mitigate the impacts of BART.

The belief is that the proposed initiative was hatched to influence Congress to temporarily withhold full funding for the BART-SFO project. But that money was approved this week.

If this group had been successful, what would the future have been? BART would have re-visited Millbrae with Alternative Five, the Center Street station. Why? Because BART has no intention of abandoning, nor would our surrounding communities allow them to abandon the plan to expand to San Francisco airport and points south.

Many have accused Millbrae officials of letting BART "rollover our city council and staff." But the relationship between the city and BART is at best "arms length." BART submitted a 23-page "comprehensive agreement" to the city covering protections for Millbrae for construction and operation. After several public meetings, the Millbrae City Council returned the the agreement to BART — adding 25 pages of guarantees to ensure Millbrae, its' citizens and business owners that the impacts of BART would be mitigated. If BART does not accede to the measures, as it well knows, Millbrae is prepared to play "hard ball."

**M**any of us moved to Millbrae because it is a beautiful bedroom community close to three prosperous major cities. Most of our citizens wish to keep Millbrae's quaint charm. However, because of our strategic location to the airport and traffic congestion on major highways some changes to Millbrae must occur. It is our responsibility that these changes have minimum impact. We should all study the facts and ramifications of the BART station and the proposed initiative before jumping on any bandwagon.

Denis E. Richardson is a member of the Millbrae City Council.

## BART ready to build extension to airport

By Ronna Abramson  
STAFF WRITER

SAN FRANCISCO — With federal approval in hand, BART anticipates breaking ground within a month on its long-awaited extension to San Francisco International Airport.

At a press conference Wednesday afternoon at San Francisco Mayor Willie Brown's office, Bay Area Rapid Transit and airport officials said nearly all the plans are already arranged for a groundbreaking on the \$1.2 billion project.

Major construction will begin first at the airport, whose own \$2.4 billion expansion plan helped the BART extension win a \$750 million funding commitment from the Federal Transit Administration on Tuesday.

The airport already has accounted for the rail line extension into its expansion, slated to be finished in 2000. BART's schedule calls for trains to begin rolling on the 8.2-mile line from Colma to Millbrae in mid-2001.

"Anything that's worthwhile is absolutely worth waiting for," said BART President Margaret Pryor, noting the Bay Area has been talking about an extension to SFO for decades. "The people of the Bay Area are a patient lot."

San Mateo County Supervisor Tom Huening noted that his patience has stretched 11 years back to 1986, when he led the fight for a ballot measure asking if voters supported BART-to-SFO.

"As dearly as we love Colma, it is not a destination location," Huening joked of the city best known for its cemeteries. "It's an ultimate destination."

News of the Clinton administration's funding approval, needed by BART to begin major construction, came as the airport was just starting to devise an alternative plan on how to proceed without BART on construction work closely linked to the extension.

"Any further delay would have shoved the bidding process (at the airport) further down and ultimately would have cost more money," said airport spokesman Ron Wilson.

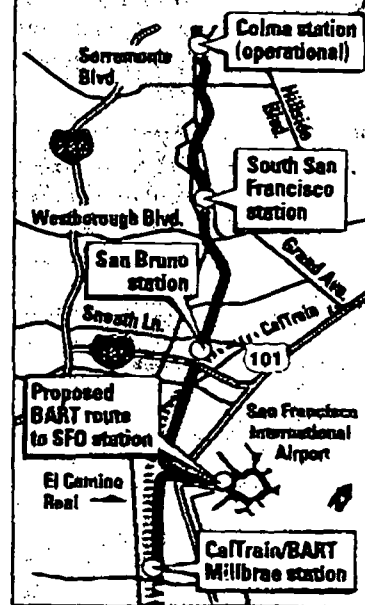
The airport, which is contributing \$200 million to the extension for work on airport property, put on hold a \$75 million contract for a joint BART and light rail station while waiting for BART's federal funding guarantee, Wilson said. The contract would have needed retooling if the extension's future continued to remain uncertain, he added.

Even with the federal commitment, however, BART still will have to fight for funding from Congress every year.

And this year, Brown noted, there's still a fear of retaliation in the Senate. That's where Sen. Richard Shelby, R-Ala., had been delaying BART's funding agreement, citing concerns raised by other senators about BART taking money from other projects around the country.

### BART gets moving

The Bay Area Rapid Transit District anticipates breaking ground within a month on the \$1.2 billion, 8.2-mile extension to San Francisco International Airport.



Staff

## Federal funding for BART finally committed

**T**HE ANNOUNCEMENT Tuesday that the White House has committed itself to providing \$750 million toward BART's extension to San Francisco International Airport and Millbrae/Burlingame was welcome news.

The project had been held up for months as squabbling continued between Washington, D.C., politicians and San Mateo County factions opposed to the plan.

The work, which will cost an estimated \$1.2 billion, is expected to take at least three years to complete. When it's done, the BART line south from Colma will fulfill a dream long held by regional transit planners.

Direct rail access into SFO has been

one of their goals for more than a generation. Now, that reality is on the horizon.

The project will also include an intermodal station located on Millbrae Avenue. That facility will be a transfer point for commuters using SamTrans, Caltrain, BART and motor vehicles.

BART's federal funding assurances went down to the wire. If the money had been stalled much longer, there were serious doubts about the future of the plan.

SFO is undergoing a massive expansion and officials there had to know for sure that a BART rail line would be part of it.

A new day is dawning here on the Peninsula. Let construction commence.

# Work set to begin on airport line

---

## BART expects to break ground within next six weeks

---

By Erin McCormick  
OF THE EXAMINER STAFF

---

After winning the Clinton administration's promise of \$750 million in construction funds, BART plans to break ground on its long-delayed extension from Colma to San Francisco International Airport within the next six weeks.

"Up until yesterday, it was bad karma to think about groundbreaking ceremonies," said BART board member Dan Richard, who was among a dozen local elected

officials at a press conference Wednesday who lauded federal support for the project. "We're there now."

But others said there is much to be done before BART can start work on the \$1.2 billion project.

An agreement Tuesday by the Federal Transit Administration called for the money to be doled out by Congress over eight years. But BART plans to issue bonds to raise funds more quickly. That way it can finish construction by 2001 — a year later than originally planned, according to Richard.

BART must award contracts to four construction firms before workers can begin to lay the project's 8.5 miles of track and build its four stations, said BART General

Manager Thomas Margro.

The federal deal may meet interference from Senate Republicans, who stalled the plan for six months but were overridden Tuesday when Transportation Secretary Rodney Slater signed a grant agreement for the entire amount BART requested.

Project supporters said Republicans could refuse to make annual appropriations, \$54 million of which is expected this year.

"I'm sure for every penny we get, there will be some problems," Margro said. "But this is a very strong commitment from the federal government. Federal officials don't take (funding agreements) lightly."



# Millbrae picks BART planner

## DEVELOPMENT

### Residents feud over facilities initiative

BY MARK SIMBORG  
Staff Editor

Backers of an initiative to put building restrictions on Millbrae BART facilities showed up in force at the June 24 City Council meeting, imploring the Council to put the initiative on the November ballot and stall plans to spend \$300,000 on a site plan for BART's Millbrae station.

The Council approved the plan expenditures to Roma Design Group but later met an onslaught of criticism and pro-initiative testimony.

"I think it's shameful the way you've turned your back to the citizens the way you have with this issue," initiative co-sponsor Tom Williams said, claiming the Council is not listening to the community's concerns about BART facilities.

At the meeting, proponents of the Millbrae Mass Transportation Facility Control Initiative of 1997 submitted a petition that qualifies the initiative for the November ballot. The Council will verify the signatures, which could take up to 30 days, then vote to either adopt the initiative or put it on the ballot.

The initiative could affect BART facilities that are covered in the site plan, which will establish the land use and zoning restrictions for parcels in and around BART's Millbrae airport extension station.

"Basically, we're going to assess the land and ask, 'What makes

sense to be developed?'" Community Development Director Ralph Petty said.

City staff and the three councilmembers in attendance agreed that putting a hold in the plan could result in serious consequences.

"The longer we wait, the more we put ourselves in jeopardy," Councilman Denis Richardson said.

Petty later substantiated Richardson's claims. "It's a matter of forethought," he said. "We're trying to be out in front of the process and make this as good as we can for the community."

Petty said it is important for the site plan to be developed and approved before BART finalizes any plans that may infringe on the implementation of Millbrae's plan.

Controversy has surrounded the purported traffic and economic impacts of BART facilities in Millbrae. Initiative backers argue BART garages invite lines of traffic and will be used as much by SFO employees and frugal commuters as they will BART users.

One initiative backer begged the Council to not "make Millbrae a parking lot for BART."

Williams said the restrictions are key to preserving Millbrae's quality of life. "In terms of property value, what makes property value high in Millbrae is the quality of life," he said.

Initiative backers threatened a special election, which would cost the city \$50,000, if the Council did not put the measure

on the November ballot. But Richardsdon said the Council has said nothing to indicate that it won't put the initiative on the ballot, and he doesn't understand why proponents are thinking this way.

Initiative naysayers also made their presence known at the meeting, reversing proponents' claims that Millbrae's traffic, economy and quality of life will deteriorate if BART facilities are built to their planned size.

"We are concerned that the result of the initiative will only limit economic development opportunities for Millbrae," said one resident, who is a member of the city's Chamber of Commerce. "We have also been advised that an initiative that confines a redevelopment agency is illegal."

Another resident raised questions about the initiative's legality, citing three California cases in which a measure was not allowed to be voted on because it interfered with a redevelopment agency's project. In this case, Millbrae is the redevelopment agency.

After more than an hour of heated exchange between initiative proponents and naysayers, one resident addressed both parties.

"I've heard a lot of (bull) from both sides tonight," he said. "There are some here who have their own benefits to gain from BART being set-up. The redevelopment area is the most vital thing to Millbrae and it should be separated from the parking and traffic issues."

# City Hall to move in with SamTrans

## MILLBRAE

### City officials get good deal on plush space

BY MARK SIMBORG  
Staff Editor

Come August, Millbrae City Hall will be under the hammer and city staff will be working out of a building that is headquarters for a major city issue.

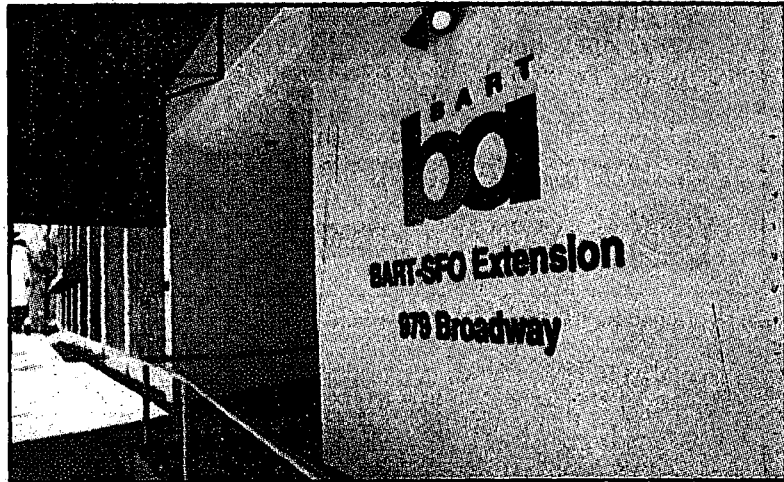
The City Council last week approved an agreement with SamTrans to temporarily lease part of the BART/SamTrans Airport Extension building at 979 Broadway for a makeshift city hall. The city will use approximately 6,500 square feet of the building for six months while its home base is expanded and remodeled.

"This is a good plan," Mayor Dan Quigg said. "There's adequate space, number one, and, number two, it has a separate entrance that we could label 'City Hall'".

The city is currently working with BART and SamTrans to build a garage that would mitigate traffic to the BART station on the east side of the CalTrain tracks.

Quigg said a partition will be built to separate the city area from the SamTrans area. Millbrae's space includes six offices, a computer room, a "bullpen" area with cubicles, a lunchroom, restrooms, a patio and all services and utilities.

Council meetings will still be held at City Hall Council Chambers, Quigg said.



SUSAN GARRISON/SUN

*Millbrae City Hall will make this building its home for six months.*

With the total cost of the lease estimated at \$26,000 per month, or \$2 per square foot per month, the SamTrans deal was the best the city could find, according to city officials.

"It's a very prudent way to go," Community Development Director Ralph Petty said, adding that the city's original plan to set up shop in a trailer fleet in City Hall's upper parking lot would have cost \$2.67 per square foot per month.

Petty said the few other available facilities in Millbrae did not meet the city's size and layout needs.

City officials first offered to lease the SamTrans space five months ago but it was being saved for BART extension consultants. They scrapped the trailer plan three weeks ago upon hearing the consultants will not use the space until federal funding for the extension project has been secured.

City staff are required to be completely moved out of City

Hall by August 15 - a move they plan to make in one day.

"That's going to be one long day," Petty said.

While city officials are gone, City Hall will undergo a \$1 million expansion, including 1,600 square feet of new space next to the building's current lobby and a \$340,000 fire station addition.

The expansion is expected to provide more room to city workers, improve delivery of public services through the creation of a "one-stop" service counter lobby, resurrect antiquated heating and cooling systems, and comply with federal laws that require public buildings to be accessible to the disabled.

## **Proud of Millbrae's accomplishments**

### **Editor:**

As city treasurer, councilman, mayor and volunteer to the City of Millbrae over the past 20 years, I don't recall seeing Tom Williams as a participant in any discussions or debates about the policies and program of the city. I don't remember seeing Mr. Williams lending a hand at the Recreation Center, or applying to serve on the Planning Commission or the Mayor's Coordinating Council. Now he has popped out of the woodwork with a broom calling for the citizenry to clean house in Millbrae.

I would be pleased at any time to take him and other interested citizens on a tour of the city and provide a review of the fiscal, operational, strategic and planning policies. We are proud of the city and the municipal organization and we know that most citizens are happy with the services and leadership we provide to the community. In the face of major regional projects and huge growth on the Peninsula, through difficult economic times, we have kept Millbrae on a steady and prudent course.

The Millbrae City Council and staff have been working long hours over the past four years to ensure that any BART proposal that includes a Millbrae station will fit into the community with the least possible disruption.

The Council's Millbrae Avenue Station Area Concept Plan provided a conceptual basis for the comment of the city on the BART Environmental Document, and was responsible for the radical amendment in the city's interest of the proposed Millbrae Avenue station plan and for the commitment of over \$10 million in funding from BART for important traffic mitigations. The city has raised the funding for the improvement of the antiquated Millbrae Avenue/US 101 Interchange through tough negotiations with BART and San Francisco International Airport. Design work for that important project is underway.

We have independently studied the issue of BART commute traffic filtering down through the community from Route 280 and the numbers simply don't support Mr. Williams vision of community ruin. Traffic level of service on Hillcrest, Trousdale, Murchison and Millbrae Avenue probably will not exceed Level A, or free flow traffic conditions with no delays in the foreseeable future.

It is the adopted policy of the city in the Concept Plan to reduce by 800 the parking spaces planned by BART on the east side of the tracks at the BART Station and replace them with 800 structured parking spaces on the west side of the tracks for the convenience of the people who will use

the station to ride BART and CalTrain. The parking could all be built below the grade of the El Camino Real, and a fine opportunity exists for that west side parking to be shared in the evenings and weekends with multi-screen cinema uses, and other revenue-generating uses, keeping the parking facilities safe, vital and user-friendly in the off-commute and weekend hours. The proposed extension of California Drive north along the rail corridor under the Millbrae Avenue Overpass will divert station traffic from the El Camino Real, keeping traffic moving on that important arterial.

We are proud of our accomplishments in this fine city and welcome Mr. Williams and all other concerned citizens to participate and provide positive, constructive input to take Millbrae into the 21st Century with the rest of the region.

**Daniel F. Quigg**  
**Mayor**  
**City of Millbrae**

## SB resident raises questions about BART funding

BY SHERI BAKER RICKMAN  
Staff Reporter

While funding for the 8.7-mile Bay Area Rapid Transit extension to San Francisco Airport is stalled in Congress, one San Bruno resident is raising questions about the project.

Alice Barnes, who has meticulously followed the expansion project, recently addressed the City Council to clarify the amount of BART's full-funding agreement and to question if the temporary move of San Bruno's CalTrain Station was, in fact, a permanent action.

Recent news reports have stated that BART is seeking \$850 million in funding from the federal government.

"This would be \$100 million more than the \$750 million [BART] has been fighting to obtain for more than a year," said Barnes.

If the \$850 million figure is true, it would raise the total cost of the project taking BART trains to the Airport and beyond from \$1.17 billion to 2.02 billion.

But BART spokesman Mike Healy denied there has been an increase in the amount of BART's request.

"I don't know where that figure [of \$850 million] came from," said Healy.

Rita Haskin, public information officer for SamTrans and CalTrain, confirmed BART's assertions that it is only requesting \$750 million from the federal government.

But Mike Nevin, SamTrans board of directors member and county supervisor, claimed the request was bumped up by \$100 million.

"SamTrans funds for BART are capped at \$99 million and BART

is asking the federal government for about 80 percent more than what we are giving them," said Nevin.

BART officials, however, stressed the transit agency has not increased its funding requests to any federal, state, or local agencies that have signed on to support the project.

But even though the question of federal funding appears to be clear, the issue of the relocation of the San Bruno CalTrain Station is still murky.

As part of the extension project, San Bruno's CalTrain station will be temporarily moved to a location under Interstate 380, then relocated back to its original site.

"You know I do my homework on these issues but I cannot, for the life of me, find any design or plan for a relocated permanent CalTrain station at the current

location," said Barnes.

Although BART officials did not confirm Barnes' suspicions regarding the temporary CalTrain station, they admitted plans for building a new permanent station at the present site have not been prepared.

In original plans, the temporary CalTrain station, to be built by BART, would not have met Americans with Disabilities Act [ADA] guidelines, leaving CalTrain liable.

"We are asking that BART make that station ADA compliant," said Haskin, who added the request was designed to get "the best for our passengers."

BART recently lost a lawsuit because nine of its 20 stations are not up to ADA standards.

The transit agency must now modify its fare equipment, emergency gates and repair non-operating elevators.

# BART-SFO Plan Gets Big Boost

White House pledges  
\$750 million to project

By Benjamin Pimentel  
and Torri Minton  
Chronicle Staff Writers

BART's much-delayed plan to run trains to the San Francisco International Airport finally got the official White House blessing yesterday — clearing the way for construction to begin.

Federal Transit Administrator Gordon Linton signed a full-funding grant agreement for \$750 million over eight years, removing the major obstacle to the controversial \$1.2 billion project.

Work on the 8.2-mile extension from Colma could begin in a few weeks and be completed by late 2000, BART officials said.

"It's utopia," said San Mateo County Supervisor Mike Nevin. "It's really exciting, the United States of America committing to this major project, and it's gonna get done now. We should get to work."

State Senator Quentin Kopp, who has been pushing for the extension since 1982, agreed.

"I am jubilant," said Kopp, independent-San Francisco. "I anticipate eagerly the consummation of a project which will ensure a world-class public transit system directly into and from the airport, which is itself the fourth or fifth busiest airport in the world."

The Clinton administration had pledged to sign the funding agreement, but approval was put off for several agonizing months as BART

wrestled with opposition from airlines, Bay Area groups and members of Congress. Construction was supposed to begin earlier this year.

Now, with federal backing, BART can finalize subcontracts with vendors and construction agreements with cities that were put on hold.

Not all the money is in the bank, however. What does not come from the federal government must come from the San Francisco International Airport, Bay Area counties and the state.

And BART still faces opposition from House and Senate members who are worried about how the extension could affect major transportation projects in other states.

However, the agreement signed yesterday means the White House has pledged to fight for the project all the way during yearly congressional appropriation battles — a promise that carries considerable clout.

"We are going to have an appropriations fight," said Senator Barbara Boxer, D-Calif., announcing the agreement yesterday. "But I think we can meet everybody's concerns."

Boxer said some Republican senators fear that giving money to BART will mean fewer dollars for transit projects in such states as Utah and Missouri.

However, Transportation Secretary Rodney Slater assured a key Republican senator yesterday that

enough money will be available for other projects.

"We believe there will be room for additional projects," Slater said in a letter to Senator Richard Shelby, R-Ala., chairman of the Senate subcommittee on transportation.

The dispute with other states is part of the continuing discussion on federal transportation funding. Congress is debating whether to extend a federal law that provided billions of dollars, mainly from gas taxes, to maintain the national highway system, expand mass transit and reduce pollution.

California representatives maintain that states with a major role in trade and finance — such as California — should get a bigger share of the pie.

"The whole future of the country revolves around trade and if you cannot move people and goods in an efficient way, America is going to lose out," Boxer said.

This position has caused some resentment among congressional representatives from other states.

"California is so big that people from other states see California as getting the dollars and they want some," U.S. Senator Dianne Feinstein, who helped lobby for the BART project, said in an interview last week.

Last month, the House Transportation Appropriations Subcommittee approved \$54.8 million for the BART extension, but that amount must still be cleared by the House and Senate.

## BART extension to SFO gets final approval

By ROBERT OAKES  
TIMES STAFF WRITER

OAKLAND — BART got a formal go-ahead Tuesday from the federal government to start construction on a long-awaited extension to San Francisco International Airport.

Jubilant BART officials said they will hold a groundbreaking ceremony soon for the project, which has been planned and discussed for more than 20 years.

The line will by 2001 put a station inside a new international terminal at the airport, the fifth-busiest air complex in the nation.

"This is the government's commitment to stand behind the project," said BART Director Dan Richard of Orinda, who led efforts to win support in Washington, D.C.

BART still faces at least one lawsuit from project opponents, who call it a waste of money. Nonetheless, the agreement means BART can hire contractors to build the new tracks and stations.

The Clinton administration agreed to contribute \$750 million to the project, which will cost \$1.17 billion. BART lobbied for more than a year to get the so-called "full-funding agreement."

East Bay residents will be able to reach the airport in about 45 minutes by BART train. The airport expects 40 million annual passengers in 1997, a record.

BART also will build stations in South San Francisco, San Bruno and

Millbrae along the new line.

Opponents include the Coalition for a One-Stop Terminal. The group wants BART to connect with CalTrain — a commuter rail system — rather than go straight into the airport.

Bruce Balshone, group executive director, said he hadn't seen the full-funding agreement Tuesday evening and couldn't comment.

BART has tried for months to get support from Congress for funding. California Sens. Dianne Feinstein and Barbara Boxer lobbied for the project, along with Rep. Nancy Pelosi, D-San Francisco, and Gov. Pete Wilson.

The House Appropriations subcommittee on transportation last week directed the Federal Transit Administration to issue the full-funding agreement.

The agreement had stalled in the Senate, but the administration decided to issue formal approval to BART anyway. The Senate could still raise objections.

The government agreed to fund \$375 million during the first five years of the project and provide the remaining money over the next three years. BART had requested money over fewer years.

"I have an obligation to proceed with this agreement," Transportation Secretary Rodney Slater said in a letter Tuesday to Sen. Richard Shelby, R-Ala., chairman of the Senate Subcommittee on Transportation.



Source: BART

LEE MCCORMACK/TIMES

# Feds to spend \$750 million on BART extension

By **Ronna Abramson**

STAFF WRITER

More than two decades of planning, cajoling and fighting culminated Tuesday as the Clinton administration told BART to extend its tracks to San Francisco International Airport.

The word came as the administration agreed to commit \$750 million in federal money, which will allow the Bay Area Rapid Transit District to at last move forward on the \$1.2 billion, 8.7 mile project.

Congress, however, still will have to allocate the funds on a yearly basis. BART officials, who can use Tuesday's agreement to back possible construction bonds, say that should not be a problem.

"This is a great, great day for BART," said BART President Margaret Pryor. "The project is real; it's going to happen."

## Four new stations

The tracks will extend from Colma, with trains stopping at stations in South San Francisco, San Bruno, the new international terminal now under construction at SFO, and ending at a Millbrae station south of the airport that connects to the Peninsula's Caltrain rail service.

The line is slated to open for service in 2001.

A key committee vote last week in the House of Representatives ordered the Department of Transportation to sign the funding agreement by Tuesday, a deadline the airport said had to be met to coordinate BART construction with the \$2.4 billion airport expansion already under way.

"The administration had to go today because otherwise the whole project was in jeopardy," said Sen. Barbara Boxer, D-Calif., who announced the agreement.

"Time just ran out."

The airport is ready to award contracts on track work for a people-moving rail line that will circle the airport and the BART station, said BART General Manager Tom Margro.

## Waiting for federal money

The airport, the fifth-busiest in the nation and seventh-busiest in the world, agreed to contribute \$200 million to the extension, but required the federal commitment before spending its own money.

The balance of the project will be funded by the San Mateo County Transit District, the Metropolitan Transportation Commission and state money.

## Committee delays funds

The project had been stalled in the Senate Appropriations Committee on Transportation. Chairman Richard Shelby, R-Alabama, had asked the Federal Transit Administration to delay approval, citing concerns raised by other lawmakers about the extension taking money away from other projects around the country.

"The process had turned into a pork-barrel legislative gorging by members of the United States Senate," observed a jubilant state Sen. Quentin Kopp, I-San Mateo/San Francisco, who has been lobbying for BART-to-SFO for more than a decade.

Shelby could not be reached for comment Tuesday. His committee is scheduled to decide later this month on BART's request for \$55 million in funding for the extension in the 1997-98 fiscal year, which begins Oct. 1.

Steve Morin, a senior staffer for Rep. Nancy Pelosi, D-San Francisco, said lawmakers are not likely to tamper with the federal agreement.

---

*Staff Writer Dan Seaver contributed to this report.*

# U.S. finally agrees to commit funds BART extension to S.F. airport OK'd

BY MARILEE ENGE  
Mercury News Staff Writer

The Clinton Administration on Tuesday agreed to spend \$750 million to build the BART extension to San Francisco International Airport, assuring that the project will break ground soon.

Transportation Secretary Rodney Slater signed an agreement that commits money from the federal government over eight years. It means that the airport project can borrow cash and sign contracts to begin the long-delayed work.

Bay Area politicians and transit officials have worked to get the airport extension out of the terminal for more than two decades, but it repeatedly stalled. The Bay Area Rapid Transit district directors gave their final approval for the new line in April.

The project includes 8.7 miles of rail and four stations, with stops in South San Francisco, San Bruno, inside the airport, and Millbrae, where a platform will link with CalTrain. The BART line now ends in Colma.

The federal money will cover nearly three-quarters of the \$1.2 billion price tag for the extension, which has languished for months in congressional committee. The rest of the funds will come from the airport, state, bridge tolls and the San Mateo County Transit Authority.

"Happy days are here again — I'm jubilant," said state Sen. Quentin Kopp, I-South San Francisco, who has been one of the most outspoken champions of BART to the airport.

"It ensures a world-class public transit system directly to and from San Francisco International Airport, which is one of the world's busiest airports," Kopp said.

Airport officials had given up hope that the funding would come through and Tuesday began to launch an airport expansion that did not include a BART terminal, said Ron Wilson, an airport spokesman.

"We were making plans today to proceed without BART," he said.

A ground-breaking had been canceled once, he said, but it will be rescheduled to take place within 30 days.

"It is what we have been waiting for a long time," Wilson said.

The federal funds still must be appropriated each year, but Congress rarely withdraws money promised through such full-funding grant agreements, said Steve Morin, a senior legislative assistant to Rep. Nancy Pelosi, D-San Francisco. The federal budget agreement means that transit dollars will be tighter in the future, so this year was critical for the BART extension, he said.

"BART made it right under the wire," Morin said.

The extension has faced varied opposition over the years from critics who feared hidden costs to taxpayers and those who complained that the Millbrae station would knock out 200 homes and create a 3,000-space parking lot. Most recently, it faced opposition from the airlines, which objected to higher airport fees to help finance the project. A compromise was reached in which, among other things, BART agreed to give airline employees a 25-percent fare discount.

Upon completion, the project's promoters promise, a commuter will be able to get into a BART car in West Pittsburg or other East Bay terminals and ride unin-

terrupted to San Francisco International.

The new line will extend 7.4 miles south from Colma to Millbrae, with an additional 1.3 miles of track in a configuration running east-west to the airport.

Ridership on the extension is projected to be 66,800 trips a day by the year 2010, including some 17,800 daily trips by air travelers and airport workers.

Studies project the extension will eliminate 10,000 automobile trips a day to and from the airport.

BART officials didn't say when they expect the extension to be completed, but previously they have estimated that it will take about four years for construction.

---

*Mercury News wire services contributed to this report.*



# Clinton OKs BART-SFO funding

**\$750 million grant still faces hurdles in Congress, but transit officials say work on extension can begin**

By Eric Brazil  
OF THE EXAMINER STAFF

BART officials reacted with jubilation Wednesday to the news that the Clinton administration has formally committed \$750 million in federal funding to the system's planned extension from Colma to San Francisco International Airport.

"This is a proud day, a great day for BART," said board President Margaret Pryor.

The signing of the eight-year funding agreement removes the major federal hurdle that has delayed the start of the project for months. It enables BART to break ground with the hope of opening parts of the 8.5-mile extension late in the year 2000.

Mayor Brown and BART officials were expected to announce a groundbreaking date and detailed schedule for the project at a press conference Monday afternoon.

"Obviously, this is good news," said Brown's spokesman P.J. Johnston. "In government, nothing is ever a reality until the tracks are laid and the stations are open, but this is a big, important step along the way."

General Manager Thomas Margro said the groundbreaking "will be an event of historical significance for the people of the Bay Area."

Word that Transportation Secretary Rodney Slater has signed a grant agreement for the entire amount BART requested came as the system's management and directors were starting to sweat, for fear that a delay would throw the

extension out of phase with SFO's current expansion project.

Slater's action keeps the \$1.2 billion extension project on target to meet the airport's construction schedule.

But BART's funding request may face further problems in Congress, where it is competing with projects being pushed by Republican House and Senate members. Chunks of the money must be appropriated by Congress each year.

"There are still going to be a lot of battles to come before we get the full funding we want," said Sen. Barbara Boxer, D-Calif., an important supporter of the project.

Objections of congressional Republicans must be overcome before dollars actually begin to flow to the project, she said. "I think it really does help us, (but) it's just another step along the way."

Nevertheless, the feeling of relief at BART was palpable.

"We had a very tight deadline to meet," said BART spokesman Mike Healy, who said that delays nearly killed the project. "The window for airport construction would have closed today (Tuesday). The whole project was on the line."

The funding guarantee was necessary, BART officials say, because the BART extension and SFO expansion are interrelated, and the dollar savings if their construction proceeds simultaneously, are significant, Margro said.

The federal funding will cover nearly three quarters of the extension's \$1.2 billion cost. The rest must be raised locally.

The extension would funnel BART to the front door of the new International Terminal, now being built at SFO.

Before news of the full-funding agreement broke, SFO was planning to press ahead without BART.

Now, said SFO executive direc-

tor John Martin, "the full funding grant agreement allows us to continue on schedule and ensure that we will have BART at the front door of the International Terminal as planned ... We are opening bids on our first contract related to BART this month."

Project backers thought they would receive the grant approval six months ago, but Sen. Richard Shelby, R-Ala., who is chairman of a key appropriations subcommittee, raised objections to the project's costs.

Shelby and other Republicans still must be persuaded to spend the money for BART to the airport in this year's federal budget — and in future years.

Simply agreeing on a funding plan for the extension involved a knockdown, drag-out battle with the airline industry. The BART board grudgingly approved the plan last April.

Under the agreement with the airlines that enabled the funding request to go forward in Washington, the board said it would afford a 25 percent discount to airline employees and pay \$2.5 million in annual rent to the airport.

San Francisco voters approved a plan to run BART to SFO in 1995, a decision that was supposed to have ended a long fight over whether to build a station in the airport or near it.

The extension would add tracks from Colma, where the system ends, to South San Francisco, San Bruno, the airport and Millbrae. The project is expected to take four years to complete and create 10,000 construction jobs.

When the project is complete, a BART commuter will be able to ride uninterrupted from as far away as Bay Point to SFO.

Erin McCormick of The Examiner staff contributed to this re-

port.

News Briefs

**Feds Back BART-SFO Link**

The Clinton Administration has agreed to provide \$750 million in federal funding for the BART extension to the San Francisco International Airport (SFO).

By signing the "full-funding grant agreement," Federal Transit Administrator Gordon Linton gave airport officials a green light to proceed with constructing facilities associated with BART's airport station. The airport had sought a decision by July 1 so that work could proceed jointly on the BART facilities and the new international terminal.

"The members of the region's congressional delegation worked day and night to get this agreement red in time. The people of the Area owe them a big 'thank-you,'" said MTC Executive Director Lawrence D. Dahms.

The action caps a 10-year effort by MTC and BART to win federal support for this critical project, which calls for 7.4 miles of new track going south from Colma to Millbrae, with an additional 1.3 miles of track in a "wye" configuration running east-west into the airport; it will connect to the Caltrain rail system at Millbrae. The \$1.2 billion, four-station project is a key component of a \$3.7 billion package of rail extensions for the nine-county San Francisco Bay Area approved by MTC in 1988 as part of Resolution 1876.

"We've already delivered two BART extensions in the East Bay, and the Tasman light-rail extension in Santa Clara County is under construction," said Dahms. "The BART extension to SFO is one of the last major links in a truly regional rail network."



Catalina Alvarado

Chicken wire, wood and paper maché provide the building blocks for 10-year-old Katherine Ortolan's bridge design.

**Exhibit Showcases Proposed Bay Bridge Designs**

Members of the public can get a firsthand look at history in the making at a new exhibit at the Oakland Museum of California. Sponsored by MTC, "A Bridge for the 21st Century" showcases designs proposed for the new eastern span of the San Francisco-Oakland Bay Bridge.

Three-dimensional models and renderings created by Caltrans and by architectural and engineering firms illustrate the variety of suggested bridge designs. A videotaped virtual-reality simulation takes viewers on a drive-through of the various design options. Visitors also can learn about bridge types, soil composition and seismic safety.

Some up-and-coming architects make their mark as well. Twelve fourth graders from Sequoia Elementary School in Pleasant Hill are displaying their visions of the bridge; unlike the pros' designs, these models prominently feature Legos, stickers and toy cars.

*Displayed on the first level of the museum adjacent to the bookstore, the exhibit is free of charge and will run through August. Located at 1000 Oak Street in Oakland, the museum is open Wednesdays through Saturdays from 10 a.m. to 5 p.m. and Sundays from noon to 7 p.m. For more information, call 510.238.2200.*



EDZ/MBT

The BART station at SFO will link to the airport's internal rail transit system (visible on the upper level).

# BART Plan Gets Started in San Bruno

## Road work gives drivers a taste of things to come

By John Wildermuth  
Chronicle Peninsula Bureau

**A**lthough construction of BART's airport extension may be a long time coming, San Bruno residents are getting an early look at the traffic disruption the long-planned project will bring.

Preliminary work has begun on a \$1.7 million project to add a lane to the northbound San Bruno Avenue/Sneath Lane off-ramp from Interstate 280 and widen parts of Sneath, which will be the main route to the planned San Bruno BART station.

"We're going to double the (off-ramp's) right turn capacity for the BART traffic," said Jerry Bradshaw, the city engineer. "We'll also add a left turn arrow so that BART traffic can get on the freeway easier."

The BART station, which will be built next to Tanforan shopping center, wasn't the original force behind San Bruno's construction plan. A 1986 traffic study identified the need for improvements to the I-280 off-ramp, which also serves the city's rapidly growing Bayhill commercial area, Bradshaw said.

But it was the prospect of BART, and the rail commuters it could bring into San Bruno, that helped the project qualify for the federal funds it needed to get built.

Although construction of the off-ramp and Sneath Lane improvements will take about seven months to complete, that's far from the only road work BART's airport extension will bring to San Bruno. The city is seeking bids on a project to improve traffic flow at San Bruno Avenue and El Camino Real and is looking ahead to major construction work near the planned station.

The problem is that because BART is paying the lion's share of those construction costs, nothing can be done until the transit authority has the money it needs to build the airport extension. Approval of

the \$1.2 billion for the four new stations and the line to the airport has become a political football in Washington, with the Federal Transit Administration in favor and Congress dragging its collective feet.

"We'd like to get on with this right away, but we have to wait until BART has the money to fund the improvements," Bradshaw said.

The biggest piece of work will involve the realignment of Huntington Drive behind Tanforan. According to BART officials, the new station will be built on the present site of Huntington Drive, which will be rerouted to right-of-way along the existing railroad tracks. The project, which will cost BART about \$1 million, will include placing signals on Sneath Lane to make it easier to enter the station's parking area.

The work that could cause the most disruption for drivers, however, will take place around the intersection of Sneath Lane and El Camino Real, Bradshaw said.

"There's going to be a significant impact at that intersection, since that's where drivers coming off the freeways (Highway 101 and I-380) will be turning to get to the BART station," he said.

In addition to work on the intersection itself, the city plans to build a new entrance into the Tanforan shopping center, which would allow drivers traveling in either direction on El Camino Real to turn into the mall. Any construction there, however, will tie up the busiest street in San Bruno.

There's no estimate as to when construction will begin near the shopping center. Bids for a \$9.7 million contract to realign Huntington Drive and relocate utility lines and water mains around all the planned BART stations were opened in January, but the contract won't be signed until the federal funding is approved.

San Bruno isn't the only Peninsula community that will be deal-

ing with the effects of BART construction in the next year or so. In South San Francisco, the city and BART will be working on the Hickley Avenue extension, which involves construction of a new road to link El Camino Real to Hillside Drive.

In Millbrae, which will be the end of the line for the airport extension, the city is working with BART, Caltrans and the airport on a multimillion-dollar project to redesign the Highway 101-Millbrae Avenue interchange to handle the increased traffic. BART also has guaranteed \$5.1 million to ease the impact the planned station will have on traffic at Millbrae Avenue and El Camino Real.

Despite the financial help BART has promised, Peninsula cities are worried that local traffic problems will be greater than the transit district will admit. San Bruno, for example, believes it could get stuck with extra cars well beyond the area shown in BART's environmental impact statement.

Those concerns will be dealt with as they come along, said Dave Madden, a BART spokesman.

"We'll work with cities every step of the way to deal with problems," he said.

## LETTERS TO THE EDITOR

### **Short-Sighted Maneuver**

Editor — I'm glad that our city government has a little more foresight than that shown by San Francisco Mayor Willie Brown.

When I read that he wants to stop the proposed extension of CalTrain into downtown San Francisco, I just shook my head. Doesn't the mayor understand that there are many of us from San Mateo to Gilroy who would like to take the train into San Francisco for shopping and dining or to attend sports events or theater? Right now, it's far too inconvenient.

If I operated a business in downtown San Francisco, I would be hopping mad over the mayor's decision.

This short-sighted maneuver is a shining example of bad economic planning. The mayor wants to shoot the entire Bay Area transportation budget on one tiny section of track (the BART to SFO connection) at the incredible sum of \$28,400 per foot.

But then, anyone who's lived in California for any length of time knows that this is just business as usual for Brown.

As we've all seen, setting effective policy on economic matters at the state level was hardly one of his strong points. Why should we expect his glaring lack of business acumen to be any less apparent on the city level?

If he gets his way, I and many others will just keep spending our money at shops, restaurants and events on the Peninsula.

BRUCE JENKINS  
Sunnyvale

# San Francisco Chronicle

Friday, June 27, 1997

## LETTERS TO THE EDITOR

### Get on With BART Project

Editor — As a recent new occupant of the Millbrae area, I subscribed to your newspaper to keep up with the news as it may affect my family and I in this area.

My husband and I moved here because of the pending BART project — we plan to remain in the area and use this new facility. What I cannot understand is your newspaper's continued and, almost to the point of discriminatory, reporting on the BART-SFO extension project.

I was heartened by your recent small editorial supporting the approval of the project now that so many agreements have been approved both by the local governmental bodies, the state of California and the overwhelming support at the federal levels.

It is unfortunate Congress has not acted quite so quickly, and it appears the project will be delayed nine months to a year.

The people directly involved in the pending project (namely the persons displaced and property owners who must sell their property to BART) are most adversely affected by grave concerns and loss of money as delays for no real reasons, except politics as usual, keep the project from starting.

It is time your newspaper publicly apologized for your biased reporting of the efforts of a few attorneys and self-serving citizens and local politicians to stop this needed project and more forcefully support the project on behalf of the majority of San Mateo County inhabitants who are very much in favor of the BART extension to SFO.

BART has recognized the faults in the project through the environmental process, and anyone who has read and understood what the documents say will recognize this fact.

The project, as currently envisioned, is what the most people and approving agencies agreed was needed — including the politicians who now seem to think they never ever looked at the project before. In fact, I bet they did not.

The negative impacts the project creates have been addressed. In so far as there are solutions, they have been undertaken by BART. So get on with it.

VEDA MCLENDON  
Millbrae

LETTERS TO THE EDITOR

## **BART Extension Hurting Other Project**

Editor — We've been saying it for more than two years now, and now the first domino is falling. BART's grossly overpriced proposal to extend its rail to Millbrae/Burlingame is effectively draining every transportation dollar we have in the Bay Area.

BART has been saying that funding for its projects has no effect on other agencies, that each transit entity has a separate pot of money to pay for improvements. Now we hear that Mayor Willie Brown is trying to scuttle the CalTrain downtown extension because monetary resources are "scarce."

Public funding for local transit projects is suddenly scarce because BART, Brown, Quentin Kopp, etc. all want to pour every nickel into the Millbrae/Burlingame extension project.

The message is clear. If you're a transit agency other than BART, watch out: the first economic domino is falling and other projects are lined up waiting their turn.

**PHILLIP CARRERY**  
San Francisco

# Sans money, BART-SFO extension sits

By Dan Seaver  
STAFF WRITER

With less than a week before San Francisco International Airport hits a deadline for including a BART station in the new terminal, the \$1.2-billion BART extension has gone nowhere.

A key senator continues to block the federal financial commitment needed to bring the 8.1-mile project to the airport, with little motivation to support BART's request for \$750 million, insiders say.

Now the extension is behind schedule, and SFO could face construction backlogs, major design changes, increased costs and an eventual decision about possibly abandoning a station altogether if BART doesn't get the money and support it needs in Washington.

"We will have an ongoing dialogue with BART, but we are firm that July 1 is our deadline for including BART at the airport," said SFO spokeswoman Lisbet Engberg.

Airport officials aren't the only ones kept waiting.

A decade after voters approved the extension to SFO and more than a year after President Clinton gave his blessing, bulldozers are idle, planners are biding their time and residents of the Millbrae Gardens neighborhood — slated to be demolished — are left waiting for the project to break ground.

"We have got to wait," said Arthur Peters, one of the residents who would be displaced. Some residents were supposed to be evicted as early as this past February, but a lack of money has pushed back the deadline for evictions — and for the checks BART has promised to help people relocate. "Waiting is the only thing we can do."

But until Sen. Richard Shelby, R-Ala., agrees to bring the funding request to his colleagues on the Senate Appropriations Subcommittee on

Transportation for a vote, nothing is likely to happen.

"For a while we have been hearing it is imminent, imminent, imminent — but it never is," said Ralph Petty, Millbrae's community development director.

The delay means some Millbrae landlords have neglected buildings slated for demolition, Petty said.

The delay has also given opponents in Millbrae time to gather signatures for a zoning measure they hope will scale back the joint CalTrain-BART station planned there.

And the funding glitches even led BART to ask SamTrans — BART's sponsor in San Mateo County — for an advance to keep the planning office operating until more federal money arrived.

The project has financial support from several sources.

Congress previously approved \$83 million, which a House subcommittee agreed to augment by \$54.8 million on Monday. There is also \$200 million from SFO, \$10 million from the Metropolitan Transportation Commission, \$108 million from the state and \$99 million from SamTrans.

But no irreversible action — construction on any of the four stations, real estate negotiations or building contracts, for example — can happen until Congress guarantees the funding.

In spite of support in the House and repeated lobbying by California legislators, Shelby, through spokeswoman Laura Cox, has said the project — at \$150 million per mile — is too expensive to be rushed.

With Shelby's fellow Republicans on the subcommittee holding out their hats for mass transit projects in Salt Lake City, St. Louis and Charlotte, N.C., area Republicans say Shelby has little reason to de-

liver the \$750 million — and a political victory — to the mostly Democratic politicians in the Bay Area.

Sen. Barbara Boxer, D-Calif., recently tried to make the extension appear more Republican-friendly, parading supportive business leaders to Washington. But some privately speculate that Shelby does not want to boost Boxer in her run for reelection next year.

Clinton approved the project over a year ago, and BART officials began regular, almost monthly predictions of ground-breaking.

But faced with continued delays in Congress, they have now backed away from saying when they will begin work.

"Perhaps we were a little too optimistic in the past," said BART spokesman Mike Healy. "But we are still very optimistic."

Still, if Congress continues to allocate money to the project at about \$50 million a year, it will take 13 years for the agency to amass the money it still needs — well behind its initial three-year construction timetable.

San Mateo County Supervisor Tom Huening, who also sits on the SamTrans board, said Congress can continue small annual appropriations as long it formally backs the project.

"If you have a stream of income and a commitment, you can bond the project, complete the project in time and pay it off later," Huening said, conceding that a bond would increase financing costs.

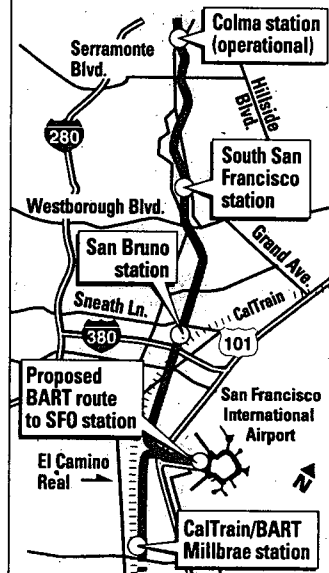
Earlier this week, the House cited SFO's timeline in urging a July 1 commitment to the project, a deadline Shelby is free to ignore.

Still, Huening said BART needs only to be patient.

"We have got (money) committed. This extension is going to happen, but it is just a matter of the mechanics," Huening said.

## Waiting for BART

The Bay Area Rapid Transit District is fighting to get a commitment from the federal government to fund the majority of the \$1.2 billion, 8.1-mile extension to San Francisco International Airport.



ELIZABETH YEE—Staff

## Committee OKs funds for BART

FROM STAFF REPORTS

A key House subcommittee Tuesday approved \$54.8 million for the BART extension to San Francisco International Airport and Millbrae, far less than the \$750 million BART officials are asking Congress to commit.

The House of Representatives Transportation Appropriations Subcommittee approved the spending and called for the Department of Transportation to finalize the federal government's commitment to the \$1.2 billion project. The rest of the project funds will come from state and local agencies.

BART spokesman Mike Healy called the vote, "the best news we have had in a long time."

But BART still is far short of what it needs, and the latest appropriation needs approval by the full House and Senate.

More than a year after President Clinton announced his support for the 8.4-mile project, Senate Republican leaders continue to delay approval of the full cost of the BART extension, a delay which could postpone the formal commitment called for by House leaders.

Laura Cox, a spokeswoman for Sen. Richard Shelby, R-Ala., who is holding up the project in the Senate, would not say Monday if or when her boss would support full funding of the extension.

The Senate will take up the BART appropriation in July and a conference committee is scheduled to resolve any discrepancies between the two bills in late summer.



## **Key panel OKs full funding for BART-S.F. airport line**

**Mercury News Wire Services**

A key congressional committee Tuesday approved the full \$54.8 million BART is seeking to build an extension to San Francisco International Airport.

BART spokesman Mike Healy said the House Appropriations Subcommittee on Transportation also instructed the Federal Transportation Administration to release another \$750 million earmarked for the BART project by July 1.

The subcommittee, chaired by Rep. Frank R. Wolf, R-Va., approved the appropriation and the instructions to the FTA in the markup of the fiscal year 1998

federal budget, Healy said.

"San Francisco International Airport is the fifth-busiest airport in the United States and the seventh-busiest in the world," said BART Director Dan Richard, who lobbied Congress on behalf of BART.

Federal funding for the BART-airport extension was supported by a bipartisan coalition of elected officials.

■ REGION

## **\$54.8 Million OKd for BART SFO Expansion**

A congressional subcommittee has approved \$54.8 million for BART's planned extension to San Francisco International Airport in 1998.

The House Transportation Appropriations Subcommittee also urged the Department of Transportation to sign an agreement by July 1 for the full \$750 million in federal funds needed for the project, a key victory for BART that ended more than a year of questions by the subcommittee.

The plan to extend the system from Colma to SFO and Millbrae was scheduled to begin construction early this year. But it has stalled while waiting for a much-needed federal grant agreement.

Representative Nancy Pelosi, D-San Francisco, a member of the House Appropriations Committee and supporter of the project, said the appropriation is a step forward for the controversial extension.

## Oakland

### **House subcommittee OKs BART funding**

The BART extension to San Francisco International Airport received its full \$54.8 million fiscal year 1998 funding Tuesday from the House Appropriations subcommittee on transportation.

It also received orders directing the Federal Transportation Administration to issue BART the long-awaited \$750 million full funding grand agreement by July 1.

"After two years of answering the committee's questions and addressing its members' concerns, BART has completely and unequivocally satisfied the committee," said board President Margaret Pryor. "This is the proverbial 'clean bill of health' we have been awaiting."

The committee, chaired by Rep. Frank Wolf, R-VA, approved the appropriations and the instructions to the FTA in committee revisions of the proposed budget for the federal fiscal year beginning Oct. 1.

MILLBRAE-SAN BRUNO SUN  
Wednesday, June 25, 1997

## **Pro on BART extension**

**Editor:**

I support extending BART from Colma to San Francisco International Airport as well as South San Francisco, San Bruno and Millbrae.

Peninsula residents agree that our streets and highways are getting more congested each year. We need many transit alternatives, and the BART extension is the best immediate solution we have.

I have recently started a new job that will require extensive commuting on the Peninsula as well as frequent airline travel. I would be happy to use public transportation when possible, but can only do so if there is a BART connection to CalTrain and SamTrans.

Please count me among the supporters of bringing rapid transit to the airport.

**Joan Kinneberg  
Redwood Shores**

## MILLBRAE

### Council-bound measure stirs new charges

BY MARK GIMBORG  
Staff Editor

A controversial petition aimed at derailing BART's plans for a major Millbrae station now has enough signatures to secure a place on the November ballot.

More than 1,500 Millbrae residents have signed the Millbrae Mass Transportation Facility Control Initiative of 1997. It seeks to amend the city's municipal code to require any new mass transportation facility to be smaller than 3,000-square-feet, less than 30 feet high and have no more than 250 parking spaces.

Now the signatures need to be verified, which could take up to 30 days; then the City Council can either adopt the initiative, putting it on the Nov. 4 ballot — or return it to the proponents with questions.

BART's plan for Millbrae — a 165,000 square-foot station with 3,000 parking spaces — far exceed the initiative's specifications, as does a city-planned garage on the west side of the existing CalTrain tracks intended to alleviate traffic.

Since the initiative began last month, a flurry of questions have arisen concerning the intent of the initiative, who is behind it, and what effect — if any — it would have on the stations.

#### Intent

In a prepared statement to the *Millbrae and San Bruno Sun* last week, Councilman Denis Richardson said the initiative is

meant to interfere with millions of dollars of federal funding for the light rail expansion to San Francisco International Airport.

Richardson linked the measure to Artichoke Joe's casino owner, San Bruno businessman Dennis Sammut.

"After [BART's Millbrae station plan] was adopted, a few non-Millbrae residents and wealthy businesses with their own agendas surfaced: CalTrain advocates ... and a San Bruno cardroom owner, who stands to lose a parking lot with the [station]. The cardroom owner has already spent hundreds of thousands of dollars, hiring expensive lobbying and law firms both locally and in Washington, D.C., to derail the project and protect his gambling interest."

Richardson later reaffirmed his written charges in a telephone interview.

"The initiative was funded by COST (Coalition For a One Stop Terminal) — and COST is funded by Sammut," he said. "You don't have to be a genius to recognize there's a connection there."

COST is a Burlingame-based, 1,000-plus member organization comprised of Bay Area residents, councilmembers from San Mateo cities and various representatives from mass transit organizations. Its original goal was to reduce BART's plans for multiple stations in San Mateo County to one terminal near the airport. Realizing they weren't going to achieve that, the group shifted its aim to stop federal BART funding completely.

Richardson said there are congressional representatives "looking for reasons not to fund BART so the money can be used elsewhere." If Congress senses that the

majority of Millbrae residents are opposed to the project, Richardson said, it would influence their thinking.

Some members of COST have supported the Millbrae initiative, but there is no fiscal relationship between them and it, according to COST Board of Directors member Chris Pallas, who is also a San Bruno councilman.

"COST isn't giving any money or anything," he said.

Richardson was incredulous.

"I don't buy that at all," he said. "COST has been the people that have been behind this from the beginning."

Sammut's public relations officer, and proponents of the initiative, denied any connections.

"He has nothing to do with it; COST has nothing to do with it," initiative proponent Tom Williams said, adding the initiative is not anti-BART anyway.

"People who are in favor of BART are also in favor of our initiative," Williams said. "It doesn't say, 'don't do it at all'; it says, 'if you're going to do it, do it right.'"

#### One-track mind now, one station

Controversy over what effects the initiative would have on BART facilities, and Millbrae traffic, has boiled down to one proposed building — the 600-car, city-planned "west side" garage.

pg. 2  
Cont....  
INITIATIVE:

intended to mitigate traffic on the Millbrae Avenue overpass.

While state codes and "eminent domain" laws specifically identify state transit agencies such as BART and SamTrans as exempt from local zoning codes, BART and city officials say, the west-side garage may well be jeopardized by the initiative.

Preliminary plans for the garage call for all the cars to be parked underground, with development for other uses on ground level.

Councilmembers, including Richardson and Mayor Dan Quigg, and Community Development Director Ralph Petty, say traffic will clog Millbrae Avenue if the garage isn't built. Initiative backers see the entire garage project as an invitation for traffic disaster - commuters from outside the city would flood in and out of town every day, many them using the parking lot as a cheaper alternative to airport parking.

Petty said the city would use measures similar to those BART uses at its garages to ensure airport commuters aren't gaining or saving anything by parking in the west-side garage.

As for true BART commuters, Petty said, the city is drafting a plan involving the extension of California Drive to alleviate traffic within the city.

Williams maintained that airport parking overflow will end up in the garage, and the sheer size of the garage invites lines of traffic.

#### **Economic boon?**

Initiative backers have discredited the city's claims that the

station would be an economic boon to Millbrae.

"I feel the garage will serve nothing more than the airport," Williams said. "The city says it will be an economic boon but that hasn't been substantiated."

Petty said the owners of property around the west-side garage have already agreed to allow their land to be developed and there's a "huge interest in development around the station."

"Cinema operators are drooling over this sight," he said.

#### **Ballot summary writing grip**

Attorneys representing Williams and Joseph Caimotto, co-founders of the initiative, recently sent a letter to the city, protesting the way the ballot summary for the initiative's ordinance is phrased.

Specifically, the letter states, the summary is not in accordance with state elections code because it is not, as the code states, "a true and impartial statement of the purpose" of the ordinance.

Peter Bagatelos, an attorney for Williams and Caimotto, said the summary says the ordinance cannot be applied to mass transportation facilities but fails to mention that it would have an effect on the city's west side garage.

However, the summary states that changes to the city's zoning regulations apply to local agencies. City Attorney Steve Meyers maintained the summary was written fairly and in accordance with the state code.

#### **To the wire**

With the Feds keeping the

BART extension afloat with installments on BART's requested \$750 million for the project and Millbrae city planners embarking on an Environmental Impact Report draft for the Millbrae station, it appears the BART project may roll until election day - when the initiative may once again be put to the public barometer.

"We're obviously not going to accept it," Richardson said. "But

I think once the people get the truth about the initiative, they won't vote for it."

# Air Travel Is Booming at SFO

## Healthy economy brings record surge in traffic

By David Diets  
Chronicle Staff Writer

Any traveler who has struggled with recent crowds at San Francisco International Airport doesn't need to be told.

But airport officials yesterday made it official: SFO is handling an unprecedented surge in traffic, thanks to a buoyant economy.

Travel is so heavy — up between 16 and 25 percent over this time last year — that in 1997, SFO will easily surpass 40 million passengers for the first time.

It is already the fifth busiest airport in the nation.

"I have seen progressive increases in traffic, but not this kind of spike," said airport spokesman Ron Wilson, who has worked at SFO for nearly four decades. "It's just phenomenal."

Wilson said international travel is rising fastest at SFO, up at least 10 percent. Domestic traffic so far this year has risen between 4 and 6 percent.

Normal overall growth is about 5 percent.

San Jose International Airport also is busier, although the growth rate does not match SFO's. Oakland International Airport has lost business slightly, although it says freight traffic is surging.

Wilson said the passenger crunch has put such a burden on the airport's parking garage that officials have decided to impose a limited rate increase. The garage is intended for short-term use, but many extended travelers have been willing to pay high rates for parking convenience. Wilson said that the 7,000-vehicle garage has filled nearly to capacity in recent days.

Effective today garage rates for parking between 32 and 48 hours will go from \$28 to \$35 and from \$50 to \$57 for two days.

Valet rates will similarly rise.

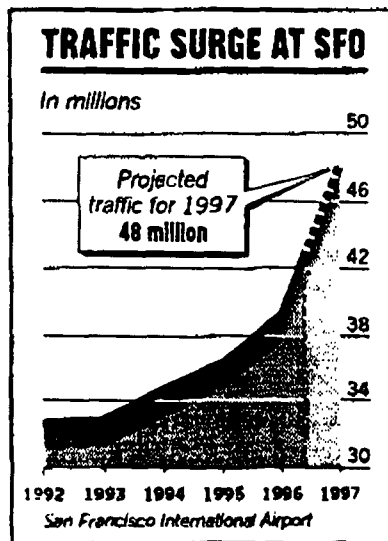
"We have to do something to discourage people from parking for extended periods in the garage," he said. "We have to leave spaces for people who are spending an hour or two or who are dropping off or picking up passengers."

He said he knew of travelers on expense accounts who accumulated garage bills of up to \$500 just to gain access to terminals.

Wilson said the airport's \$2.4 billion improvement project, including construction of a new international terminal, has worsened the crunch. The new terminal is expected to be finished in the spring of 2000.

Cathy Gaskell, spokeswoman at San Jose airport, said traffic has increased about 10 percent so far this year. The facility handled just over 10 million passengers last year and is planning a major expansion.

Oakland airport spokeswoman



Chronicle Graphic

Cindy Johnson said traffic so far in 1997 is off about 8 percent. She attributed the drop to the loss of some short-haul flights to SFO.

Oakland handled 9.7 million passengers in 1996.

Despite the loss of passenger business, freight traffic at Oakland is up about 13 percent, Johnson said.

## Colma voices concerns about housing project

By Heather Angney  
STAFF WRITER

COLMA — A plan to build affordable housing in an unincorporated area across the street from Colma's main residential neighborhood has Colma feeling squeezed.

The 20-unit development will fit into a plan approved in 1994 for the area surrounding the Colma BART Station, but Colma has felt all along that the plan is too dense. The housing development will be the first step in a mix of residential and commercial buildings around the station, and Colma fears it will bring too many people and too many cars.

Colma Terrace, as the units will be called, will be developed by the Mid-Peninsula Housing Coalition and owned and managed by the San Mateo County Housing Authority. The units will be open to middle- and low-income families, Senior Project Manager Matt Schwartz said. For example, a family of four would be eligible if its income was \$51,520. Retail space will be available on the ground floor.

On June 11, the county Planning Commission approved the concept for the project. The housing authority will probably buy the

land within the next month, Schwartz said, and people should be able to move in by January 1999. The development will replace current commercial and industrial uses.

Because the development is in unincorporated property, Colma has no authority over the development, but the city does have concerns. The development will be built on the northwest corner of B Street and El Camino Real, right across the street from Colma's main residential neighborhood.

"There are few examples of good projects (of this density)," said John Bassman, a planner with Malcolm Carpenter Associates, which does planning for Colma. "A lot of disasters are torn down later on."

Neighbors already report that BART riders park in their neighborhood, city officials say. With an average of 1.5 parking spots per unit in the new development, officials worry more cars will cross city limits to park.

Nearby schools are crowded and recreation options for children are limited, Bassman added.

Bassman said Colma doesn't object to affordable housing, but to the plan to squeeze so many families into a small area.



**SIC TRANSIT:** How long will Congress wait before deciding on that \$750 million allocation for a BART-SFO extension? We're just a week away from the start of the new fiscal year, and still no word. SamTrans can't be expected to continue to provide BART with a monthly subsidy to keep the SFO project alive indefinitely . . . A retirement dinner for Burlingame Recreation Dept. sports boss Mike Ciardella will be held Aug. 1 at the town's rec center. Tickets \$30. Call 696-3770 for info.

# Peninsula Rail Project Runs Over Budget

By Marshall Wilson  
Chronicle Peninsula Bureau

A project to uncork three of the Peninsula's worst traffic bottlenecks will cost nearly 45 percent more than estimated — leaving officials scrambling to find the money.

About \$22.4 million to \$25.4 million more is needed to finish separating train tracks from roadway at Ralston Avenue and Harbor Boulevard in Belmont and Holly Street in San Carlos.

The cost has risen from \$57 million to \$81.5 million. The additional expense could delay other Peninsula transportation improvements so money can be funneled to Belmont and San Carlos.

The San Carlos and Belmont rail bridges are to relieve congestion caused when commuter trains or lumbering freights cross at street level. It can take traffic 10 minutes or more to crawl a few blocks along Holly or Ralston during commute hours.

"The project can't be done without the money," said San Carlos City Manager Mike Garvey.

Despite the rising cost, it appears unlikely the projects under way for more than a year will grind to a halt.

"We're not going to let it drop

midway through," said Malcolm Dudley, chairman of the San Mateo County Transportation Authority, which is paying about \$32 million of the original price tag from a half-cent county sales tax. "Clearly, something has to be worked out."

The extra cost is due to several unforeseen problems, officials said.

The cities didn't save as much by building the rail crossings in tandem as they hoped; the original estimates are about five years old and out of date; and the Peninsula's red-hot construction market means fewer contractors willing to bid low.

But the biggest problem is that the cities "grossly underestimated what it cost to build this thing," said Belmont City Manager William Zaner. "The shortfall is a startling number."

Belmont is about \$15.4 million over the original \$34.1 million budget for Ralston and Harbor. San Carlos is about \$7 million to \$10 million over the \$22 million budget for Holly.

By August trains are scheduled to use temporary tracks built next to the old ones. Crews will lower the streets and build bridges and new stations in each city.

Zaner said this second phase

can't be started without funding secured.

To pay for it, the cities hope to use nearly \$12 million that was earmarked for a rail bridge in Redwood City. Officials there decided against putting a bridge at Whipple Avenue because of the cost and disruption.

The Bay Area's Metropolitan Transportation Commission will need to approve the switch and then recommend it to the state Transportation Commission, which has ultimate authority.

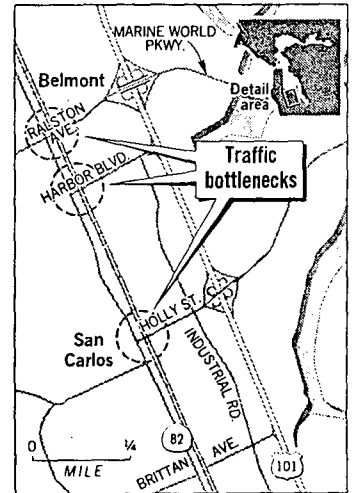
State officials are not obligated to the cities and could transfer the money to other projects.

MTC spokesman Steve Heminger said MTC commissioners probably will favor finishing the San Carlos and Belmont projects.

It's common for municipalities to vastly underestimate the complexity and cost of transportation projects, which often involve busy streets and relocating utilities, Heminger said.

San Carlos and Belmont will also turn to the county's Transportation Authority for funds.

The cost overruns are the cities' responsibility, said Edgar Ugarte, program manager for the authority. If the authority allocates more money it would have to replace other planned projects,



possibly rail crossings in San Mateo and Burlingame, he said.

"It's a trade-off the board needs to consider," he said.

For their part, Zaner and Garvey said their cities shouldn't be on the hook because the crossings are important to the region. Belmont is now contributing \$1.4 million and San Carlos \$2.2 million.

"These are pretty small communities," Zaner said. "You'd wipe us out."

"It costs what it costs and you can't help that," said San Carlos Councilman Don Eaton.

## LETTERS TO THE EDITOR

### Faster on BART

**OPONENTS OF** the BART-SFO extension have been saying that CalTrain service to downtown San Francisco will be quicker.

The facts are that a BART trip from Millbrae or SFO to Montgomery Street will take 29 minutes, while a CalTrain trip takes at least 41 minutes because it includes 15 minutes or more travel time on a Muni bus from the CalTrain terminus at Fourth and Townsend streets.

As to a CalTrain upgrade, the writer should refer to the cost estimates and ridership figures prepared for the Peninsula Corridor Joint Powers Board, which runs CalTrain.

A recently released draft EIR put the cost of CalTrain's downtown extension at a minimum of \$656 million in 1995 dollars.

Marketing studies show that even with the extension, grade separations, electrification and more frequent service, CalTrain would carry less than 46,000 trips per day, some 22,000 fewer than a BART-SFO extension.

It is unfortunate that some have chosen to pit BART and CalTrain against each other.

In reality, they are complementary transit systems serving distinctly different markets. Both are necessary to solve the Peninsula's transit needs.

**James T. Fang**

Vice President, BART Board of Directors

## LETTERS TO THE EDITOR

### Scarce resources?

**IN ANNOUNCING** his stand against a CalTrain downtown extension, Mayor Willie Brown of San Francisco was quoted as saying, "In a world of scarce resources, it is critical that we make careful choices about how to invest those resources."

If what Brown says is true, then why does he so fervently support a BART to Millbrae/Burlingame plan that costs at least \$250 million more than other proposals and that serves fewer people than lower cost alternatives?

Scarce resources? Apparently, they are only scarce if your transit system has a name other than BART.

**John Falsarella**  
Millbrae

**NOTICE OF PROPOSED CONSTRUCTION**

**Project Name:** Relocation of power lines near the San Francisco International Airport

**Advice Letter Number:** 1682-E

**Proposed Project:** Pacific Gas and Electric Company (PG&E) has been requested by the Bay Area Rapid Transit District (BART) to relocate six towers on three of PG&E's San Mateo-to-Martin power lines near the U.S. 101 Interchange at the San Francisco International Airport. The relocation and raising of the three power lines will allow the construction of BART tracks into and out of a new BART station at the Airport. A temporary power line will be constructed parallel with the three power lines and used to maintain electric service to the northern San Francisco Peninsula during the relocation. Construction is expected to begin during August 1997, and the relocated power line is scheduled to be in operation by the end of December 1997.

**Electric and Magnetic Fields (EMF):** The California Public Utilities Commission (CPUC) requires PG&E to employ "no cost" and "low cost" measures to reduce public exposure to EMF. In accordance with PG&E's "EMF Design Guidelines for New Electrical Facilities: Transmission, Substation, and Distribution," filed with the CPUC in compliance with CPUC Decision 93-11-013, PG&E will take the following measure for this project:

- Install taller structures than otherwise required in order to reduce EMF strength at ground level.

**Exemption from CPUC Authority:** Pursuant to CPUC General Order 131-D, Section III, B.1, projects meeting specific conditions are exempt from the CPUC's requirement to file an application requesting authority to construct. PG&E believes this project qualifies for the following exemption:

- "power lines or substations to be relocated or constructed which have undergone environmental review pursuant to [the California Environmental Quality Act] CEQA as part of a larger project, and for which the final CEQA document (Environmental Impact Report (EIR) or Negative Declaration) finds no significant unavoidable environmental impacts caused by the proposed line or substation."

A Final Environmental Impact Report/Environmental Impact Statement has been prepared and approved by BART, SamTrans and the Federal Transit Administration for the extension of BART to the Airport. No unavoidable significant impacts were identified for the proposed power line relocation in that document.

**Public Review Process:** Persons or groups may protest the proposed construction if they believe that PG&E has incorrectly applied for an exemption or believe there is reasonable possibility that the proposed project or cumulative effects or unusual circumstances associated with the power line construction may adversely impact the environment.

Protests must be filed by July 23, 1997, and should include the following:

1. Your name, mailing address and daytime telephone number.
2. Reference to the CPUC Advice Letter Number and Project Name identified.
3. A clear description of the reason for the protest.

The letter should also indicate whether you believe that evidentiary hearings are necessary to resolve factual disputes.

**Protests for this project must be mailed within 30 calendar days to:**

California Public Utilities Commission		Pacific Gas and Electric Company
Director, Energy Division		Law Department
505 Van Ness Avenue, Third Floor	AND	P.O. Box 7442
San Francisco, CA 94102		San Francisco, California 94120

PG&E must respond within five business days of receipt and serve copies of its response on each protestant and the Energy Division. Within 30 days after PG&E has submitted its response, the Executive Director of the CPUC will send you a copy of an Executive Resolution granting or denying the request and stating the reasons for the decision.

**Assistance in Filing a Protest:** For assistance in filing a protest, contact the CPUC Public Advisor in San Francisco at (415) 703-2074 or in Los Angeles at (213) 897-3544.

**Additional Project Information:** A copy of the Final Environmental Impact Report/Statement is available for review at all San Mateo County Libraries. To obtain further information on the proposed project, please call PG&E's Project Information Line at (415) 973-5530.

## Waste of Money

Editor — I've had about all I can take from BART supporters who launch a volley of verbal assaults anytime anyone dares to speak out about the wasteful plan to connect BART's rail lines with the airport. I'm glad there are groups and individuals who have the gumption to stand up against a plan that is so grossly overpriced and poorly planned as to be laughable.

It is interesting to note that Congress has granted funds to transportation projects all over the nation. Of all the requests made to Washington, and federal transit dollars awarded under a broad-range funding program, how many projects do you think were held up?

You guessed it: one. BART to SFO. Congress hasn't been fooled. There are serious concerns on Capitol Hill and with good reason. BART is wasting massive amounts of taxpayer funds by moving forward with a plan that is about \$260 million more expensive than necessary.

**JULIAN LEVET**  
Millbrae

## Extension Makes Sense

Editor — I support extending BART from Colma to San Francisco International Airport as well as South San Francisco, San Bruno and Millbrae.

Peninsula residents agree that our streets and highways are getting more congested each year. We need many transit alternatives, and the BART extension is the best immediate solution we have.

I have recently started a new job that will require extensive commuting on the Peninsula as well as frequent airline travel. I would be happy to use public transportation when possible, but can only do so if there is a BART connection to CalTrain and Sam Trans.

Please count me among the supporters of bringing rapid transit to the airport.

**JOAN KINNEBERG**  
Redwood Shores

## Effort on BART gains signatures

**By Diane Sussman**  
STAFF WRITER

**MILLBRAE** — Sponsors of an initiative to shrink BART's planned eight-story Millbrae station have apparently gathered enough signatures to place the measure on the ballot.

The group, led by Tom Williams and Joseph Calmotto, has collected 1,500 signatures since April 21. That is 400 more signatures than required to put it before voters.

Called the Millbrae Mass Transportation Facility Control Act of 1997, the initiative seeks to limit the height, size and number of parking spaces at the Millbrae BART station.

The initiative is not, maintains Williams, an attempt to stop BART. "In a place like Times Square, this would work. But this is Millbrae. You want a project that's appropriate for the city," he said.

The \$1.2 billion project calls for a 54-foot-tall, 150,000-square-foot station with 3,000 parking spaces at Millbrae Avenue, east of the railroad tracks. The initiative seeks to scale back the station to a 30-foot-high, 3,000-square-foot facility with 250 parking spaces.

The BART proposal is about 200 times as large as what the city's zoning ordinance would allow.

But even if voters approve the initiative, it's questionable whether it would have any effect on the BART construction, because the transit agency is exempt from local planning and zoning regulations, according to City Manager Jim Erickson.

Initiative organizers feel it's worth trying anyway. "I don't believe those big transportation agencies are exempt from our laws," Joe Calmotto said. "My lawyer tells me we will win."

## Good for goose

**WHAT'S GOOD** for the goose is good for the gander. During the 49er debate State Sen. Quentin Kopp used an old lawyer trick. "When you can no longer attack the issue, attack the person".

The good senator has used this "trick" frequently in his latest attack on myself and COST. . . .a desperate attempt to save his flailing failure of a project (BART to Millbrae/Burlingame).

Kopp's ingenious concern for the taxpayers is an insult to the intelligence of his constituents and to the remainder of taxpayers in San Mateo County. Kopp is against the 49er stadium project because he fears the San Francisco general fund will have to carry the shortfall, if any, for the project.

Why is Kopp not concerned about the fiscal integrity of SamTrans as the sole local funding agency for BART, about the vulnerability of San Francisco's general fund as the only source of funding for BART to Burlingame (all other sources are capped), about SamTrans obligation for 100 percent of the operation and maintenance for BART's infrastructure in San Mateo County and about saving the taxpayers \$250 million plus by not extending to Burlingame; thus responding to Washington, D.C.'s main concern with the project and perhaps guaranteeing a full funding grant agreement?

Kopp, Millbrae Mayor Dan Quigg and Airport Director John Martin are critical of a Belmont City Council member's involvement in this David vs. Goliath confrontation.

I believe the residents of Belmont, as taxpayers and Belmont residents, as consumers in need of solutions to congestion, are not well served by this "pork barrel", "political trophy" and "feeding at the public trough" project.

The battle is now, . . .and the battle is in Millbrae and Burlingame. It will be too late for our communities when BART rolls into our towns.

**Pam Rianda**  
Belmont City Council



## **In support of BART extension**

**Editor:**

Peninsula residents will agree that our streets and highways are getting more congested each year. We need many transit alternatives and we need them now. The BART-SFO extension may not be perfect but it has been studied thoroughly and enjoys widespread support. I do not understand why we can't get beyond the talking stage. If this project slips away uncompleted, we will have lost an incredible opportunity and we will all be the losers for it.

It is obvious that the people who oppose extending BART to the Airport are not the same people who spend hours each day trying to survive the traffic congestion which most of us confront on our local roads. Everyone in the region will benefit by having additional transit options to the airport, not just the people of the Peninsula. Think of the convenience of not having to drive the Bayshore in stop-and-go traffic.

I hope our government policymakers will see that the benefits of improved economy, air quality, and decrease of vehicular traffic are critical to our entire region. No single type of mass transit can serve everyone. In BART, we have a reliable, efficient transportation alternative that provides easy access for its users. It makes good economic and environmental sense, and it is long overdue.

Let us welcome BART and stop feuding over which mode of transportation is better; more public transportation is better transportation. A BART connection with CalTrain, SamTrans, Muni and other transit districts serves everyone better.

**Nancy G. Rosenthal  
San Carlos**

## Millbrae Residents Ready To Put BART on Ballot

By Benjamin Pimentel  
Chronicle Peninsula Bureau

Millbrae residents critical of BART's planned Peninsula extension say they have enough signatures for a November ballot initiative that could shrink BART's end-of-the-line station to the size of a large house.

The proposed initiative would amend the city's zoning ordinance to restrict the size of any new mass transportation building to no more than 3,000 square feet and 30 feet high. Parking lots could have no more than 250 spaces.

That's considerably smaller than the station BART envisions. The transit system hopes to build a 16-acre station in Millbrae — more than 200 times larger than what the ordinance would allow. The proposed station would be about 54 feet tall and have a 2,100-vehicle parking structure with an additional 900-space lot.

The Millbrae station, where passengers could connect with BART and CalTrain, would be the southern endpoint for BART's \$1.2 billion San Francisco International Airport extension.

"The initiative is about keeping the city the way it's been the last 25 to 30 years," said Joseph Caimotto, a longtime Millbrae resident and one of the ballot campaign's leaders. His group wants to keep the city "from being all gridlocked, to keep it from being air-polluted and to keep it as the sunny spot on the Peninsula."

Tom Williams, another leader

of the group, said the initiative is not meant to keep BART out of Millbrae. But the measure would make it more difficult for BART to build a station there.

The group said it has collected about 1,500 signatures since last month, exceeding the 1,100 they need for the City Council to put the measure on the November ballot. The signatures have not yet been presented to the city.

The group hopes the City Council will act by August — in time to put the measure on the November ballot.

If the council doesn't act in time, Williams said they'll try to gather enough signatures to force a special election on the issue. That would require 1,700 signatures, or 15 percent of the registered voters.

City officials said that the measure would have little effect on BART's plans because it is a state agency and exempt from local ordinances.

Ralph Petty, Millbrae's community development director, said the proposed initiative could prevent the city from building an 800-space parking lot meant to ease traffic near the new station.

"We don't think it has any effect on the regional transit organizations," he said. "But it may have an effect on us."

## TRANSPORTATION

### SamTrans relieved by incremental support

BY REBECCA ROSEN LUM  
*Independent Newspapers*

Although Congress still has not approved the funding package that will finance BART's airport extension, money continues to arrive in large enough increments to keep the project on track.

A payment of \$44 million last week brought "great relief" to the SamTrans board of directors, said board member planners and engineers.

The money, in monthly payments of \$1.1 million, would have been credited to its \$99 million tab.

"We don't need that anymore," said SamTrans board member and county supervisor Mike Nevin. "We got the \$44 million. That really relieved us. We can begin operations."

A dispute raised by the project's critics was settled when BART agreed to pay back half the funds in the event that federal funds never materialized.

"Our interest is in moving people," said SamTrans General Manager Gerald Haugh. "An ongoing study says this county needs everything it can get to alleviate congestion" in the coming years. "That means SamTrans busses, BART, CalTrain, everything."

Airport expansion is expected to put an additional 70,000 cars on the road upon its completion in 2001, Haugh said.

The \$44 million payment "really relieved us," Nevin said. "We can begin operations."

To date, the federal government has kicked in nearly \$84 million - roughly 10 percent of the full amount expected.

Voters eager for mass transit approved BART's light rail expansion into San Mateo County in 1987, including five stops - in South San Francisco, San Bruno, Millbrae and two at San Francisco International Airport. A Colma stop was added after the measure passed.

The Coalition for a One-Stop Terminal (COST) has been an outspoken critic of the transit agency, and has filed suit to stop the extension on the grounds its environmental impact report was flawed.

Burlingame councilmembers Mike Spinelli and Marti Knight - both COST board members - threatened at their June 2 City Council meeting to file an injunction if BART begins work on the tail tracks before full funding comes through.

They later backpedaled from the suggestion after BART officials reassured them they had no intention of breaking ground on the project prematurely.

Wrangling between lobbyists both for and against the project have delayed congressional approval of the funds, to the chagrin of airport officials.

The airport broke ground more than a year ago for a double-deck structure that will top the BART tunnel with a light rail system extending throughout the airport.

## **Time for citizen action**

### **Editor:**

Mayor Dan Quigg's letter in the Wednesday, June 4, Sun should have been titled, "Don't Stop BART's Progress," rather than "Don't Stop Millbrae's Progress." What he was trying to say, but not being forthright about, is that Millbrae plans to extract \$5.1 million from BART to build another 800-space garage, in addition to the 3,000 parking spaces already demanded by BART to service its end-of-the-line, massive terminal.

Another garage west of the CalTrain tracks will only worsen traffic in residential neighborhood areas as cars filter down from Route 280 to this terminal site.

What the Mayor does not understand is that his version of "progress" will insure the complete destruction of the quality of life so valued by Millbrae residents, and the reason I moved to the city.

Let me give you an idea of the extent of the devastation BART will cause: An average parking spot is 20-feet long, plenty of room for a compact but a bit tight for vans or standard-sized

4-wheel drive vehicles. One mile of traffic equals 264 cars. The proposed BART-Millbrae parking of now 3,800 cars equals almost 15 miles of vehicles, in and out of Millbrae every weekday.

Most cities of Millbrae's size have a planning director, a protector of the local quality of life through master planning and zoning. Millbrae has none. Instead, it has a community development director, who is an enthusiastic support of BART paving over our fair City. Millbrae's General Plan has not been officially updated since 1974; the attitude of Millbrae government towards its citizens is in serious need of an overhaul.

A petition drive has already gained hundreds of signatures in the first 10 days. We will be filing enough signatures to force an election on this matter within the next several weeks. In addition, the concerned citizens of Millbrae will be supporting candidates for City Council. It's time for the citizenry to clean house.

**Tom Williams  
Co-Sponsor  
Initiative-Millbrae Mass  
Transportation Facility  
Control Act of 1997**

## **Ingenuous concern**

**Editor:**

What's good for the goose is good for the gander.

During the 49er debate Senator Kopp used an old lawyer trick: When you can no longer attack the issue, attack the person. The good Senator has used this "trick" frequently in his latest attack on myself and COST - a desperate attempt to save his flailing failure of a project (BART to Millbrae/Burlingame).

Senator Kopp's ingenious concern for the taxpayers is an insult to the intelligence of his constituents and to the remainder of taxpayers in San Mateo County. Senator Kopp is against the 49er stadium project because he fears the San Francisco General Fund will have to carry the shortfall, if any, for the project.

Why is Senator Kopp not concerned about the fiscal integrity of SamTrans as the sole local funding agency for BART, about the vulnerability of San

Francisco's General Fund as the only source of funding for BART to Burlingame (all other resources are capped), about SamTran's obligation for 100 percent of the operation and maintenance for BART's infrastructure in San Mateo County and about saving the taxpayers \$250 million plus by not extending to Burlingame; thus responding to Washington, D.C.'s main concern with the project and perhaps guaranteeing a Full Funding Grant Agreement?

Senator Kopp, Millbrae Mayor Dan Quigg and Airport Director John Martin are critical of a Belmont City Council member's involvement in this David vs. Goliath confrontation.

I believe the residents of Belmont, as taxpayers and Belmont residents as consumers in need of solutions to congestion are not well served by this feeding-at-the-public-trough project.

## **Alternatives are available**

**Editor:**

The BART to SFO-extension project is a complex and difficult issue. Because it is difficult for anyone to understand the full scope of the project and its ramifications, supporters of BART to SFO are cherry-picking and spoon-feeding select facts to the public to help achieve an end.

What we're getting is half-told story. Why doesn't BART tell us about lower cost alternative airport-rail connections? Why is BART bent on seeking funds from Washington for a grossly overpriced project when there are better, less-costly, alternatives that probably would be met with more favor by a cost-conscious Congress? Does the end justify the means in this instance?

BART appears to think so.

But, I think not ... not if it means that CalTrain is threatened and SamTrans service is drastically reduced. We need an airport-rail connection, but common sense must rule. Would you try to buy a Rolls-Royce if your budget dictated that you could only afford a Chevrolet? Don't believe everything you hear from those that claim BART needs a Rolls-Royce of an airport connection.

**Fran Chilcoat  
Burlingame**

## Telling the truth

I NEVER fail to be amazed by those who will not acknowledge the truth.

BART moves ahead with its overpriced, inefficient and exclusionary plan to finally "connect the mass transit users of the Bay Area with the airport."

Never mind that funding the project has not been cemented. Never mind that there are alternatives that are much cheaper and easier for all to use.

It's really incredible when you see that a short-sighted BART wants to spend many hundreds of millions of dollars more on a project that serves only its needs and basically drops a bomb on transit rivals such as CalTrain and SamTrans.

Certainly, BART favors this plan. It gets what it wants and eliminates the competition.

**Michael J. Poppin**

Milbrae

## Speaking out about BART to SFO

I'VE HAD about all I can take from BART supporters who launch a volley of verbal assaults anytime anyone dares to speak out about the wasteful plan to connect BART rail lines with SFO.

I'm glad there are groups and individuals who have the gumption to stand up against a plan that is so grossly overpriced and poorly planned as to be laughable.

It is interesting to note that Congress has granted funds to transportation projects all over the nation.

Of all the requests made to Washington, and federal transit dollars awarded under a broad-range funding program, how many projects do you think were held up?

You guessed it: one. BART to SFO. Congress hasn't been fooled. There are serious concerns on Capitol Hill and with good reason.

BART is wasting massive amounts of taxpayer funds by moving forward with a plan that is about \$250 million more expensive than necessary.

**Julian L. Levet**  
Millbrae



## LETTERS TO THE EDITOR

---

# Common sense must rule

**THE BART** to SFO extension project is a complex and difficult issue.

Because it is hard for anyone to understand the full scope of the project and its ramifications, supporters of BART to SFO are cherry-picking and spoon-feeding facts to the public to help achieve an end.

Why is BART bent on seeking funds from Washington for a grossly overpriced project when there are better, less costly, alternatives that probably would be met with more favor by a cost-conscious Congress?

Does the end justify the means in this instance? BART appears to think so. But I think not, if it means that CalTrain is threatened and SamTrans service is drastically reduced.

We need an airport rail connection, but common sense must rule. Would you try to buy a Rolls Royce if your budget dictated that you could only afford a Chevrolet?

Don't believe everything you hear from those that claim BART needs a Rolls Royce of an airport connection.

**Fran Chilcoat**  
Burlingame

MILLBRAE-SAN BRUNO SUN  
Tuesday, June 10, 1997

LETTERS TO THE EDITOR

## **Build the BART extension**

**Editor:**

In 1985, 1987, and 1992, voters in San Mateo County indicated overwhelming support for bringing rapid transit to the airport.

SFO is the fifth largest airport in the nation and the eighth busiest in the world. Why doesn't it have rapid transit?

Truly, the lack of transit alternatives is an embarrassment and certainly does not reflect much forethought for the people who live here. Projects the size and scope of extending BART from Colma to SFO and Millbrae are years in planning and implementing. This project is ready to go. Once begun, it can be ready in four years.

Everyone in the region will benefit by having additional transit options to the airport, not just the people of the Peninsula. Think of the convenience of not having to drive the Bayshore in a stop-and-go traffic, especially if you

have come from San Francisco or even farther. There will be less cars on the roads in both directions.

I hope that our policy makers, especially in Washington, D.C., where funding decisions are made, will see that the benefits of improved economy, air quality, and decrease of vehicular traffic are critical to our entire region.

No single type of mass transit can serve everyone. With BART, we will have an efficient, reliable transportation alternative that provides easy access for most users. It makes good economic and environmental sense, and it is long overdue. Just get on with it!

**Charles T. Mitchell**  
**South San Francisco**

MILLBRAE-SAN BRUNO SUN  
Tuesday, June 10, 1997

LETTERS TO THE EDITOR

## **BART-SFO extension will ease congestion**

**Editor:**

James W. Kelly has sunk to a new low in misinformation. He says BART's contribution to reducing freeway congestion is limited to how much parking is provided at new BART stations (Letters, April 2). Since there are 5,000 parking spaces distributed among three stations, he says there can be only 5,000 fewer cars on our freeways. He throws in another 1,000 more vehicles for air travelers (without justification), then says the sum equals a negligible 2 percent of the current 270,000 daily vehicle trips past the airport on Highway 101.

First off, the daily vehicle trips given for Highway 101 reflect traffic in both directions over the course of a day. Since a BART user would have to drive to the station and home again, one parking space should equal two trips, which means 10,000 fewer cars.

This is a minor mistake compared to the skewed logic that judges the effectiveness of a transit system by how much parking it provides. SamTrans carries 60,000 trips per day and has about 5,400 parking spaces. CalTrain carries 21,800 trips per day and has 6,725 spaces. BART carries 258,000 trips per day with about 42,000 parking spaces systemwide. Clearly, not everyone who rides transit parks a car in a transit parking lot.

The BART-SFO Extension will carry 68,600 trips per day. Let's say half of those people would have otherwise driven their car. That's 34,000 fewer car trips per day on our already crowded freeways. In addition, airport-bound passengers account for 17,800 trips per day on the extension (not 1,000), thereby eliminating some 10,100 auto trips per day to SFO.

Nor will the transfer between BART and the airport light-rail system, ART, be a hardship. More than half of all travelers riding BART to the airport will disembark within a five-minute walk of their airline ticket counters. They have no need to board ART. The remainder will take an escalator or elevator up one floor to ART, which is no more demanding than what travelers (including those with disabilities) now experience at SFO.

Does anyone believe airport patronage can increase from 39 million passengers in 1997 to more than 51 million in the year 2006 without an efficient transit connection as proposed by BART?

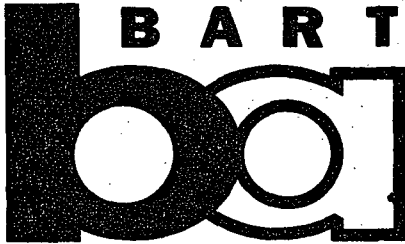
**Thomas M. Blalock  
Director, Sixth District**

LETTERS TO THE EDITOR

**BART's thrust to Millbrae**

BART Director Dan Richard's argument (letter, May 22) makes quite clear that getting travelers to and from San Francisco International Airport via BART — the idea San Francisco and San Mateo County voters endorsed — now plays second fiddle to a Millbrae terminus that has nothing to do with airport service and never was put to a vote.

BART, outside urban cores, is crippled without free parking for thou-



sands of riders' cars. The airport hasn't the space — ergo Millbrae faces being saddled with 3,000-plus vehicles of Peninsula commuters who are BART's chief target, essential to an extension that could not survive on SFO's relatively few riders (who would be largely airport workers, not travelers).

Richard evades that whole issue. Huge blocks of cars breed air pollution, cold starts being a major source. Arriving and departing en masse, they also further congest freeways and local streets. BART's own studies project unavoidable slowdowns on Highway 101 from traffic in and out of Millbrae.

Time for a BART reality check: With its vast lots, has it become a Bay Area polluter?

**JAMES W. KELLY**  
*San Bruno*

Once again Dan Richard has proven himself to be a skillful manipulator of the facts. His letter paints the proposed Millbrae station as the ideal terminal for both BART and CalTrain.

No one else wants to have the end-of-line station with its resulting traffic congestion. If Richard is correct in estimating an overwhelming number of people getting on BART at Millbrae, then he fails to acknowledge that Highway 101 will be overloaded with thousands of cars traveling to the Millbrae BART station.

BART is also hoping to steal riders from other transit systems. Richard likes to quote bogus ridership numbers that claim 80 percent of CalTrain riders would get off CalTrain, wait for a BART train, pay more money and ride BART through Daly City to get to downtown. Why would a CalTrain rider get off the train and pay \$3 for a trip that would take more than 20 minutes longer?

It will take 44 minutes on BART to get from downtown San Francisco to the airport. CalTrain runs express trains taking only 19 minutes from 4th and Townsend streets in San Francisco to Millbrae. BART cannot run express trains.

With CalTrain upgrades, the consensus of rail engineering experts is that CalTrain could easily make the already fast express run to the airport even faster from a new downtown San Francisco transit center at the site of the Transbay Terminal.

Richard also fails to mention that the extension of BART past the airport will cost an additional \$250 million. Voters of San Mateo County voted for BART to go near the airport — not two miles past it.

**JIM WHEELER**  
*Belmont*

## Time to get moving on BART-SFO

**IT IS TIME** for airlines operating out of San Francisco International Airport to pay their fair share of the cost of construction of a proposed BART station at SFO.

The airlines will be among those who benefit the most from the extension of BART from Colma to SFO and Millbrae.

Having a BART-CalTrain-Sam-Trans connection in Millbrae at the intermodal station will make it easy for the Bay Area to access the airport. It would additionally reduce traffic congestion and enhance air quality.

The airlines, already favored by exceedingly low landing fees at the highly profitable SFO, should stop trying to get something for nothing.

It is time to get moving on the BART-SFO project. By delaying the inevitable, it is costing us taxpayers more money.

Why must the Bay Area sacrifice mass transit at the airport so airlines don't run the risk of possibly having to finance transit at other airports.

Again, who benefits the most? This project has been put off long enough. It's time to get BART completed.

Vaughn K. Patterson  
San Bruno

# LETTERS

## Don't stop Millbrae's progress

### Editor:

On April 21 several Millbrae residents (backed by the paid executive and legal staff from COST in Burlingame who are opposing the BART Project in every way they can) filed a Notice of Intent to Circulate a petition entitled the "Millbrae Mass Transportation Facility Control Act of 1997."

The purpose of the petition is to get enough signatures from Millbrae voters to put this initiative on the ballot for a vote. You have probably seen people in the community collecting signatures.

The stated purpose of the initiative is to amend the Millbrae Municipal Code to limit any mass transportation facility in the city to 3,000 square feet, 250 parking spaces and a maximum height of 30 feet.

Since the proposed BART/CalTrain intermodal station in Millbrae is much larger than those dimensions, which wouldn't allow much more than

a bus stop to be built, the petitioners think that the proposed amendments to the Millbrae Municipal Code would stop the BART project from being built.

But the truth of the matter is BART, SamTrans, CalTrain and CalTrans are all specifically excluded from the effect of local zoning in black letter California State law.

BART could build the project in spite of this initiative, which would only have a limiting effect on the city of Millbrae itself to build proper mitigations for the project. The petitioners have made statements published in the Sun on May 14 indicating they expect the effect of the initiative to stop the BART project and that they will fight the issue in court if need be.

The Millbrae City Council has been working hard for years now to ensure that if the BART project is built, the effects of the project on the community would not be negative.

One of the key features of the city's plans for the development of the area around the station is to build a parking garage on the west side of the station between

the railroad tracks and El Camino Real.

California Drive would be extended north past the station and connected to Victoria Avenue, allowing Millbrae and Burlingame BART riders to stay on the west side of the tracks and not have to go across the new Millbrae Overpass and park at the east side of the BART station.

This west side parking plan will keep the intersection at Millbrae Avenue and El Camino Real working well. The city also envisions the development of new office, entertainment and retail space around the west side of the station, improving the city's tax and revenue base.

The initiative, if successful, would certainly not stop BART from building the station N but it might stop Millbrae from carrying out its plan to make the whole west side of the station function well for the benefit of the community.

This initiative makes no sense and does not deserve the support of the community.

**Daniel F. Quigg**  
Mayor, Millbrae

## LETTERS TO THE EDITOR

### Finding fault is not productive

#### **BELMONT COUNCILWOMAN**

Pam Rianda has fought tooth and nail to get San Francisco International Airport to pay millions to reduce Peninsula traffic congestion.

She is hardly concerned now over how the airport's investment in BART affects the city and county of San Francisco. Even if she was sincere, Rianda has the numbers all wrong.

Of the \$200 million SFO will pay for BART, \$113 million comes from the airlines through higher landing fees and \$87 million from other revenues.

This won't diminish SFO's payment to San Francisco, which gets a flat 15 percent of all airport revenues except landing fees. This payment grows each year as more and more people use the airport.

As to BART's SFO service, our initial operating plan (eight trains per hour peak/six trains per hour nonpeak) is based on ridership projections prepared during the environmental review process and can easily be increased.

The SFO extension has the design capability to operate using headways of as little as 135 seconds, meaning one train every 2¼ minutes.

Rianda's statement about high transit use at SFO is correct, which shows that people are ready and willing to use transit to reach the airport.

SamTrans bus service between BART's Colma station averages 975 riders per day. However, vans, buses, airporters and limousines also contribute to airport congestion.

And 66 percent of air travelers and 68 percent of airport workers rely on the automobile.

Lastly, it is curious why she finds fault with service to Millbrae, the busiest stop on the extension and location of the vital BART-CalTrain connection.

Millbrae patronage is pegged at 33,600 daily trips with most of these riders living in San Mateo County. Chances are a fair share of them will come from Rianda's hometown.

**Dan Richard**

Director, Bay Area Rapid Transit District

## LETTERS TO THE EDITOR

### Support BART to SFO

**I SUPPORT** the BART extension to SFO and Millbrae. It is disheartening to read about ongoing maneuvers that threaten to make a political issue out of what is a critical need on the Peninsula: increased mass transit.

I want our elected officials to know that I am one voter who desires that her voice be heard.

I became a fan of BART soon after it began service on the Peninsula. I rode it from Daly City to the Civic Center in San Francisco.

I learned firsthand how convenient, comfortable and safe it was. It took the stress out of my commute, a commute I simply would not have made had I needed to drive downtown.

Now, I regularly take BART to San Francisco for shopping and entertainment. These activities would not be possible for me if BART did not exist because I avoid driving to the city due to the stress of traffic.

Extending BART to SFO and beyond will help alleviate the terrible traffic congestion we suffer on highways 101 and 280, reduce air pollution and give increased accessibility to those of us who wish to avail ourselves of public transportation whenever possible.

I urge our elected representatives to make the BART extension a reality now.

**Donna Campi**  
Foster City



**My WORD**

# Do we need an SFO BART extension?

By Frank Matarrese

**W**ITH hundreds of thousands of dollars being spent on lobbying for and against the proposed BART extension to San Francisco International Airport (SFO), it is time to once again give the public the whole story.

This extension is supposed to provide travelers in and out of SFO with direct access to BART via an airport station. This \$750 million plan raises several questions, which are no doubt the reason for the hot debate.

Why have a BART airport station? What is the projected ridership and how much will that yield in revenue to the District? Washington D.C.'s National Airport has a Metro Station and might well provide an operating example.

Are there less expensive alternatives that would provide the same result? The cost of a continuously running shuttle bus, similar to the Emery-Go-Round which ferries BART patrons from MacArthur Station to the various businesses and retail centers in Emeryville could be substantially more cost effective in meeting traveler needs.

Why is BART needed when there is an existing parallel system, the CalTrain, which the proposed extension would follow? Could BART spend a fraction of the \$750 million to set up this system between existing stations, proposed new San Bruno Station without building an airport station or does the airport station make financial sense based on projected re-

turn from riders and benefit to the airport operations?

Will a significant number of vehicles be eliminated from 101 because of the BART extension?

The answers to these questions can provide the needed guidance for both public support and government decision, making for the extension.

One of BART's biggest challenges is to integrate its operation with the operation of all the parallel and feeder transit systems to provide the Bay Area with a efficient transit network. SFO is only one of three airports that are potentially served by BART. The lessons learned by resolving the SFO extension dilemma will not only serve to address the needs of other airports (Oakland and San Jose), but will give a direction for serving the needs of transit links such as Amtrak and the regional bus lines.

**T**RANSIT links to on-going and future developments will also benefit from a successful resolution of the extension question. As with the airports, meeting the transit needs of local developments such as the re-used military bases in Alameda, San Francisco and Oakland, the Mission Bay Complex and current and future sports venues is critical to Bay Area transportation.

---

*Frank Matarrese is a member of the Alameda Economic Development Commission, and a past member of the Alameda County Transit Authority Advisory Commission. He lives in Alameda.*

EDITORIAL

# COST-ly waste of money

**B**y now it must be apparent that funding for BART's expansion to San Francisco International Airport has stalled in Congress. Sen. Richard Shelby, R-Alabama - elected as a Democrat, but now a Republican is holding up funding because he wants to take a closer look at the budget.

Shelby's lack of enthusiasm has been bolstered by members of COST, the San Mateo County organization that opposes BART's expansion. Also contributing to the delay in federal funding is a lack of enthusiasm among certain airlines.

The Republican-controlled Congress is in no mood to provide \$850 million in funding for BART if there appears to be some dissension among county political groups. COST members have lobbied Congress hard to stop the project, with much of the costs borne by Artichoke Joe's of San Bruno.

Artichoke Joe's stands to lose a parking lot to the BART project, and is spending thousands of dollars to finance the opposition; but it is noteworthy that COST people tried to get petitions signed to put an initiative on the ballot - and failed.

It should be obvious that failure is a clear sign COST has little support in the communities. For the group to continue lobbying Washington is not only obstructionism, but is costing taxpayers million of dollars.

Just last week, SamTrans agreed to advance BART \$7.5 million in monthly increments of \$1.1 million

to keep the project on track by financing payroll. The fact is, no real work can be done until federal funding is approved, so the money is being used to keep everything in place, but not to proceed with the project.

If the project proceeds, SamTrans wants the money to be credited to the \$99 million it is paying to have BART come to the county. If the project is not approved, SamTrans wants BART to refund half the money.

Meantime, charges and counter charges have flown between the pro-BART spokespeople and members of COST. Bruce Balshone of COST has criticized spending \$7.5 million for a project that has not been approved by the major funding agent - Congress.

But Supervisor Mike Nevin is right when he points out the criticism of the \$7.5 million by COST is outrageous, considering that because of their efforts, \$850 million has been held up in Washington.

What is also outrageous is that councilpersons like Pam Rianda, who reside and serve in Belmont, have been actively stirring up trouble in faraway cities like Millbrae.

What would happen if Millbrae councilpeople went to Belmont to inquire about the cost overruns in the grade separation, or the firing of the city manager? Would Rianda respond favorably to such interference?

# BART-SFO Delay Costly, Frustrating

Cities, merchants and  
tenants are chafing

By Benjamin Pimentel  
Chronicle Peninsula Bureau

Bob Stockton is wondering when BART's bulldozers will roll into downtown San Bruno and tear up the street in front of his lumber business.

Until BART completes its new line to San Francisco International Airport — the project is more than three months behind schedule — Stockton won't know what will happen to his San Bruno Lumber business. Construction could further delay his expansion plans — or it could even shut him down.

"You're always looking to modernize," he said. "But if BART is going to potentially close you down, the payback isn't there."

BART began laying groundwork to take trains from Colma to SFO and Millbrae about three years ago and was supposed to break ground on the \$1.2 billion project last February.

Stations are planned in San Bruno, South San Francisco, Millbrae and SFO, and about 1,500 feet of track will extend into Burlingame.

But the project is stalled while BART struggles to get \$750 million in federal funding. For businesses, cities and residents on the planned line, waiting for BART has become excruciating and expensive.

"There's a lot of frustration," said San Bruno City Planner George Foscardo. "People want the project to get started and be finished."

Stockton wants the project to get going so he can see how blocked streets and rerouted traffic in downtown San Bruno will affect his business — or even put him out of business. The holdup has forced him to shelve plans to install new saw machines and build new storage spaces.

"We've had no capital improvements of any kind and no expansion during this period of uncertainty, which has really been going on for three years," he said.

Small cities with small budgets, particularly San Bruno and Millbrae, are spending hundreds of thousands of dollars just to keep on top of BART's changing plans.

Foscardo said San Bruno — where BART plans a tunnel — paid an engineering consultant \$53,000 this year. The city, which has a \$17 million annual budget, is spending between \$150,000 and \$200,000 in staff time a year on the BART project.

Millbrae, which has an annual budget of \$9 million, has spent about \$100,000 a year on staff time in the past three years, said Ralph Petty, the city's community development director.

BART has promised to pay the cities \$67,000 to offset expenses during the life of the project, but that doesn't come close to covering costs, local officials said.

Nowhere is the waiting more difficult than in Millbrae, where BART plans an ambitious end-of-the-line station that will connect with CalTrain.

The station is expected to turn this city of 22,000 into a major Bay Area transit center, and Millbrae

has drawn up an ambitious plan for commercial buildings, hotels and movie theaters on 36 acres around the proposed BART station.

Meanwhile, about 700 residents of Millbrae Gardens are living with uncertainty. The community of 21 run-down apartment buildings near SFO is slated to be torn down for a BART parking garage. Because of that, residents say landlords are letting buildings deteriorate. Most in Millbrae Gardens cannot afford to move without financial help from BART.

In the two-bedroom apartment Rosa Jimenez shares with her family of six, the living room and kitchen have become an unsightly mosaic of peeling paint and broken tiles.

"It's very cold in this apartment," she said as she stood in a poorly lit living room with her daughter and husband.

Conditions like these prompted Millbrae to issue 188 citations during the past five months against property owners. The city normally issues no more than 10 citations a year.

The city also had to send police to make sure that the 200 apartments are up to code. And it spent about \$85,000 on street improvements, garbage dumps and hiring a code enforcement officer, Petty said.

"They (BART officials) said we should be patient," said Tele Loto-mau, an 11-year resident.

But waiting isn't easy, residents say, especially since some landlords have raised rents — apparently in hopes of getting more money when they sell to BART.

# San Francisco Chronicle

Tuesday, May 27, 1997

pg. 2

cont..  
BART:

Allan Sebanc, who owns five apartment buildings in the neighborhood, denies this, saying his rates are still well below the average rent in that area.

The average rent for a two-bedroom, one-bath apartment in the Millbrae area is about \$1,000, according to Realfacts, a Bay Area real estate data base publisher. The average rent for the same type of unit on Sebanc's property is \$850.

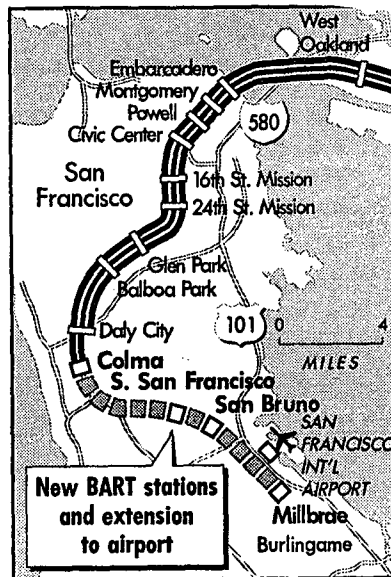
Fred Arnold, BART's manager of property acquisition, stressed that the agency will buy buildings based only on prevailing rates and the condition of buildings — so raising rents may not mean higher purchase prices.

That's not good enough for Pablo Mota who said his landlord just raised his monthly rent from \$700 to \$800 and has told him that he intends to raise it another \$100. His apartment has water leaks and a stove that delivers a mild electric shock. To make ends meet, Mota said he and his family have had to cut down on food and clothing expenses.

"It's very, very hard. Sometimes, I work at night to pay the rent," he said. "I'm working more for the move. But I don't know what will happen with BART — if it's a yes or a no."

The answer depends on congressional leaders, some of whom have expressed doubts if the project is worth it.

Some local groups, led by a few city officials from Burlingame and



CHRONICLE GRAPHIC

Belmont, are actively opposing the project. One has filed a lawsuit against the extension.

Molly McArthur, manager of community relations for the BART-SFO extension, said the agency is trying its best to secure full federal funding hopefully before the end of the year.

"Nobody should misunderstand that we are anxious to proceed," she said. "We just have to have that funding."

And until someone shows BART the money, the cities in BART's path can do nothing but wait.

"I'm just frustrated with the way things come to us," Petty said. "We think this project is good for Millbrae and we want to support it. Yet we are overwhelmed."

# LETTERS

## Private interests behind BART-to-SFO resistance?

One finally loses patience with the diatribes of Ms. Pam Rianda, who bills herself as "Chairman, Coalition for a One-Stop Terminal" (COST). This group, financed by a gambling casino king from San Bruno, has devoted interminable hours, money, and space subverting the public interest. It ought to be exposed for what it is, but because of its covert private status, its funding and motivations never are exposed.

It ought to be stated once and for all that COST is the "cost" taxpayers are asked to pay for the failure of Dennis Sammut of Artichoke Joe's in San Bruno to get his way with respect to the voter-approved extension of BART on the Peninsula. Sammut's motivation has always been either to compel a buyout of BART and any other taxpayer-supported entity which he could snag for such a purpose, or a taxpayer-paid relocation that would further his private business interests.

Rianda is one of those minority of local officials who Sammut and his big-city lawyers are pleased to use as local demagogues. Although she lives in Belmont, she regularly scolds elected city council members in Millbrae and San Bruno over their allegiance to the public interest. She's pleased to

ally herself with the airlines, who have, by reason of the inordinate congressional influence, been able to extract millions of dollars from local taxpayers.

In her May 6 letter to the editor, Rianda refers to "the matter of EIR litigation against BART." She doesn't reveal that the case is so questionable that the plaintiffs didn't even seek a preliminary injunction to prevent further consummation of the BART extension to SFO in Millbrae. Personally, I'm pleased that the case will be tried on June 27, because, although one can never predict the outcome of a trial, I long for the day that taxpayers can recover attorney fees from Sammut, "et al", who have already expended the excess of \$1 million to stop the voter-approved BART extension. It would be malicious to suggest that those attorney fees also be collected from Rianda and her playmates, so I refrain from doing so. After all, they obviously delight in being the objects of manipulation.

QUENTIN L. KOPP  
*State Senator, Eighth Senatorial District*

# Airport Inc.

By Alan Saracovic  
OF THE EXAMINER STAFF

**H**aving achieved a measure of success in its first consulting venture, San Francisco International Airport now hopes to create a private corporation to compete for international airport management contracts.

Airport officials say the International Services Division's primary role will be landing overseas consulting contracts that will "generate additional revenues for the airport and The City."

"San Francisco International Airport has a strategic advantage in offering these management services," said airport Director John Martin, in a release. "Not only are we a recognized leader in all areas of airport management, but our management team's ethnic diversity and language skills offer a great asset in this endeavor."

The airport's plan to create a "private, for-profit corporation wholly owned by The City and County of San Francisco" was approved earlier this week in a 4-1 vote before The City's Airport Commission. It now goes before the Board of Supervisors and then awaits approval from the mayor's office.

If both sign off on it, SFO will appoint current Deputy Director of Planning and Environmental Affairs John Costas to head the division. In his current post, Costas played a key role in bringing the airport's ongoing \$2.4 billion reconstruction to fruition.

Airport documents identify the primary reasons for establishing a private enterprise as protecting The City from liability, accessing private sector partners and creating a mechanism for rapid response in the competitive world of consulting.

In its first consulting effort earlier this year, the airport had submitted a bid to run the airport in Perth, Australia. A competitor walked away with the contract. Nonetheless, airport officials say Perth paid a non-refundable retainer prior to the process, mitigating the costs.

"It provided us with great opportunity to learn from the process," said SFO spokeswoman Lisbet Engberg. "We thought our bid was fair and competitive, but fairly conservative. Some other groups bid very high, perhaps overestimating the airport's worth."

## SFO plans private corporation for worldwide consulting

Board of Supervisors' Budget Analyst Harvey Rose said it remains unclear where profits accrued by the division will end up.

"The federal government has been very tough on allowing money into The City's general fund," said Rose. In a report prepared by Rose's office, Mara Rosales of the city attorney's office pointed out the board will have to authorize airport workers to work for a private enterprise.

In their proposal, airport officials reserved the right to "exercise the powers necessary to allow the division to promote and market the services of airport staff to public and private sectors."

The analysis of the proposal done by Rose's office also says one position has been set aside for the division, but the airport plans to request five new positions next year. The airport has also requested \$15,000 in new funding for the division next year.

Roland Quan, vice president of the Airport Commission, supports the proposal.

"(Former airport director) Lou Terpin and John Martin both had a vision to generate revenues with unique business ideas," said Quan. "We have the second-lowest landing fees in the U.S. If we can do something like that, why wouldn't other airports be open to our suggestions?"

When asked if the airport delivered a plan that outlines its business model, Quan deferred to the failed Perth proposal as proof of

the division's viability.

According to Quan, SFO was part of a consortium interested in landing the Perth management deal. The unnamed partners in the consortium put up the money for the bidding process, followed by the retainer from Perth. Quan said money made from the process will also help launch the new division.

If the plan succeeds, SFO will not be alone in the consulting business. According to airport officials, 10 other airports provide such services worldwide, including Boston's Logan Airport and European regulatory commissions Aeroports de Paris and the British Airports Authority.

Casting the only dissenting vote was Airport Commissioner Larry Mazzolla.

"I oppose most anything they try to privatize for city government," said Mazzolla. "I represent working people. I worry about downsizing and people losing their jobs."

# LETTERS TO THE EDITOR

## BART official upholds pick of Millbrae for SFO extension link

The San Francisco Airport Commission, the Board of Supervisors and the BART board recently approved a lease agreement for the BART terminal at San Francisco International Airport. The ink was barely dry on the deal when James W. Haas wrote a commentary, "Extend BART to SFO — but not to Millbrae" (Opinion Page, April 11).

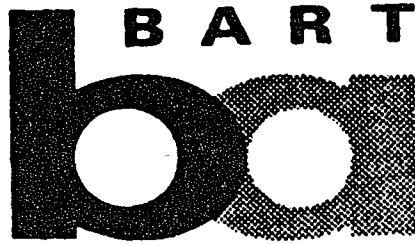
Haas conjured up a dubious rationale for eliminating the Millbrae intermodal station, the busiest of the four stops planned on the SFO extension and the location of the vital BART-CalTrain connection. He fabricated nonexistent problems, then proposed an unnecessary "solution." This is an obvious ploy by Haas to kill the project by delaying it beyond critical funding and construction windows.

Haas said the airport's contribution to the project was set arbitrarily at \$200 million, triggering opposition from the airlines. The only thing arbitrary about this is that the airport contribution is "capped" well below the cost of building the on-airport segment of the project. The cost figures were reviewed and accepted by BART, the airport, the Federal Transit Administration's project management oversight contractor and the airlines' own consultants. The Federal Aviation Administration deemed

them eligible under existing federal law for payment using airport revenues.

As for airline protestations about higher landing fees, they will be paying on average 37 cents more per boarding passenger. This hardly seems burdensome in light of the profits of the major carriers.

Doing away with the Millbrae station will only marginally reduce the overall cost of the project, while drastically curtailing the expansion of transit service to San Mateo County.



The BART-CalTrain-SamTrans (bus) link at Millbrae will be heavily used: By the year 2010, BART patronage at the station is projected to reach 33,600 trips per day, almost half of the 68,600 trips on the entire extension. CalTrain patronage will increase by 8,900 daily trips.

The Millbrae site meets the design criteria for creating a convenient cross-platform transfer between

BART and CalTrain. It can accommodate the extra parking needed for a major end-of-the-line station serving both BART and CalTrain. It offers superb access to Highway 101. The environmental impacts are less severe and more readily mitigated than those associated with other sites.

Without the Millbrae station, BART mainline service would end at Tanforan Park in San Bruno, a community stop never intended to be an end-of-the-line station. The airport station, which does not include parking for BART patrons, would become a de facto second terminus. Both San Bruno and the airport strenuously objected to being the end of the line. The agreements among BART, SFO and the airlines require that the terminus station be built in Millbrae.

Haas would have us believe that his view are shared by our elected officials in Washington, D.C. This is hardly the case. The BART-SFO extension was written into the federal Intermodal Surface Transportation Efficiency Act (ISTEA), enacted by Congress in 1991. Since then, the entire Bay Area congressional delegation has worked tirelessly to obtain full federal funding for this project.

DAN RICHARD  
BART director  
Oakland

## Accord for \$7.5 million BART advance

**BY REBECCA ROSEN LUM**  
*Independent Newspapers*

With no clear signal when Congress will free money for the light-rail expansion to San Francisco International Airport, the SamTrans board of directors voted unanimously last week to advance BART \$7.5 million to keep the project on track.

SamTrans' advance to BART will be paid in increments of \$1.1 million a month, and would be credited against its total contribution of \$99 million.

Directors added one proviso, though: If the project derails, BART will have to pay back half the money.

Voters eager for mass transit approved BART expansion into San Mateo County in 1987, including five stops - in South San Francisco, San Bruno, Millbrae and two at San Francisco International Airport. A stop in Colma was added after the measure passed.

SamTrans has supported the extension "because we're interested in our people, who have to travel from county to county," said Gerry Haughes, SamTrans general manager.

Haughes said an as yet unpublished study indicates "our county needs everything it can get" to alleviate commute congestion in the coming years.

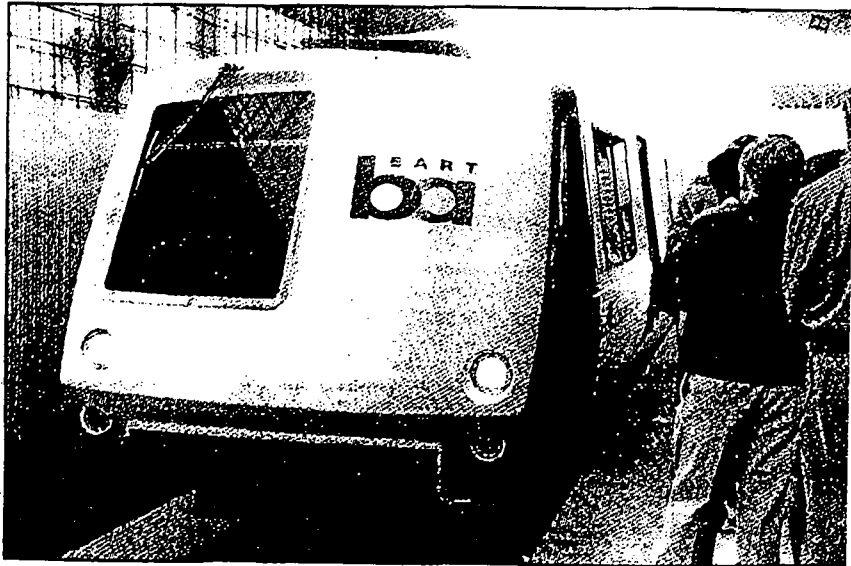
BART officials say SamTrans' advance represents the only hope for keeping the 8.1-mile extension on track: Wrangling between lobbyists both for and

against the project have delayed congressional approval of \$850 million in funding, to the dismay of airport officials.

The standoff has left the airport holding the bag. It broke ground more than a year ago for a double-deck structure that will top the BART tunnel with a light-rail system extending throughout the airport.

"We're waiting for the very final loop in this process," said Ron Wilson, director of community relations for SFO. "Any further delay at this point is going to hinder the construction and the cost."

"We expected the Federal Funding Agreement to come through at the end of 1996, or



**Right on track:** Members of the SamTrans board of directors voted last week to advance BART \$7.5 million for the expansion project.



# San Mateo County Times

Wednesday, May 21, 1997

pg. 2  
cont...  
BART:

certainly by January of 1997," said Mike Nevin, vice chair of SamTrans and a county supervisor.

Rep. Tom Lantos, a Democrat whose 12th Congressional District includes San Mateo County, told residents at a recent "town hall" meeting he fully expects Congress to approve the funding.

The question is, when?

The holdup apparently stems from Alabama Sen. Richard Shelby, a Republican, wanting to take a closer look at the budget, according to Mike Healy, a BART spokesman.

Gov. Pete Wilson has written to Shelby, seeking his cooperation, telling the senator that BART funding is one of his top three transportation priorities, Healy said.

If federal funding agreement does not come by July 1, other works whose timing depending on the completion of BART's project will suffer, SFO spokesman Wilson said. The airport will also be saddled with an unbudgeted rise in costs.

"The old adage, 'on time, on budget' is right on target for these large-scale projects," he

said.

Nevin assailed critics like Bruce Balshone of the Coalition for a One-Stop Terminal (COST), who have questioned the funding and environmental advisability of the project - and who have taken their case to federal officials.

"It's incredible to me that they would say we're putting \$7.5 million in jeopardy, when they've put \$850 million in jeopardy by their actions over the past several months," he said.

COST has lobbied for a station west of Highway 101 that would connect SamTrans buses, CalTrain, BART, and a light rail link to SFO.

After Wednesday's meeting, Balshone accused SamTrans of playing fast and loose with taxpayers' money.

"They said without the advance, BART would have been forced to close its Millbrae office," he said. "The question is, why did they open a Millbrae office if they didn't have the funding for it?"

Balshone said his group would not have approached federal officials "if (SamTrans) had been willing to compromise with us."

Efforts include a petition drive and ballot measure to head off construction of a Millbrae station.

"We said, 'Knock off Millbrae, and we'll be appeased.' But no, they wouldn't do that," Balshone said. "We didn't stop the project, we just let Congress know what was happening."

Balshone has also accused SamTrans of diverting funds from CalTrain to BART.

But Nevin said if Congress did not approve the funding, the money would go to a similar mass transit project in another state - not to CalTrain.

And, according to Wilson, funding does not exist for extending the light rail beyond the airport.

Rita Haskins, public information officer for SamTrans, said the extension - in the works for more than a decade - will survive the challenge from COST.

"SamTrans believes they will (receive the funds), and fully believes in the project," she said.

SamTrans Chair Tom Heuning, also a county supervisor, is in Arizona and has been unavailable for comment.

# Petition a symbolic gesture

**A**n initiative in Millbrae to limit the scope of BART parking structures probably would have no authority if it were to pass, according to City Manager Jim Erickson and BART officials. The reason the initiative would carry no weight: BART and SamTrans are exempt from local zoning under state law.

Organizers of the petition drive — Joseph Caimotto and Thomas Williams — believe the issue will ultimately be decided in court, if they get the 1,100 signatures needed to put the measure on the ballot and voters approve it.

The "Millbrae Mass Transportation Facility Control Act of 1997" would amend the city's municipal code, and require any new mass transit facility in the city to be less than 3,000 square feet, no taller than 30 feet, and have more than 250 parking spaces.

BART plans to build a 165,000-square-foot station on the east side of El Camino Real, with 3,000 parking spaces. However, another parking struc-

ture agreed upon by the city and BART calls for the transit authority to help fund construction of an 800-space garage on the west side of the tracks, too. This other garage is intended to ease traffic congestion on Millbrae Avenue.

The smaller facility, costing \$5.1 million, would be paid for by BART but built by the city. Since it's not a mandatory part of the BART extension, it may not be exempt from local zoning and a successful ballot challenge apparently could doom the smaller garage.

City Manager Erickson believes that without the west side garage, there would be hundreds of additional cars clogging Millbrae Avenue.

If Caimotto and Williams are wrong, their petition initiative

to stop the west side garage may well end congesting traffic, not alleviating it.

This gamble may not be worth taking, since most experts believe state law is plain and simple: BART is not subject to local zoning laws.

---

**State law  
is plain and  
simple:  
BART is not  
subject  
to local  
zoning laws**

---

## BART tracks could displace endangered species

BY REBECCA ROSEN LUM  
Independent Newspapers

Everyone old enough to have tramped through the county's wetlands before development encased them in cement can remember the twilight oratorios of frogs that filled the air.

Today, frog populations - notably, the red-legged frog - have been so direly depleted that biologists are hard-pressed to find a sizable enough group in any one area to study.

That includes the Bayshore wetlands, three acres across from San Francisco International Airport, where BART tracks and high-speed trains promise to cut through an ecosystem that is home to the red-legged frog and other species.

The wetlands, on a 188-acre parcel owned by the airport, also include the San Francisco forktail damselfly and the San Francisco garter snake.

At its meeting last week, SamTrans committed \$900,000 to buy Steel Ranch, a 244-acre coastside parcel, to relocate species that will be displaced when the San Felipe Canal is drained and filled with enough concrete to anchor supports for BART's aerial trackway.

"How much of (Steel Ranch) gets enhanced as wetlands, I don't know," said BART environmental planner Karita Zimmerman. "We haven't gotten that far yet."

The plan to mitigate BART's environmental impact on wetlands results from two years of planning with representatives of the U.S. Fish and Wildlife Service, as required by the California Environmental Quality Act.

The forktail damselfly, which resembles the dragonfly, is a candidate for federal listing as threatened or endangered; the frog is classified as threatened on both federal and state listings of endangered species; and the brightly colored garter

snake is considered endangered, with its largest population concentrated in the Bayshore wetlands.

All three are described as "sensitive species with a limited range, restricted distribution or small population" in SamTrans documents.

"Any disruption to the life requirements of the garter snake at the Bayshore site will be significant and may result in the extirpation of this population," the agency's environmental report asserts.

BART anticipates securing an endowment of \$50,000 per year to maintain Steele Ranch as a protected habitat.

The agency would sell the land if the project did not proceed, said Rita Maskins, SamTrans public information officer.

"That money is not out the door," she said. "It's getting invested in real estate, which, as people know, only increases in value."

To meet U.S. Fish and Wildlife guidelines, BART must also:

- Develop a 1.9-acre wetland in a 5-acre strip of land in Millbrae that borders the BART track.

- Begin a capture and feeding program for the endangered snake during construction.

- Maintain a tidal gate on Cupid Row Canal.

- Enhance seasonal wetlands at the southern end of the Bayshore parcel.

"Wetlands serve a lot of purposes," said Julia Bott, director of the Loma Prieta chapter of the Sierra Club. "They replenish the ground water supply, and they serve as a habitat nursery for plant and bird species."

They also prevent flooding by absorbing overflow during heavy rains, and serve as a resting spot for migratory birds.

"Some people call them 'the kidneys of the earth,' because they filter out metals and toxins from water," Bott said.

MY WORD

## Do we need the SFO BART extension?

By Frank Matarrese

**W**ITH hundreds of thousands of dollars being spent on lobbying for and against the proposed BART extension to San Francisco International Airport (SFO), it is time to once again give the public the whole story.

This extension is supposed to provide travelers in and out of SFO with direct access to BART via an airport station. This \$750 million plan raises several questions, no doubt the reason for the hot debate.

Why have a BART airport station? What is the projected ridership and how much will that yield in revenue to the District? Washington DC's National Airport has a Metro Station and might well provide an operating example.

Are there less expensive alternatives that would provide the same result? The cost of a continuously running shuttle bus, similar to the Emery-Go-Round which ferries BART patrons from McArthur Station to the various businesses and retail centers in Emeryville could be substantially more cost effective in meeting traveler needs.

Why is BART needed when there is an existing parallel system, the CalTrain, which the proposed extension would follow? Could BART spend a fraction of the \$750 million to set up this system between existing stations, proposed new San Bruno Station without building an airport station or does the airport station make financial sense

based on projected return from riders and benefit to the airport operations?

Will a significant number of vehicles be eliminated from 101 because of the BART extension?

The answers to these questions can provide the needed guidance for both public support and government decision making for the extension.

One of BART's biggest challenges is to integrate its operation with the operation of all the parallel and feeder transit systems to provide the Bay Area with a efficient transit network. SFO is only one of three airports potentially served by BART. The lessons learned by resolving the SFO extension dilemma will not only serve to address the needs of other airports (Oakland and San Jose), but will give a direction for serving the needs of transit links such as Amtrak and the regional bus lines.

Transit links to ongoing and future developments will also benefit from a successful resolution of the extension question. As with the airports, meeting the transit needs of local developments such as the re-used military bases in Alameda, San Francisco and Oakland, the Mission Bay Complex, current and future sports venues is critical to Bay Area transportation.

---

*Frank Matarrese is a member of the Alameda Economic Development Commission, and a past member of the Alameda County Transit Authority Advisory Commission. He lives in Alameda.*

Wednesday, May 21, 1997

## Assembly OKs BART salary hike

SACRAMENTO BUREAU

SACRAMENTO — BART directors would get their \$6,000-a-year paycheck doubled under a measure overwhelmingly approved Tuesday by the state Assembly.

Debate over the measure by Assemblyman Lou Papan, D-Millbrae, was limited. It would raise Bay Area Rapid Transit directors' salaries to \$1,000 a month from the current ceiling of \$500 a month.

"This bill increases the stipend for members of the BART board of directors," Papan said. "They have not seen an increase since 1982. I know of no opposition to this measure. I would ask for an 'aye' vote."

One Republican asked if the raise would come out of the state general fund. When Papan replied the money would come from BART's budget, the Assembly quickly approved the measure 69-0 and sent it to the Senate.

BART directors spend from 10 to 20 hours a week on business. The full board meets twice a month, and it breaks into four committees that meet once or twice a month. They oversee a \$2.9 billion expansion program and \$1 billion in renovations.

BART officials noted the raise would put them in line with what other regional boards receive. East Bay Municipal Utility District directors, for example, are paid \$926 a month.

Papan has said he thinks a higher paycheck would encourage a higher caliber of citizen to run for the BART board.

## LETTERS TO THE EDITOR

---

# Learn how great BART really is

**I HAD** the distinct pleasure of being among the guests at the dedication of the Dublin/Pleasanton and Castro Valley BART stations. As a work-a-day rider of BART, Livermore to 19th Street Station, I felt particularly pleased to have been invited.

It was an impressive day of positive attitudes, uplifting speeches, recognition and appreciation for those who made it happen.

In the past, I have tried to be a constructive critic of BART and the former BART Express bus (Laidlaw), frequently faxing reports to our District 5 director. Recently, another newspaper published my comments about BART coming to the Valley under the heading, "The new station does not please everyone." That was not quite right.

My statement was that my commute fare would increase by \$33 per month, and it would now require a bus ride and two trains instead of one train. Well, few of us actually want to pay more for anything, and a train change is not a big deal. Those were just statements of fact.

The truth is, BART is still a great bargain compared to driving and I am delighted about its arrival, but then I am a confirmed longtime BART patron. The challenge is for those who are not (confirmed patrons) to discover what a really comfortable, convenient and effortless system it is to use.

**Thomas A. Geilser**

Livermore

## WHEELS customers ring in vain

By Kari Hulac

STAFF WRITER

LIVERMORE — A business nightmare came true last week when WHEELS customers called to reserve a ride on a new van service and reached a phone line that rang to nowhere.

WHEELS officials said they ordered extra phone lines from Pacific Bell months ago, but on May 12, when the DART service had its debut, many customers couldn't get through.

"It was ringing into emptiness," said WHEELS spokeswoman Merrie DuFrene on Friday.

Riders were extremely eager to reach DART because the vans replace regular bus routes that used to run from 9 a.m. to 2 p.m. WHEELS serves Dublin, Pleasanton and Livermore.

DuFrene said she was told Pacific Bell ran out of phone lines into the Airport Business Center, which is in the area of Kitty Hawk Road and Jack London Boulevard. WHEELS is nearby at 1362

Rutan Court.

The problem wasn't fixed until Thursday, but customers were able to make reservations on two other WHEELS phone lines.

Pacific Bell officials said Tuesday that they were late giving WHEELS new lines because they were three to four weeks behind installing a cable to expand phone service in the area.

Now that the cable is there, phone capacity should be more than adequate," said Ho Blair, Pacific Bell media relations manager.

"It will be adequate to serve that area for now," Blair said. "I'm sure we'll be fine."

The developer of the business park said he's been able to get few phone lines for several new buildings, but he's been told by Pacific Bell employees that they're having trouble keeping up with the demand.

"The bottom line is they're buried, and they can't keep up with their workload," developer Mike Callahan said.

Callahan estimates there will be about 10 to 15 buildings going up in the next six to eight

months on 25 acres of the business park. He just got approval to put more buildings on an additional 25 acres.

Blair said Pacific Bell isn't worried that new developments won't get phone service — as long as developers let Pacific Bell know about their plans.

"We hope that he'll accept the fact that we're in the telephone business, and we'll be able to deliver service when service is requested," Blair said.

But further complicating the issue is a new underground cable facility that Pacific Bell installed during the past year to expand phone line capacity.

The facility is up and running, said Grant Traill, manager of service operations.

So why didn't WHEELS get its new phone lines in time?

Blair and Traill said they would have to research that question.

## Funds asked for jail shuttle

TIMES STAFF

Alameda County supervisors agreed Tuesday to seek a \$62,721 clear-air grant for operation of a shuttle service to move inmates being released from Santa Rita Jail in East Dublin to the new BART station.

The grant also would permit the shuttle of jail visitors and employees on the mile-long stretch between the jail and BART. The grant application will be considered by the county's Congestion Management Agency.

Meanwhile, the board entered an exclusive right to negotiate with JPI Texas Development Inc., which proposes to buy 14.7 acres of the county's Santa Rita property for a 368-unit apartment complex.

Six proposals from developers were submitted, and Planning Director Adolph Martinelli said JPI's \$14.5 million offer was the most attractive. He noted it includes a deposit of more than \$1.2 million.

Martinelli said the developer "has prepared an excellent conceptual site plan, utilizing extensive 'tuck under' garage parking, which allows for the provision of a generous amount of open space."

"JPI is a highly capitalized real estate company that will require no outside financing in order to purchase the land," Martinelli said.

The firm is located in Irving, Texas, and has a California regional office in San Diego.





**JOE GAROFOLI**

Times columnist

## Bike to work doesn't suit a commute

**B**IKE TO WORK WEEK is building false hope. Our world isn't made for pedaling to work.

Sure, it's easy if you live close to your job or dress casually. But if you've got a suit job in San Francisco, Bike to Work Week makes one thing painfully obvious: It isn't worth the hassle.

One morning this week, I acted as though I was bike commuting from Walnut Creek to a suit job at Wells Fargo headquarters. The biking part was fine; the lack of amenities made it not worth leaving my car. The climax: Taking my morning shower in a bathroom sink at Wells Fargo. That's the only bathing option at many companies. Two Wells suits who walked in while I was "showering" quickly started fake-washing their hands, then U-turned, aghast.

As I hunched over the sink, my head full of lather, I expected to hear a threatening voice over a security radio: "We've got a man in his underwear on the fifth floor trying to shower in the sink. Proceed with caution."

### Early start

Shake that grotesque image out of your mind and back up to my 5 a.m. wake-up. Since you can't take bikes on BART during rush hour in the commute direction, I had to be there before 6:30 a.m.

I had pricier options. Some secure their bikes in BART lockers for \$30 a year. Others lock them at San Francisco health clubs, perform their morning *toilette*, then exercise after work. That's \$52 a month at one club — plus the sweat of two daily trips to the gym.

Since I was also too cheap to buy a rack to keep my suit pressed, I rolled it into a backpack with a towel, shoes and a shaving kit. Then it was a beautiful 15-minute ride to the Pleasant Hill BART station; even a bike lane for a few blocks.

To get inside, you're supposed to walk your bike through the gate, then leave it while you walk back through the turnstiles. Dirty trick I learned: Walk the bike through the gate, then pretend to adjust your seat. When the station agent turns away, make a break for the platform. Of course, this means you've also got to pull off the same stunt when you exit.

I didn't try. But I did get busted trying to take the escalator upstairs. Not you, Mr. Healthy Cyclist. Carry that bike upstairs or take the elevator.

There I checked my ego. Even though I was on my way to a suit job, in the eyes of the already suited, I was low-rent. Must be a *messenger*, their sneers said. The system is set up so I could never feel like a suit. Rush-hour cyclists must ride in the rear of any car, EXCEPT the lead car. Most stand with their bike near the door. I sat in a sideways-facing bench, a hand on the frame and a foot under a wheel. Tough way to read the Wall Street Journal.

I might as well have been holding a mud-slopped sow by the way the suits were tiptoeing around my bike. Relax. It's only dirt.

I popped out at Montgomery Street station to learn this: No bike lanes in the Financial District. I

was nearly immortalized as a Muni hood ornament.

Once inside Wells, the lobby guard was baffled. "Are you here for a delivery?" I'M NOT A MESSENGER. I have business here. No racks, he said. But some take bikes to their floor.

But apparently few shower in the sinks there. I dressed by 7:50 a.m., two hours after I started pedaling. An hour longer than a car trip. By now, my suit resembled crumpled tin foil. I asked a Wells friend how I looked. "Fine," she said, brushing my rumpled slacks, "if you don't want to get ahead here."

The system failed me as a bike-commuting suit. And that rushed shampoo job did nothing for my helmet hair.

---

Joe Garofoli's column runs Wednesdays and Sundays. He's at [joeg@cctimes.com](mailto:joeg@cctimes.com) or 943-8061.

# San Francisco Chronicle

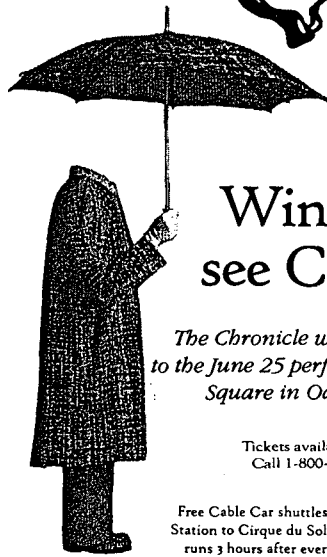
Wednesday, May 21, 1997

The Chronicle invites you to experience

AT&T  
PROUDLY PRESENTS

# QUIDAM

Cirque  
du  
soleil



## Win four tickets to see Cirque du Soleil!

The Chronicle will be giving away eight sets of four tickets  
to the June 25 performance of Cirque du Soleil at Jack London  
Square in Oakland. Just send in the coupon below!

Tickets available at all Admission outlets, or charge by phone:  
Call 1-800-678-5440 or for outlet info call 1-888-FIND-TIX

Free Cable Car shuttles depart every 15 minutes from BART's Oakland 12th Street  
Station to Cirque du Soleil. Continuous Cable Car service begins 3 hours before and  
runs 3 hours after every performance. Call 510-465-BART for complete schedule.

### Enter me in the Cirque du Soleil contest!

Fill out this coupon and send it to: Cirque du Soleil Contest, P.O. Box 7156, SF, CA, 94103

For more information, please call 415-777-7120

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Signature \_\_\_\_\_

No purchase necessary. Entries must be postmarked by May 26, 1997. Each ticket admits one person. Tickets are not redeemable for cash. Decisions of the judges are final. Winners will be notified by phone. Anyone may enter except employees of The Chronicle, the SF Newspaper Agency, Cirque du Soleil and their immediate families. Multiple entries from individuals or the same address will be disqualified.



## San Francisco Chronicle

THE BAY AREA'S NEWSPAPER

# BART preserves frog and snake

By Carolyn Jones  
STAFF WRITER

A rainbow-colored snake and the bright red frog it likes to eat will get their own wildlife reserve on more than 200 acres of coastal meadowlands, as part of the agreement to extend BART to San Francisco International Airport.

The San Mateo County Transportation District board voted unanimously last week to loan BART \$900,000 to buy a reserve for the endangered San Francisco garter snake and the threatened red-legged frog, which live in the wetlands BART hopes to cross with an elevated track to SFO.

The two species once plentiful in San Mateo County now face extinction because of rampant development of the

flat, grassy lands they inhabit. There are only a few hundred San Francisco garter snakes left, state Fish and Game officials estimate.

The snake, which can grow to four feet long and bears red, black, green, turquoise and light blue vertical stripes, only lives in five areas of San Mateo County, including 180 acres west of Bayshore Freeway owned by SFO, and about 220 acres of Steele Ranch, part of Cascade Ranch State Park south of Pescadero.

The red-legged frog, immortalized in Mark Twain's story "The Celebrated Jumping Frog of Calaveras County," is a favorite meal for the garter snake and also lives near SFO and on Steele Ranch.

As part of the environmental requirements imposed

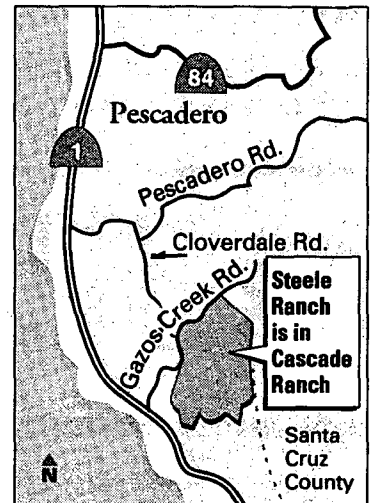
by the state, BART will also time the track construction through the SFO wetlands to coincide with the snake's migratory habits, said Michael Tabault, chief of Coast, Bay and Delta Endan-

gered Species for the California Fish and Game Department.

Contractors will work on elevated planks, so the snake can slither from ponds to creeks to dry holes as it usually does with as little disturbance as possible, he said.

The snakes won't be transferred to Steele Ranch because in past attempts to move them, they've interbred with other garter snakes and their own distinct markings have disappeared.

SamTrans will hold the title



ELIZABETH YEE—Staff

to the reserve as collateral for the loan, said agency spokeswoman Rita Haskins. The loan is meant to tide BART over until the federal government approves funding for the SFO extension. "I think it's going to work out OK for the snake," Tabault said. "Obviously, we'd prefer to have on-site mitigation, but I think this will be OK in the long term."

This is the first time BART has bought a separate piece of property to satisfy environmental requirements, spokesman Mike Healy said.

## Make BART-to-SFO a Reality

Editor — I am writing in support of the BART extension to San Francisco International Airport and Millbrae. It is disheartening to read about ongoing maneuverings that threaten to make a political issue out of what is a critical need on the Peninsula — increased mass transit. I want our elected officials to know that I am one voter who desires that her voice be heard.

I became a fan of BART soon after it began service on the Peninsula. I rode it from Daly City to the Civic Center for a college internship. I learned firsthand how convenient, comfortable and safe it was. It took the stress out of my commute, a commute I simply would not have made had I needed to drive downtown. Now, I regularly take BART to San Francisco for shopping and entertainment, etc. These activities would not be possible for me if BART did not exist, because I avoid driving to the city due to the stress of traffic.

Extending BART to the SFO Airport and beyond, I believe, will help alleviate the terrible traffic congestion we suffer on Highways 101 and 280, reduce air pollution, and give increased accessibility to those of us who wish to avail ourselves of public transportation whenever possible.

I urge our elected representatives to make the BART extension a reality now!

**DONNA CAMPI**  
Foster City

### **BART Subsidies**

Editor — It was one of those supremely ironic moments. I had biked to the new Dublin BART station to see it for myself. I knew that the Dublin extension cost over \$500 million to construct and will cost quite a bit to operate.

As I waited for my train to leave, I read the article in yesterday's Chronicle about teenagers lobbying for lower BART fares. BART representatives steadfastly held that they could not lower fares for teenagers because of severe revenue implications.

I could not help but wonder if they made the decision to extend service to Dublin — its station just a parking lot surrounded by the freeway — based on these same criteria.

The fare from Dublin to Bay Fair was a measly \$1.10 — not bad for 14 miles of service. For reference, it costs about twice that much to go half the distance from downtown Oakland to San Francisco.

For BART to claim that it can't relax fares for teenagers because it would inordinately decrease its revenue is at best disingenuous. Given how little BART is charging in fares on the Dublin line, it seems fair to ask: just who is subsidizing whom?

**JOHN COOK**  
Berkeley

## SamTrans OKs cash for BART

By Dan Seaver  
STAFF WRITER

SamTrans board members voted unanimously Wednesday to advance \$1.1 million a month to cover the planning costs for the BART extension to San Francisco International Airport.

The money will come from SamTrans' already-committed \$99 million share for the \$1.1 billion project.

Because Congress has delayed the federal government's \$750 million portion of the 8.1-mile extension, the project is short on cash.

Recently BART asked SamTrans, which is the sponsor of the extension from Colma to Millbrae, to help cover local operating costs until the federal government kicks in its share.

The SamTrans board voted Wednesday to do that, but they also will require that BART return some of the up to \$7.5 million advance if Congress doesn't approve the project.

"We want this money repaid if, as a last resort, the project doesn't go forward," said SamTrans director Mike King.

But opponents of the project said that requiring BART to pay back half the advance wasn't good enough.

"BART is broke, and they are panhandling," said Jon Twitchell, who opposes the extension. "BART was fiscally imprudent to hire and staff a project without having money to pay for it. And SamTrans is foolish to bail them out."

The SamTrans advance, approved unanimously, will help BART pay rent and salaries for more than 100 staffers hired for the airport extension.

The advance will terminate if BART receives either of the two federal grants it has applied for.

And the advance will be counted as part of the SamTrans' \$99 million capped contribution, said County supervisor Mike Nevin, who serves on the SamTrans board.

"The point is we are only doing it on an as-needed basis and only if BART guarantees us the payback as well," Nevin said.

## **COST subverts public interest**

### **Editor:**

One finally loses patience with the diatribes of Ms. Pam Rianda, who bills herself as chairperson, Coalition for a One-Stop Terminal (COST).

This group, financed by the gambling casino king from San Bruno, has devoted interminable hours, money and space to subverting the public interest. It ought to be exposed for what it is, but because of its covert private status, its funding and motivations never are exposed.

It ought to be stated once and for all that COST is the cost taxpayers are asked to pay for the failure of Dennis Sammut of Artichoke Joe's in San Bruno to get his way with respect to the voter-approved extension of BART on the Peninsula.

Sammut's motivation has always been either to compel a buyout by BART and any other taxpayer supported entity which he could snag for such purpose or a taxpayer-paid relocation that would further his private business interest.

For years, he's been occupying property of the San Francisco Water Department for his private parking, through the auspices of San Bruno. Now, he faces an accounting to all water ratepayers who utilize Hetch-

Hetchy water, including most of the Peninsula. Either he'll pay fair market rental value, or he won't be able to use public land for his private parking.

Rianda is one of those few local officials who Sammut and his big city lawyers are pleased to use as local demagogues. Although she lives in Belmont, she regularly scolds elected city council members in Millbrae and San Bruno over their allegiance to the public interest. She's pleased to ally herself with the airlines, who have by reason of the inordinate congressional influence, been able to extract millions of dollars from local taxpayers for such illogical policies requiring one taxpayer-supported entity to pay another taxpayer supported entity rent for 50 years; to grant discounts to a special breed of airline employees; and to swear fealty to the notion that airport revenues shouldn't be used for construction of rapid transit on airport property.

In her April 23 letter to the editor, she refers to "the matter of EIR litigation against BART."

She doesn't reveal that the case is so questionable that the plaintiffs didn't even seek a preliminary injunction to prevent further consummation of the BART extension to SFO in Millbrae.

Personally, I'm pleased that

the case will be tried on June 27, because, although one can never predict the outcome of a trial, I long for the day that taxpayers can recover attorneys fees from Sammut, et al, who have already expended in excess of \$1 million to stop the voter-approved BART extension. I would be malicious to suggest that those attorneys' fees also be collected from Rianda and her playmates, so I refrain from doing so. After all, they obviously delight in being the objects of manipulation.

**Quentin L. Kopp**  
**State Senator**  
**(1-South San Francisco)**

## **Alternatives to commuting**

### **Editor:**

Anyone who must travel on Bay Area freeways knows how crowded they're becoming, and it's getting worse. No matter where you live, it takes longer to get to work or to any other destination. Gridlock is common everywhere because our roads were not designed to carry so many cars. The answer is to offer alternative ways to travel.

A former East Bay resident, I now live on the Peninsula and because of the nature of my job, I must drive alone each day. I know firsthand how awful the traffic flow is and I know how badly we must do something to change this. There is no instant relief in sight, but we can take steps now for the future.

I believe extending BART to Millbrae offers a viable solution to reducing traffic congestion. Further, by taking BART directly into the airport, it will make it easier than ever before for residents and visitors to get to their flights.

Real estate costs force most of us to live great distances from where we work. We humans are slow to change. No matter how our politicians and planners cajole us, we are used to driving our cars. We are loathe to give them up. Sure, if you make mass transit convenient and easy to use, you'll encourage more of us to hop on board. The more transportation choices we have, the more people will be accommodated. No single type of mass transit can serve everyone.

Having the intermodal station at Millbrae will bring together BART and CalTrain for the first time, allowing commuters to easily transfer from one to the other. Adding SamTrans bus service to the mix only makes it more attractive. Everyone will be better served with this proposed connection. The BART to SFO extension is a high priority for local, state and federal officials. It is an important component of regional transit and cannot be lost.

To the men and women in Washington who control the purse strings, show me the money! Let us get BART started now.

**Warren E. Hill  
San Mateo**

## **Back to drawing board**

### **Editor:**

Blame local politicians and planners – not Congress – for any delays in getting BART to SFO. Their \$1.2 billion, 8.2-mile monstrosity would cost about \$143 million per mile!

BART is now completing its 14.2-mile Dublin-Pleasanton extension for about \$517 million – under \$37 million per mile – and that included heavy freeway and structural work not needed with SFOX.

Why the huge cost difference – \$143 million versus \$37 million per mile – for two very similar BART extensions? It's all in the planning.

All that is needed (except crossing under CalTrain and over 101 into the airport) is to restore tracks to that old railroad grade, upgrade them to BART standards, and build a few grade separations at somewhere around \$8 million each.

Congress is just doing its duty of safeguarding the public purse. It's the locals who need to go back to the drawing board.

**Robert S. Allen**  
**BART Director, 1974-1988**  
**Livermore**



## **Defending United**

### **Editor:**

In a recent letter, Mr. Beaty castigates anyone and everyone that is associated with the provision of air travel including United Airlines.

I know a little about United Airlines because I've worked there for some 31 years. Besides providing employment for thousands of people and income for hundreds of businesses that supply and service its operations here, United and its employees do a tremendous amount for the community.

Some of the programs and projects we support include PALS CARE, Adopt-A-School, three Bay Area Children's hospitals, the Make-a-Wish Foundation, Junior Achievement, Summer Jobs for Youth, the Champs Foundation, Opportunities Industrialization Center West, the AIDS Foundation, Easter

Seals, Christmas in April, Habitat for Humanity, ORBIS (flying hospital), Peninsula Blood Bank and more.

United's employee-owners serve on advisory committees for San Jose State, CMS, CCSF and San Francisco State. They are your coaches, scout leaders, Big Sisters and school board members. Our CEO, Jerry Greenwald, recently committed to expanding our volunteer employee mentors to more than 2,000 people. United will support and reward these people for sharing their time, talents and expertise to help educate America's young people.

That, Mr. Beaty, is United Airlines.

Calling people names didn't solve anything when I was a kid, and it doesn't solve anything today.

**Gary Yates  
San Mateo**

# BART seeing heavy usage

## Parking problems expected

By Kari Hulac  
STAFF WRITER

High ridership on BART's new line Monday and Tuesday is good news for congested freeways, but the numbers may foretell future parking crunches.

Monday, the Dublin/Pleasanton extension's first commute day, ridership was 9,972; Tuesday it jumped to 10,722 — easily surpassing BART's rough "back-of-the-envelope" estimates of 6,000 to 7,000, said Mike Healy, BART spokesman.

"It's very respectable," Healy said Wednesday. One ride is defined as someone entering and exiting the BART system.

It's unknown exactly how many cars are now off area interstates, but Caltrans is doing a before-and-after study, said Ray Ovalci, associate engineer for the state's transportation department.

He said ridership numbers of 10,000 a day will have a big effect on crowded freeways.

"That should (result in) a reduction for some segments," Ovalci said. "It's going to be significant."

However, don't be surprised to still see heavy traffic on Interstate 580 near the Dublin/Pleasanton station. Some of the benefits are likely to be more visible on Highway 24, for example, or west of the 580/680 interchange, he said.

Most of the riders went through the Dublin/Pleasanton station. For example, Tuesday that station's ridership was 7,784; the smaller Castro Valley station's ridership was 2,938.

Parking lots at both stations are an estimated 80 to 85 percent full, Healy said.

The daily ridership is expected to more than double by 2005. The question is: Where will all those people park?

BART doesn't have any money right

now to add parking spaces and hasn't begun any planning for it.

"We will be relying very heavily on WHEELS and County Connection and AC Transit," Healy said, referring to area bus services. "We're going to be pushing for those connections."

WHEELS, which shifted bus routes to serve BART, is so far reporting a 20 percent increase in daily ridership over last year.

The bus service, which serves Pleasanton, Livermore and Dublin, reported 4,839 riders Monday and 5,341 passengers Tuesday.

About 600 of those riders each day were headed to the Hacienda Business Park in Pleasanton, WHEELS spokeswoman Merrie DuFrene said.

Anecdotal evidence points to a strong reverse commute, primarily into the business park, where 14,000 people work.

An estimated 40 percent to 50 percent of those people are considered potential BART riders, said James Paxson, general manager of the Hacienda Owners' Association.

Paxson took BART from Berkeley to work Monday and said the train was "pretty full" at 7 a.m.

"I know a lot of people are using the service to come into the park," Paxson said. "We've been promoting it heavily with our tenants."

Paxson said the association is giving out WHEELS bus passes in record numbers and still is getting about 20 to 30 requests for passes a day.

The passes allow riders to travel anywhere in the business park for free.

County Connection, which serves the San Ramon Valley, served more people Tuesday than Monday, fitting with BART's ridership increase.

Overall, there were 1,740 riders on three routes Monday and 1,872 passengers Tuesday.

"We are definitely showing a growth in ridership in that corridor," said Bill Churchill, County Connection senior analyst.

## BART won't foot the bill for transformer

FROM STAFF REPORTS

DUBLIN — Replacing a transformer that exploded into flames two days before BART's Dublin/Pleasanton line opened will cost about \$200,000, a BART official said Tuesday.

BART won't have to pay because the transformer is under warranty, but it's not yet clear who will cover the cost.

CPC Metco was responsible for installing the transformer, one of two at the station, but a Korean company manufactured

it. It will take four to six weeks for a replacement transformer to arrive.

The transformer breaks down thousands of volts of electricity and feeds it to the third rail, which runs the BART trains. Only one transformer is needed; the other acts as a backup.

Mike Healy, BART spokesman, said BART's not worried about not having a backup transformer for the next month or so.

"We're fully confident in it," he said.

It's rare for a new transformer to fail, Healy said. The cause remains unknown.

A CPC Metco official said the explosion could have been caused by problems unrelated to the equipment. If the company is found to be responsible, it will pay, he said.

The explosion and fire occurred last Wednesday around 7 p.m. It temporarily halted BART's train testing, but no one was injured.

# Air station runway serves as wind tunnel

## Cheaper aerodynamic tests for high-speed cars

By Laura Counts  
STAFF WRITER

ALAMEDA — An idle runway at the former Alameda Naval Air Station was dusted off Wednesday by a high-speed race car.

The car's big wheels kicked up clouds of dust as it zoomed down the east-west runway, followed — at a much slower speed — by an assortment of electric cars.

The vehicles were being used to calibrate the runway for aerodynamic tests, which the CALSTART alternative transportation consortium hopes to begin doing regularly.

"Usually companies during R&D (research and development) would use a wind tunnel to test aerodynamics," said John Huetter, director of CALSTART's Project Hatchery at Alameda Point. "This would be a fraction of the cost."

The Navy has given CALSTART temporary permission to use the 7,200-foot runway. Its flatness makes it ideally suited to the testing, Huetter said. It also has the side benefit of a panoramic view of San Francisco and the Bay Bridge, which provide a stunning background to the testing.

The runway is being used because it is well away from the least tern nesting area, Huetter said. The terns, which nest by the runway where fighter jets used to land, will not likely be disturbed by quietly humming electric vehicles.

Huetter said he hopes companies working on clean vehicle technologies will sign up for test runs to measure their aerodynamics. Altamont Technologies, one of the startups in the

CALSTART consortium, came up with the idea and organized the runs yesterday. Charging for the tests would help the nonprofit CALSTART pay for operating costs, Huetter said.

Altamont is working on ways to make trucks more energy efficient, including making lightweight composite trailers that would cut fuel costs, said chief engineer John Hulls. Testing at Alameda Point could be a big help for the industry, he said.

"The problem for them is evaluating how changes in design, weights and fuels will affect their costs," Hulls said. "They could come out here and test and find out how much they would save with different changes."

The race car, a Formula Atlantic owned by World Speed Motor Sports, was brought in to calibrate the track. Its aerodynamics are already known, so those measurements could be used to develop the testing protocol, Hulls said.

Driver Chuck West took the car through several "coast-down" tests, accelerating to 150 mph and then letting the car coast. A lap-top computer hooked up to the car's frame was measuring drag and how much the wind pressure pushed down the frame.

Then a small PIVCO City Bee electric car made the test run with a fifth wheel rigged to its side for measurements. The cars, made by a Norwegian company and used in an experimental commuter program with BART, look more like toys than modes of transportation. They can get up to 65 mph — not much competition for the race car, but quick enough for the freeway.

Also tested was a sporty electric prototype made by Zebra Motors of Novato. The Model Z looks something like a Miata, and could go on sale by the end of the year, according to vice president Jeff Gile. An electric Porsche 914 racing car also made a few runs.

## Oakland

### **Special BART trains for Bay-to-Breakers**

BART will run special trains for Sunday's Bay-to-Breakers race in San Francisco.

Early morning service will run from all stations starting at 6 a.m. with trains arriving every 15-20 minutes until 8 a.m. when the regular Sunday service starts.

Stations will open about 5:15 a.m.

To prevent overload on escalators and elevators at the Embarcadero station, some passengers will be asked to disembark at Montgomery station. Both stations are close to the starting point of the race at Howard and Beale streets.

BART officials will sell tickets from tables at the Colma, Fremont, Rockridge, El Cerrito Del Norte, Pleasant Hill and Dublin-Pleasanton stations before and after the race.

Bicycles will be permitted on regularly scheduled trains only after 8 a.m. For more information, call BART at 465-2278.

— Times staff

# New move to derail BART

## TRANSPORTATION

### Group pushes controversial ballot measure

BY JOHNNY BRANNON  
Staff Editor

Some Millbrae residents opposed to the Bay Area Rapid Transit system's intention to build a huge new BART station in the city have launched a controversial new effort to derail the plan at the voting booth.

Joseph Caimotto and Thomas Williams hope to convince at least 1,100 other Millbrae residents to sign petitions qualifying the "Millbrae Mass Transportation Facility Control Act of 1997" for the November ballot. The measure would amend the city's municipal code and require any new mass transit facilities in the city to be smaller than 3,000-square feet, less than 30-feet high, and have no more than 250 parking spaces.

Some say the move is all but futile — but could have serious negative consequences for the city.

BART's plans for Millbrae — a 165,000-square-foot station with 3,000 parking spaces — far exceed the initiative's specifications, but the measure would not automatically stop the project even if passed, according to City Manager Jim Erickson and BART officials.

"Our legal conclusion is that this would have no impact on what BART or SamTrans (a partner in the project) propose to do," said Erickson. "Those agencies are immune from local zoning, period."

#### Ready to fight

Caimotto said he doesn't buy that conclusion and that the initiative's backers — which he said now number about 350 and are tentatively calling themselves "Millbrae Residents Against BART" — are prepared to duke it out in court if the initiative passes and BART still tries to press ahead with its plans.

"We feel we'd beat it," he said.

If the group takes the matter to court and loses, however, the initiative could still seriously impact Millbrae's traffic flow, said Erickson.

A mitigation plan worked out between the city and BART calls for the rapid transit system to help fund the construction of an 800-space garage on the west side of the existing CalTrain tracks.

The parking would be accessible from El Camino Real, and is designed to lessen the traffic impact on Millbrae Avenue, where vehicles would access the rest of the station's parking on the east side of the tracks, said Erickson.

#### Garage jeopardized

The \$5.1 million BART has agreed to fork over for the west side parking is a mitigation measure demanded by the city, but the garage is not a mandatory part of the BART extension project itself. The garage would be built by the city, not BART, and therefore does not supersede local zoning and would be ruled out by the ballot measure's passage, he said, resulting in hundreds of additional cars clogging Millbrae Avenue.

Caimotto and other opponents of the station, however, say they wish to avoid additional traffic



SUSAN GARRISON/SUN

Side track? Will a new ballot measure drive stop BART in its tracks? Some Millbrae residents hope so.

on Millbrae Avenue altogether by getting the whole station plan dumped. Creating parking for 3,000 cars there would be a disaster for Millbrae no matter how it's configured, they say, because it will obviously be used mainly by commuters from outside the city who would flood in and out of town each morning and evening.

If passed, the ballot measure could be used to further that agenda.

It could, for instance, be used to demonstrate to Congress that BART's plan lacks local support, thereby jeopardizing the \$750 million in federal transportation funds the whole \$1.2 billion BART extension project — which also includes new stations in South San Francisco, San Bruno, and the airport — is contingent upon. The appropriation has been stalled for more than three months by congressional wrangling with lobbyists on both sides of the issue.

Caimotto stressed that his group is not out to derail the project's funding, and that he

support's BART's extension into the airport. He just doesn't want BART coming into Millbrae, he said.

"We're not trying to stall the money," he said. "The money is for BART to the airport only. They shouldn't spend millions more to go to Millbrae."

It remains unclear what effect the Millbrae measure could have if BART's funding is approved and the project gets underway before the measure could be put before voters in November.

At press time, Millbrae's city government had approved a summary of the proposed ballot measure, which will appear on petitions, but no petitions had yet been circulated. The measure's backers must first publish a legal notice of the measure in a local newspaper, then have 180 days to collect the 1,100 signatures.

# Model of SB BART station unveiled

## TRANSPORTATION

### Actual construction still on hold

BY SHERI BAKER RICKMAN  
Staff Reporter

Even though the 8.7 mile, \$1.2 billion extension of Bay Area Rapid Transit tracks to San Francisco Airport and beyond is on hold indefinitely, another step to finalize plans for the proposed San Bruno Station was taken by the city and BART.

A total of four new stations are planned, but unlike proposed stations for South San Francisco, Millbrae and SFO, San Bruno's station will already be surrounded by retail development.

A three-dimensional model of the BART station and other proposed changes for San Bruno's Tanforan Shopping Center was recently on display at City Hall to allow residents a bird's-eye-view of the 6.4 acre conceptual plan.

The model was recently moved back to the BART to SFO Extension Headquarters in Millbrae for finishing touches, said George Foscardo, San Bruno's Department of Planning and Building director.

He added that the proposed station's location will help retail development in the area.

Foscardo said Daly City was still waiting for businesses to move near its BART station, whereas Tanforan is already attracting new businesses to the mall.

The new station will have a "barrel vault" design at its

street-level entrance. In addition, a four-level, 1,000-space BART garage will be placed adjacent to the existing Target store and BART tracks will be underground.

City officials originally wanted the station to have skylights and huge windows to allow for natural lighting but Foscardo said, "BART doesn't do windows..."

Off-street bus bays will be built for SamTrans, a new plaza between the station and mall will be added, and a joint BART-San Bruno police station will also be built.

Huntington Avenue will also be moved eastward onto abandoned rail tracks in that area.

However, until BART receives its requested \$750 million from the Federal Transit Administration, building the project will remain on hold.

"They don't know if they are going to get a full funding agreement or get the money in installments," said Foscardo, who added that BART has recently had to "streamline" its operation.

Mayor Ed Simon noted that because of delays with federal funding, the project may not be completed until he is "old and gray," but he added that the city was pleased with its planned station.

"[The station] looks like the old Tanforan Park Racetrack," said Simon, who added that residents protested original BART plans that would have replaced several Fifth Addition neighborhood homes with the new station.

Another reason San Bruno first opposed BART was because

officials thought the city would be the end of the line.

"We didn't want to be the end of the line because of the tremendous traffic impacts," said Simon, who noted that people driving on freeways usually park at the end of the line station to ride BART.

Presently, Colma is home to the end of the line station on the peninsula.

LETTERS TO THE EDITOR

## **COST's facts skewed**

### **Editor:**

Pam Rianda and her cohorts at COST have little to show for their unrelenting attacks on the BART extension to SFO. In spite of their whining protestations, all local policy review bodies have given approval to the project. BART now awaits approval of the full funding agreement from Congress. The Federal Transit Administration has written to Congress recommending approval of the BART appropriation. All of the Bay Area's congressional delegation and our two senators are outspoken advocates of the project. Award of the Full Funding Grant Agreement is expected anyway.

Ms. Rianda was elected as a councilmember to govern the affairs of the City of Belmont. I presume she is well versed on Belmont issues, of which there appear to be many. Ms. Rianda's recent comments in the San Mateo Times and the Millbrae Sun would lead readers to believe she is also well versed in matters pertaining to planning, zoning and traffic in the City of Millbrae. She professes knowledge of the views and concerns of the citizen of Millbrae.

Ms. Rianda states there will be gridlock on Millbrae Avenue from the proposed BART station, based on her assertion of gridlock during construction of the new Millbrae Avenue overpass. If Ms. Rianda would have done her homework, she would know that there was no gridlock, nor any serious traffic problems resulting from the overpass construction project.

Ms. Rianda claims an eight-story parking garage would be constructed at the BART station, and implies that Millbrae policy makers are ignoring the traffic and parking problems which will come with the parking structure. Ms. Rianda again demonstrates she has not done her homework. If she had, she would know that the planned parking structure would be four, not eight, stories, and would accommodate 2,200 cars, not 3,000. She would have also found out that the Millbrae City Council has developed an effective station area traffic circulation plan, minimizing Millbrae Avenue traffic, and assuring it will not overflow into Millbrae neighborhoods.

Ms. Rianda criticizes the plan for an El Camino Real parking structure across the tracks from the station, not realizing that this second structure will eliminate hundreds of Millbrae Avenue vehicle trips by BART station patrons who will be able to access the station without the necessity of using Millbrae Avenue.

I have lived in the city of Millbrae for many years and now serve as its mayor. I am confident that I know far more about this community and its residents than Ms. Rianda ever will. In the future, I would suggest that she focus on pressing issues in Belmont. Leave Millbrae to the people who live here.

**Daniel F. Quigg**  
**Mayor**  
**City of Millbrae**

## **BART extension makes no sense**

### **Editor:**

It makes no sense, right? I mean a form of transit that would: 1) increase traffic and air pollution on U.S. 101 and local streets; 2) not even dent daily backups on I-280; 3) discourage use by SFO air travelers; 4) defeat the aim of getting people out of cars; 5) require so much federal funding it would hike odds against any for bigger, better goals, e.g., high-speed regional rail to the valley and Monterey Bay.

What transit shoe fits such a foot-in-the-mouth? BART's poorly conceived SFQ-Millbrae extension, beyond argument. The outcomes cited are verifiable by anyone willing to do some homework and ask objective questions. In my experience, those who cry, "Let's get on with BART," have done neither.

Sound transit we need. Not a BART festooned with misinformation and politics.

**James W. Kelly**  
**San Bruno**



## BART asks SamTrans for advance funding

By Dan Seaver  
STAFF WRITER

With federal funding for the BART extension to San Francisco International Airport still uncertain, BART wants SamTrans to start paying \$1.1 million a month to keep the extension project alive.

The money would not increase SamTrans' \$99 million share for the extension, according to SamTrans officials.

But if SamTrans approves the advance, BART will be able to pay rent and salaries for more than 100 engineers, planners, consultants, public relations staff and real estate dealers hired to bring BART 8.1 miles south to SFO and Millbrae.

Opponents to the BART extension said the request showed that the extension was in trouble.

"This is what we have been saying: BART is already starting to spend money they haven't got," Burlingame Councilman Mike Spinelli said. "What happens if Congress doesn't approve the project? Does SamTrans get their money back?"

The proposed agreement between BART and SamTrans does not stipulate if SamTrans

could recover its advance if the project ultimately fails to get federal funding.

More than a year after BART officials predicted they would break ground on the project, construction is on hold and Congress still hasn't approved the \$750 million needed.

Given the delay, SamTrans board members say they will likely vote Wednesday to spend up to \$7.5 million in the next six months to help BART until Congress gives the project the green light.

"The alternative is to put things on hold, fire the staff (at the Millbrae extension headquarters) and hope something happens in Washington," said SamTrans Director Tom Huening, also a county supervisor.

"Then we would have to rebuild the staff and that could set the project back a year or two," he said.

Huening conceded that SamTrans, which is joining with BART to bring service to San Mateo County, had expected the government to approve the project by this time.

Advancing the money to BART would not be "a setback, but a change in the game plan to accommodate what is not happening in D.C.," he said.

Huening said the BART extension hadn't gotten money from Congress because people such as Spinelli had tried to hold it up.

"Because of the anti-team effort of . . . special interests who have lobbied against this, we need to advance local funds to keep this project moving," Huening said.

The deal is limited to \$7.5 million, enough money to hold the project over until Oct. 1, when Congress decides on its transit spending for the current fiscal year budget.

As BART and SamTrans maneuver to keep project in a holding pattern, SFO officials are left in a bind.

Even though the airport began construction of its new international terminal more than a year ago, SFO designers still don't know whether BART will have the money to make it to the airport.

The new terminal is designed to include the BART station and SFO officials said they will continue to leave space for it as they continue construction.

"We are moving forward on our project while doing every thing we can to bring BART into the airport," said Lisbet Engberg, an SFO spokeswoman.

## Bill would bury Colma gaming

By Tyler Cunningham  
STAFF WRITER

COLMA — Gravestones and gambling don't mix, according to Assemblyman Lou Papan, who has introduced legislation that would outlaw the half-built Lucky Chances card room here.

The bill would forbid card rooms from being built within 1,500 feet of a cemetery, and would revoke the registration of any card club currently operating within that range. Lucky Chances borders several cemeteries and Papan, D-Millbrae, said he believes it is the only card room that would be affected by the legislation.

The legislation comes in response to letters from several local cemetery owners who argue that the traffic, noise, lighting and social atmosphere surrounding card clubs would impinge on the contemplative atmosphere appropriate for cemeteries, Papan said.

"The two are incompatible, to put it mildly," he said. "People with loved ones buried there consider it to be a sacred place."

The bill has angered both the owners of Lucky Chances, which was approved twice by voters, and members of the Town Council, who look forward to the tax revenue and jobs the club will bring.

"It's a little late in the process to be doing this," said Michael Franchetti, a lawyer for Lucky Chances. "We have people who've already spent millions of dollars on this project."

Franchetti said the card room won't cause problems for

neighboring cemeteries because people visit card rooms at night and cemeteries during the day. He also said Lucky Chances, which began construction in January, was designed with trees and shrubs around the perimeter, to minimize any effect on neighbors.

Franchetti argues that the city also would be hurt by the proposed legislation. The city would lose tax revenue from the card room and some 600 jobs it was to provide.

Town Councilman Dennis Fiscaro agrees that the bill could harm the town. He believes Papan is responding to requests from Don Smith and Tom Atwood, two men who once proposed a similar card club, the Cypress Club. The Town Council voted against that proposal in favor of Lucky Chances.

The Cypress Club would have been built in the clubhouse of the Cypress Hills Golf Course. It was unclear whether that site would fall within 1,500 feet of a cemetery.

Smith said he is a personal friend of Papan, but said he didn't contact the legislator regarding the bill. Smith said he has no interest in pursuing another card room.

"We lost the election and it's the furthest thing from my mind," he said.

Atwood, president of the land company Cypress Abbey, contributed \$500 to Papan's campaign last November. He could not be reached for comment. The Greek Orthodox Memorial Park, one of the cemeteries requesting action, contributed \$400. But both those figures are small compared to the approximately \$400,000 Papan raised during that campaign.

## SFO roars to seventh among busiest

### Critics frown on noisy progress

By Dan Seaver  
STAFF WRITER

Driven by an 8.2 percent increase in passenger traffic, San Francisco International Airport has jumped past Germany's Frankfurt International Airport to become the world's seventh busiest.

Preliminary 1996 rankings show SFO — with 39.2 million passengers — follows Chicago, Atlanta, Dallas/Fort Worth, Los Angeles, London and Tokyo in passenger traffic.

And among the top ten airports, only Atlanta — with a 9.7 percent increase — grew faster than SFO last year.

"Our growth reflects the strength of the San Francisco Bay Area economy, and our popularity as a tourist destination," said SFO director John Martin. The steady jumps in both overall and seas traffic justifies the airport's vision to build a new international terminal, slated to open in 2000, he said.

"This shows we are putting facilities where they are most needed."

More passengers mean more tickets, more tourists and more taxes, all good things, say some Bay Area officials.

But many on The Peninsula worry that a busier airport is a louder airport, undermining property values and the quality of life that draws people and planes to the Bay Area.

"Noise is an increasing problem, and the airport hasn't even completed the expansion which will further increase traffic," said Foster City Mayor Eileen Larson.

Not true, say airport officials.

Even as the number of passengers has jumped by 8 percent in the last year, the number of takeoffs and landings increased just 0.8 percent, according to the Geneva-based Airports Council International, which keeps data on air traffic.

SFO officials say they are increasing passengers, not planes.

"Airlines are flying the same number of flights, using bigger aircraft and filling them with more people."

said SFO spokesman Ron Wilson, SFO handled an average of 1,180 planes a day last year, well below the average of 1,400 a day from 1988, Wilson said.

Other Bay Area airports finished well behind SFO for passenger traffic.

San Jose, which handled 10 million passengers ranks as the world's 73rd busiest, and Oakland, with 9.7 million ranked 75th.

At the same time, Oakland is the world's 9th busiest for traffic, with 488,344 takeoffs and landings as compared with San Francisco, ranked 20th, with 427,499 operations.

SFO is San Mateo County's largest employer and taxpayer, paying close to \$40 million in property and sales taxes.


An estimated 20,000 County residents work for the 72 airlines, airport contractors and the airfield itself.

Given the airport's role as an economic engine for the region, critics of jet noise say they are not trying to shut SFO down.

But many residents of South County and Bayside cities want incoming planes to approach the airport over water.

"The airport has shifted noise from over the Bay where it once scared fish, but didn't do damage to anyone else," said Foster City Mayor Larson.

"If they can stop flying over the middle of our cities, they can fly at night and we would be happy."



### Airport rankings

Airport	Total Passengers (in millions)	% change from 95-96
1. Chicago	69.1	2.8
2. Atlanta	63.3	9.7
3. Dallas/Ft. Worth	58.0	2.7
4. Los Angeles	57.9	7.5
5. London	56.0	2.9
6. Tokyo	46.6	2.5
7. San Francisco	39.2	8.2
8. Frankfurt	38.7	1.5
9. Seoul	34.7	12.3
10. Miami	33.5	0.8

Source: Airports Council International Staff

## Burlingame councilman won't return



Harrison

By Diane Sussman  
STAFF WRITER

**BURLINGAME** — Come November, a familiar name will be absent from the Burlingame ballot: Bud Harrison.

The three-time mayor and 12-year councilman announced his decision not to run again at the Monday night meeting.

"I think it's going to be a big loss," said former mayor Vic Mangini.

Harrison's involvement in local politics goes back to 1966, when he served on The County Board of Supervisors. He served his first term on the Burlingame City Council in 1974 and was defeated in 1978. "Yes, it happened," he said.

Not one to be idle, he spent the next 11 years serving on a variety of panels, including the planning and civil service commissions and the library board.

The former Burlingame High School civics teacher is known for being pro-business and a

staunch supporter of the First Amendment. "Not just the First Amendment," he said. "I go for the whole Bill of Rights."

Indeed, Harrison prides himself on having taught those rights to more than 15,000 of the area's students. "In 33 years, probably most of the kids in this town learned about government from me," he said. Harrison made a point of sending every one of his students to a City Council meeting.

Harrison is equally well known for his loquacity. "I'm always the first one to say something about everything," he admits.

Harrison decided to step down, he said, because it's time.

"It's a lot of service," he said. "We don't live in a static world or community. We need new direction from those who see things in a different light."

MILLBRAE-SAN BRUNO SUN  
Wednesday, May 7, 1997

LETTERS TO THE EDITOR

**Reality check on  
'BART to the Airport'**

**Editor:**

It's time for everyone, especially San Francisco residents, to conduct a reality check on the so-called BART to the Airport project.

In 1994, San Francisco voters passed Proposition I, voting for BART directly into the Airport with the proviso that ~~no~~ General Funds would be used.

What we have now is BART to Millbrae/Burlingame, with the majority of service directed away from San Francisco International Airport into Millbrae, and with SFIA obligated to come up with \$200 million to service their portion of the BART bond issue. The lion's share of those funds will be concession income; SFIA is supposed to be remitting a substantial percentage of those same concession dollars to the General Fund. The City may be losing millions over the life of the bonds.

What started out as simply BART to the Airport is now split into two separate lines, with the track to SFIA being designated as a "spur line" in communications to Congress. The fact is, *less than 50 percent* of BART trains are scheduled to go into SFIA. During a.m. and p.m. peak periods, two out of every three trains will go to Millbrae, not the Airport; and on Sunday evening, the Airport's peak period, there will be a BART train every 40-60 minutes! BART, under the banner of "BART to the Airport," is *diverting essential Airport service* to Millbrae to suit its own ambitions of "ringing the Bay."

Were you aware that SFIA already has the *highest percentage of transit use* by air travelers of all the airports in America? BART doesn't tell people that. The fact is, once BART is in place, they will make no dent in auto use or Super Shuttle use, and what few passengers they will pick up will simply be pirated from SFO Airporter.

And, all this at the cost of \$1.2 billion in public money. It is ludicrous to spend billions in public tax funds to support BART's endless ambitions, when up to \$250 million is for a needless extension to Millbrae/Burlingame, rather than providing the San Francisco International Airport service that voters of San Francisco were promised.

One final thought: When the Airport's \$2.4 billion expansion was bid out, it became a \$2.8 billion project overnight. What happens when BART comes in \$200 million over? The federal contributions will be capped; the state and San Mateo County contributions will be capped. That leaves ... San Francisco to pay for the overruns.

**Pam Rianda  
Chair, Coalition for a One-  
Stop Terminal  
Burlingame**

## BART to airport long overdue

**I AM** a Pacifica resident and would like you to know what a convenience it would be to be able to take BART via SamTrans connection directly to the airport.

Each year, the traffic gets worse and parking more difficult and expensive.

It is my hope that our elected government officials can see the benefits of reduced traffic, improved air quality and increased peace of mind for the residents of San Mateo County and support efforts to bring BART directly to the airport, which is long overdue.

**Bob Carlson**  
Pacifica

## Millbrae may benefit from SFO expansion

FROM STAFF REPORTS

MILLBRAE — The expansion of San Francisco International Airport could end up reducing traffic — especially for Millbrae residents who want to avoid Highway 101 into the airport.

As part of the \$6.4 million renovation of the Millbrae Avenue freeway overpass scheduled to begin in August, SFO will pitch in \$2.1 million to also pay for improvements to the frontage road.

That street, which runs between Millbrae Avenue and the airport east of the freeway, will be expanded and improved to ease traffic into the airport.

Millbrae Public Works Director Lou Sandrini said that new signals at the interchange and new road signs will make the frontage road easier to use for those trying to avoid Highway 101. "This will make it a lot easier to get to the airport," Sandrini said.

The redesign of the interchange is part of a plan to ease the anticipated congestion from the more than 500 additional cars expected to be drawn to the area each day by the planned BART and CalTrain station.

Millbrae, The County, BART and SFO are all expected to contribute to the final project, although its design and final price tag hasn't been determined.

## Downtown Millbrae polishes its image

By Diane Suzman  
STAFF WRITER

For years, lifelong Millbrae resident Joanne El-Gohary went to San Francisco or Burlingame to do her "cool" shopping.

"Downtown Millbrae stores were so depressing," she said. "The dirty, dusty, dry, faded cardboard signs. The fake flowers with dust all over them. The flies in the windows."

And no way would her kids go to Starbuck's in Millbrae. "They go to the Starbuck's in Burlingame," she said. "They think Millbrae is so boring."

Millbrae city officials are well aware of their town's image problem, and for the past four years have been working to change things.

Most of the changes have taken place at Millbrae Square, an area that includes Broadway and El Camino Real between Taylor Boulevard and Meadow Glen Avenue and is home to Mer-vyn's, Walgreens and Safeway.

The city has planted new palm trees along Broadway, added planter boxes, patched and bricked-in the sidewalks, steam-cleaned the streets, added 50 parking spaces and instituted a sign ordinance. Still to come are new black steel trash containers, newspaper racks, landscaping and business guide kiosks.

Although the program dates back to 1993, when the city experienced a huge decline in its sales tax revenues, the city stepped up its efforts after a recent study found that residents wanted more variety in downtown shops and restaurants.

The \$44,000 study, by Hyatt Palma consulting firm of Alexandria, Va., has helped the city shape its downtown improvements.

Along the main part of Broadway, trendy businesses like Starbuck's and Buddy's Bagels have nudged in beside the pawn shop and Red Wing shoes. The area also gained a new bridal store, antique store and ElectroZone, a computer-time rental store offering the latest in computers and software.

ElectroZone is owned by El-Gohary and her partner, Rod Prince. El-Gohary admits the couple felt better about locating their business in Millbrae after seeing some of the changes. "Millbrae definitely looks better for new businesses," she said. "People are finally starting to come here from other towns."

“The city deteriorated slowly. We're not going to be able to change the whole thing overnight.”

Dan Quigg  
Millbrae mayor

Even more new businesses are on their way: Office Depot is moving into the space vacated by Bell Market and Quality Suites is building a new hotel on El Camino Real that is expected to pump an additional \$500,000 a year in hotel tax revenues into the city.

Old businesses are getting face lifts, thanks to the Redevelopment Agency's Storefront Improvement Program. The program gives free design and architectural assistance to any owner who wants to revamp his or her store, and pays half the cost of renovation.

The city loves to point to the 300 block of El Camino Real as evidence of the program's success.

"You want to see change, look at La Collina restaurant," said community development director Ralph Petty. "Before, it was a dark, musty Basque restaurant. Now it's a light, attractive Italian restaurant."

"It's modern," said El-Gohary. "There are tablecloths on the table. It's light and cheerful."

Two doors down, Fiddler's Green improved its facade with creeping fig, maroon-and-green flags, new paint and a design that makes it look like a bona fide Irish pub. Even I.C. Fire, a store that sells fire suppression and safety devices, sports a bold blue-yellow-and-orange paint job.

Much of the interest in change is prompted by BART, which plans to build a \$1.2 billion station in Millbrae that also will provide access to CalTrain. An estimated 20,000 people a day are expected to use the station, and city officials hope several thousand of them will discover downtown Millbrae.

Millbrae mayor Dan Quigg said he knows the changes are having an effect because more people are having trouble finding a parking space, and that's what we want.

"Crossing the street on Broadway has become dangerous," joked Petty.

Chamber of Commerce Executive Director Meg Jackson said she has no data, but she finds all the evidence she needs when she goes to lunch. "It's just busier," she said. "More people are out."

Perhaps the most compelling evidence that the changes are working is the bottom line. In the past four years, sales tax revenues have risen 30 percent, from \$1.51 million to \$1.94 million.

The work, however, is far from done. "The city deteriorated slowly," said Quigg. "We're not going to be able to change the whole thing overnight."



## Pleasanton gains BART service — at Concord's expense

By Kari Hulac  
STAFF WRITER

BART riders from the Fremont and North Concord-Martinez stations may be squeezed starting Monday as BART begins shifting trains to the new Dublin-Pleasanton line.

BART is pulling two five-car trains that carried passengers directly from the North Concord-Martinez station to the South Hayward station and back during morning and evening commute hours.

A 10-car train is being pulled from the Fremont line, and other Fremont trains will be shortened from 10 to eight cars. Each car can seat 72 people, and some riders stand, as well.

The cars are being dispersed to the Dublin-Pleasanton line and throughout the BART system, said Ron Rodriguez, BART spokesman. "The ridership didn't justify it," Rodriguez said, explaining the decision to end the direct service from Central Contra Costa County to Southern Alameda County.

That service was provided under a two-year agreement BART had with Caltrans to alleviate congestion on the Interstate 680-Highway 24 interchange.

BART needed to scrape together 63 cars so it could send a train every 15 minutes from Dublin-Pleasanton to Daly City. Nine, seven-car trains will serve the extension, which is set to open May 10. Some of the cars will come from BART's reserve fleet.

Clarence Fisher, a longtime BART rider and Oakland computer system analyst, said BART is "robbing Peter to pay Paul."

"They're robbing two cars from this train and that train to make a new train," Fisher said. "While it's good for this new service, you're robbing from people who are already used to longer trains."

Rodriguez said it's a matter of "shopping for a train."

All the trains no longer come from one point so some trains may be more or less crowded than others.

For example, the trains from Fremont pick up riders at four stations before reaching Bay Fair, where they will be joined by trains from Dublin-Pleasanton.

Those valley trains only will have to pick up people at two stops before Bay Fair. That should alleviate some of the crunch, Rodriguez said.

Starting Monday, trains will run from Dublin-Pleasanton to Daly City, but riders can only get on at Bay Fair.

Riders from North Concord who want to go to South Hayward will need to board a San Francisco-bound train and transfer at the MacArthur station to a Fremont-bound train. Evening passengers traveling back to North Concord should transfer at the 12th Street station.

Fisher said the Concord-to-San Francisco run already is packed.

"Everybody's going to have to squeeze in a little tighter. You better have your Right Guard on that day," he said.

Rodriguez said it will be tight until BART begins to finish renovating its cars, expected this fall.



Car loving commuters say they are willing to give BART a try when Dublin-Pleasanton station opens.

# Car commuters ready to try BART

By Kari Hulac  
STAFF WRITER

Commuters with cars aren't quite committed to taking BART to and from the valley, but they say they'll try it at least a few times a week.

But those who are stuck on buses can't wait until May 10 —when the new Dublin/Pleasanton extension opens.

Some folks plan to just hop on a train for mid-day business meetings in San Francisco or Oakland.

Others say it's a good way to enjoy a day or night of fun in the Bay Area without hunting for parking spaces.

"It opens up the whole Bay Area to you," said Pleasanton resident Diana Bonnano.

Once area residents realize they can go to places such as the Oakland Coliseum or airport, they'll be thrilled, she said.

"It's just a whole new world," she said.

Whatever your reason for riding, BART estimates that more than 20,000 people a day will use the new extension.

Ricardo Bressanutti, a San Francisco resident and planner for the city of Livermore, said he's thinking about parking his car at the station so he can drive to work after taking BART.

He doesn't want to hassle with taking a bus to Livermore.

"If I'm really serious about it, I could ride my bike from the station and get into shape," he said.

The \$8.30 round-trip fare seems like a lot he said, but it will be nice to "kick back and read" on the train.

"For me it's worth trying, and maybe if I can't do it every day I'll do it occasionally," he said.

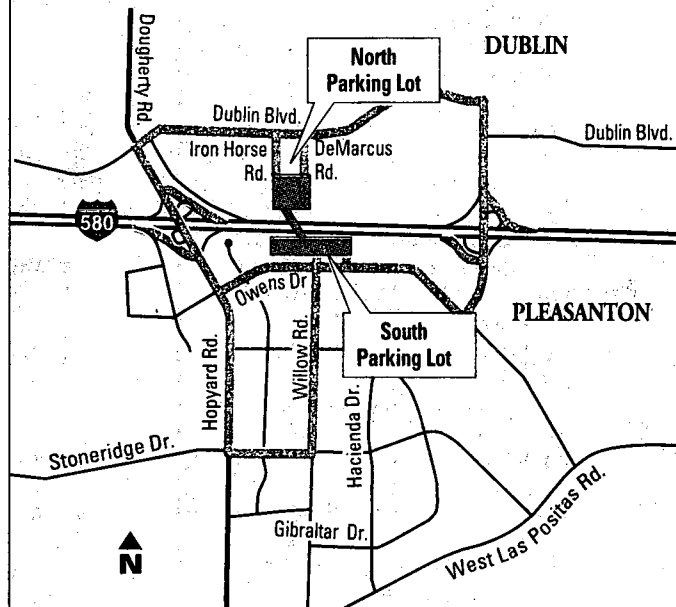
Gary Muhlenbruch, manager of Pacific Bell's commute center in San Ramon, said people are eager to get the new time schedule, which BART says will be available next week. He gets about five calls a day from employees interested in using the new BART station.

He hears from many people who are tired of taking two buses to work from areas such as Fremont and San Leandro.

"This is going to shave off a huge chunk of the commute time," Muhlenbruch said.

## How to drive to BART

Highlighted areas are ways to get to the new Dublin/Pleasanton BART station.



AMANDA RAYMOND - Staff

Amelia Austria, an AT&T supervisor in Pleasanton, said she's been waiting to ride BART to work for two years. But she hears people say they think it's too expensive so they'll continue to drive.

"People don't take into account insurance, gas, wear and tear," she said. "In the long run if they think about it, it would save money.

There's also the stress, she said.

"You put your life on the line every time you drive that freeway," she said.

Rita Kimball, San Francisco resident and principal of Pleasanton's Walnut Grove school, thinks driving is wasted time — time she could be reading education journals and doing paperwork.

She wanted to roller skate the five miles between the Dublin/Pleasanton station and the school, but she doesn't think she could make it.

"I may be really late to school," she said.

So she's thinking about buying an electric bike, which will go about 20 mph. She'd drive her car to work on Monday and bring enough clothes to change into for the week.

# Bacteria found in office building

---

## Showers have low Legionella levels

---

**By Ronna Abramson**  
STAFF WRITER

OAKLAND — Low levels of the bacteria that cause the deadly Legionnaires' disease have been discovered in an office building here owned by three public agencies.

In an annual inspection last month, the Legionella bacteria was found in two basement showers — in the men's and women's rest rooms — in the Joseph P. Bort MetroCenter building, 101 Eighth St., across the street from the Lake Merritt BART station, said Jay Miyazaki, administrative services manager for the building and the Metropolitan Transportation Commission.

MTC, the Bay Area Rapid Transit District and the Association of Bay Area Governments own the 15-year-old building where 316 employees work.

No illnesses have been reported, although three employees have asked for medical tests, Miyazaki said. The results are not yet known.

"The problem is not serious," said Dr. Jerry Tuma with ITEK Enviro Services, the industrial hygiene consultants who inspected the four-story MetroCenter building. Tuma noted that con-

tamination is far below dangerous levels.

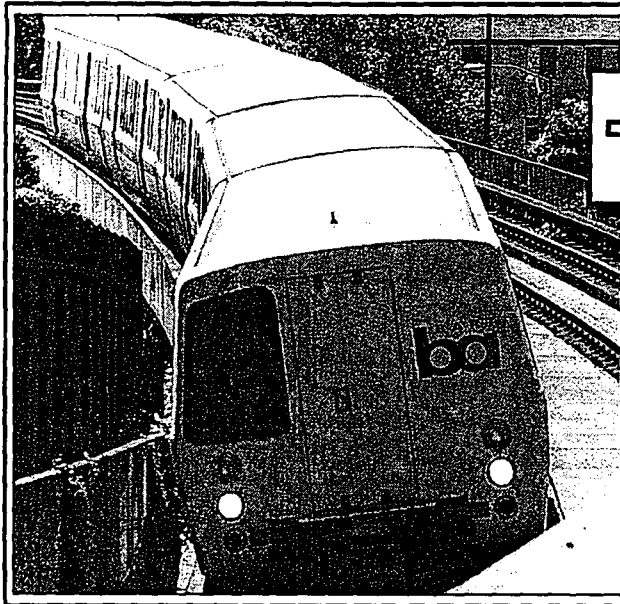
Tony Fiore, an infectious disease specialist who investigates outbreaks for the Atlanta-based Centers for Disease Control and Prevention, agreed that the counts are "pretty low" and no cause for alarm.

Since the discovery, Miyazaki said, the showers have been closed and the hot water system has been flushed at 160 degrees. The consultants tested the area again, but the results won't be available for another few days.

Miyazaki said the MetroCenter began routine testing for the bacteria after a deadly outbreak in 1991 at a huge Social Security Administration building in Richmond. A form of pneumonia, Legionnaires' disease is named for the first identified victims, members of the Pennsylvania American Legion who contracted the illness at their 1976 convention in a Philadelphia hotel. It is spread mainly by inhaling airborne water droplets containing the bacteria from such sources as an air conditioner or shower.

Miyazaki estimated that three to four dozen employees used the contaminated showers at MetroCenter, located in bathrooms that require an employee key to open.


"It didn't really concern me," said ABAG research director Paul Fassinger, who regularly used the shower after a lunchtime jog around Lake Merritt.



## **BART STARTS Dublin/Pleasanton & Castro Valley 8 DAYS**

According to the theory of relativity, if you go really, really fast on a train, you'll age more slowly. While we can't guarantee that you'll live longer if you take BART, we can say with some certainty that the quality of your life will improve. In fact, studies show that BART riders will get to their destinations during peak commute hours much faster than people who drive their cars. Getting to the station is easy too, with new bus service from your transit agencies. BART's new stations opening **May 10, 1997**. For more information call 441-BART.

**BART**  
**ba**



**Alameda County Congestion Management Agency**

37254

## BART drops link between North Concord, Hayward

By Ronna Abramson  
STAFF WRITER

In preparation for the Dublin/Pleasanton line opening, BART will drop its commuter service between North Concord and Hayward after today and begin testing trains between Dublin and Daly City next week.

After today, BART will no longer run its direct five-car service between the North Concord/Martinez and South Hayward BART stations, provided for the last two years as part of a state Department of Transportation program aimed at reducing congestion near the Interstate 680/Route 24 interchange construction.

Starting Monday, passengers who had used the morning commuter service should board a San Francisco-bound train and transfer at the MacArthur station to a Fremont-bound train.

Evening passengers traveling in the opposite direction should transfer at the 12th Street station.

Also beginning Monday, Bay Area Rapid Transit will test trains between Dublin and Daly City. BART trains will run without passengers between the Dublin and Bay Fair stations, and then pick up passengers between Bay Fair and Daly City.

To provide the added service, BART will take one train off the Fremont line and shorten train lengths from 10 to eight cars.

But with the additional trains running from Dublin, BART still will be adding 20 percent more service along the Fremont line from Bay Fair north during the morning and evening commutes.

Train service on the Dublin-Pleasanton line begins May 10.

## New BART line to make practice run

By LISA VORDERBRUEGGEN  
TIMES STAFF WRITER

Every star needs a dress rehearsal. Even if the star is a train.

BART's leading lineup will take to the rails Monday in a weeklong dry run designed to get the cast and crew in shape for the May 10 opening of the Dublin/Pleasanton line.

"It's last-minute fine-tuning," said BART spokesman Ron Rodriguez. "It is a tricky bit of electronic maneuvering to get the new line to merge with the existing line. Every second counts."

The bad news is that potential Tri-Valley commuters will see plenty of empty BART trains rolling through Castro Valley, Dublin and Pleasanton — trains they cannot board.

The good news is they will be able to ride the new line between Bay Fair in San Leandro and Colma.

That means more cars more often for folks boarding between Bay Fair and Colma.

Thousands of Tri-Valley and Central Valley residents drive or ride express buses to the Bay Fair station in San Leandro, the closest place to board the train.

Currently, one line of 10-car trains runs between the Bay Fair and Colma stations. But starting Monday, two lines will be in use. The Dublin/Pleasanton extension will run seven-car trains to Colma, while the Bay Fair/Colma route will run eight-car trains. It won't add up to a full 50 percent more cars, however, because the two lines will not run on identical schedules.

Adding the Dublin/Pleasanton operation has been an engineering challenge, Rodriguez said.

Trains coming in from the Dublin/Pleasanton line have to merge with trains on the existing line.

---

## IN BRIEF

---

### Oakland

#### **BART to trim service from North Concord**

Direct BART service from the North Concord-Martinez station to South Hayward will be discontinued after today, the transit district announced.

BART operated two morning trains and two evening trains for the past two years to South Hayward. All other trains departing North Concord-Martinez go directly to San Francisco, and that route will continue.

Caltrans funded the South Hayward-bound trains with money from a traffic-relief fund for the Interstate 680-Highway 24 rebuilding project. Now BART needs the trains for the Dublin-Pleasanton extension, which opens May 10.

Beginning Monday, passengers going from Central Contra Costa to southern Alameda County should board a San Francisco-bound train and transfer in downtown Oakland, according to BART.

## Trimming BART's size

By Diane Sussman  
STAFF WRITER

MILLBRAE — Fed up with public hearings where they feel they have not been heard, a group of Millbrae residents hopes to place an initiative on the ballot to reduce the scope of BART.

"Like a lot of people who have gone to City Council meetings to speak out on this issue, I feel this is the only way we are going to have a say," said Tom Williams, one of the initiative's sponsors.

Called the Millbrae Mass Transportation Facility Control Act of 1997, the initiative seeks to limit the height, size and number of parking spaces at the Millbrae BART station. The massive station, the last one on an 8.2-mile extension from Colma, would link BART with CalTrain and provide BART service to San Francisco International Airport.

The \$1.2 billion project calls for an eight-story, 150,000-square-foot station with 3,000 parking spaces at Millbrae Avenue. The initiative seeks to limit the station to a 30-foot high, 3,000-square-foot facility with 250 parking spaces.

"This is a quality of life issue for Millbrae," said Williams. "We don't want Millbrae to become a giant parking lot for BART."

Although BART has all the necessary environmental and regulatory clearances, it has yet to receive approval for \$750 million in federal funding. If funding comes through this year as expected, the station should be finished by 2000. The Millbrae City Council also supports the project, which it believes will bring tourists and business to town.

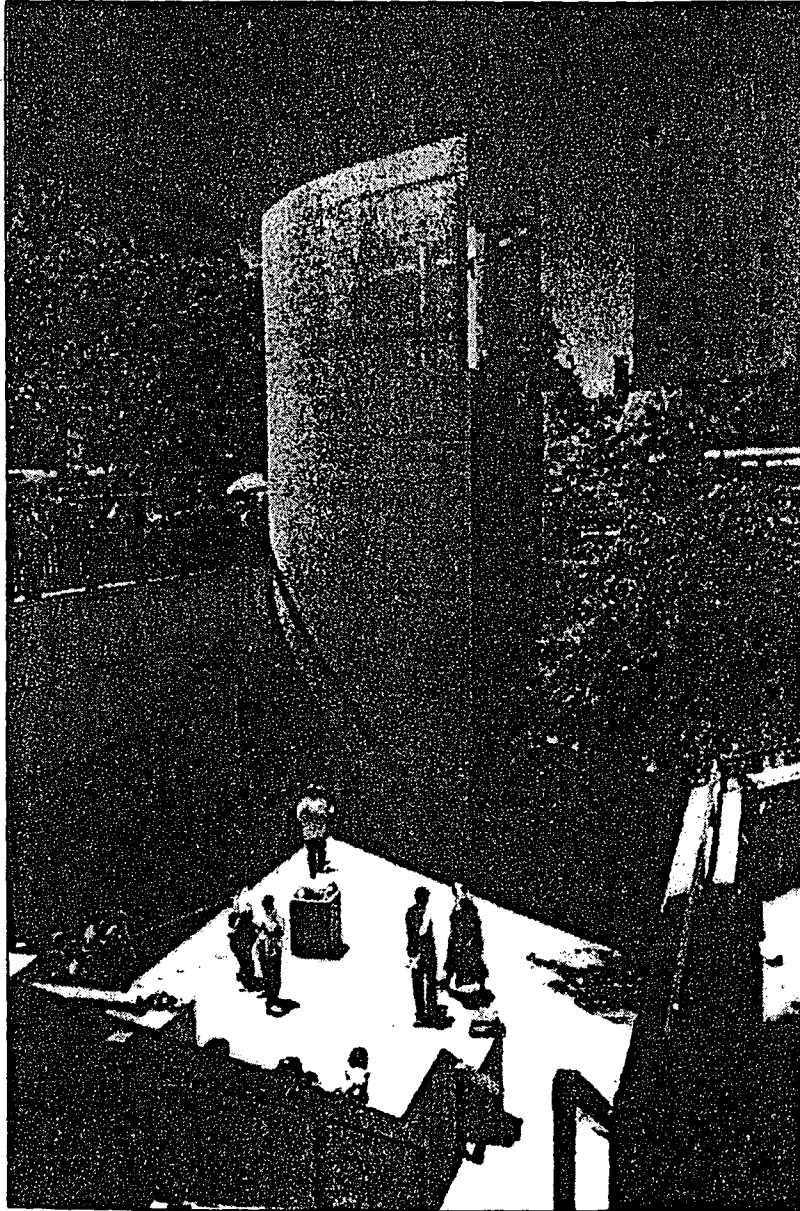
Williams and Joseph Caimotto filed a notice of intent to circulate a petition on April 21. The city must rule on it by Tuesday, and then organizers can begin gathering the 1,100 signatures needed to place the measure on the ballot.

Williams said there getting the required number of signatures shouldn't be difficult. "There is a huge amount of community support for this," said Williams. "No one wants giant concrete buildings overrun with commuters from other cities in one of the most crowded intersections in town."

Williams insists the group does not oppose BART altogether, or that it's affiliated with the Coalition for a One-Stop Terminal, a group opposed to the project.



## HALLIDIE PLAZA ELEVATOR



*An elevator that will allow handicapped people direct access to Hallidie Plaza and the Powell Street BART station will look like this artist's rendering. Construction started Wednesday on the elevator, which architect Michael Willis calls "a sculptural presence that will provide a bit of fluidity and sinuousness against the brutalist tradition of the plaza." The curved structure will be covered in gray-painted perforated steel and lit internally. It will cost \$469,300 and is expected to be in service by November.*

## Once bumpy, BART finances get back on track

By Kelly Sullivan

STAFF WRITER

PLEASANTON — Eight months ago, BART's financial outlook was dismal, if not downright catastrophic.

A 1996 short-range transit plan, prepared by BART's operating budget and analysis department, projected that the transit agency would be in the red within two years due to the new East Bay extensions. By 2000, when trains start running to San Francisco airport, Bay Area Rapid Transit District was expected to have a \$17 million deficit.

The report concluded that BART would have to shave internal costs or be forced to either raise fares or cut services.

However, a combination of factors — including an increase in ticket sales and sales tax revenue, and various cost-cutting strategies — have kept BART on track without changing fares or service.

The short-range transit plan projected BART's financial picture by crunching the highest inflation figures, the lowest ridership numbers, and the lowest increase in sales tax revenue, BART spokesman Ron Rodriguez said.

But ridership was higher than expected, climbing despite annual fare increments since 1995, BART officials said. The fare increases paid for BART to achieve compliance with federal disability regulations and a \$1 billion renovation of its existing 25-year-old system.

"We will have carried about 42.2 percent more people in 1997 than 1996," said Joseph Evinger, department manager for budgets and analysis.

This is partly because 1997 marked the first full fiscal year the North Concord-Martinez, Colma, and Pittsburg-Bay Point stations were in operation. Pa-

tronage there also was greater than expected.

Ridership for the North Concord-Martinez and Pittsburg-Bay Point stations, which opened December 1995, already has reached 80 percent of the ridership predicted for 2005, Rodriguez said.

The 14-mile Dublin-Pleasanton extension, to open May 10, is expected to pull in another 22,480 riders a day.

This year's total BART ridership is projected at 75.5 million, an all-time record, BART officials said.

In addition, sales and property tax revenue, which pay for half of BART's expenses, rose by 8 percent rather than the projected 4 percent or 5 percent.

BART also has cut costs by eliminating 94 management positions between July 1993 and June 1996, an annual savings of \$7 million, Evinger said.

Another expense-trimming factor included a power bill that came in at \$18.8 million rather than the budgeted for \$26.4 million.

Next year, BART is expected to save at least \$4.9 million and potentially \$9 million, Evinger said, because of new federal legislation that enables BART to buy federal power on the wholesale market, which is cheaper than local power.

All of these factors will help curtail the operational costs of the East Bay extensions — expected to be \$32 million, a significant chunk of this year's budget of \$269.1 million.

## Trimming BART's size

By Diane Sussman  
STAFF WRITER

**MILLBRAE** — Fed up with public hearings where they feel they have not been heard, a group of Millbrae residents hopes to place an initiative on the ballot to reduce the scope of BART.

"Like a lot of people who have gone to City Council meetings to speak out on this issue, I feel this is the only way we are going to have a say," said Tom Williams, one of the initiative's sponsors.

Called the Millbrae Mass Transportation Facility Control Act of 1997, the initiative seeks to limit the height, size and number of parking spaces at the Millbrae BART station. The massive station, the last one on an 8.2-mile extension from Colma, would link BART with CalTrain and provide BART service to San Francisco International Airport.

The \$1.2 billion project calls for an eight-story, 150,000-square-foot station with 3,000 parking spaces at Millbrae Avenue. The initiative seeks to limit the station to a 30-foot high, 3,000-square-foot facility with 250 parking spaces.

"This is a quality of life issue for Millbrae," said Williams. "We don't want Millbrae to become a giant parking lot for BART."

Although BART has all the necessary environmental and regulatory clearances, it has yet to receive approval for \$750 million in federal funding. If funding comes through this year as expected, the station should be finished by 2000. The Millbrae City Council also supports the project, which it believes will bring tourists and business to town.

Williams and Joseph Calmotto filed a notice of intent to circulate a petition on April 21. The city must rule on it by Tuesday, and then organizers can begin gathering the 1,100 signatures needed to place the measure on the ballot.

Williams said there getting the required number of signatures shouldn't be difficult. "There is a huge amount of community support for this," said Williams. "No one wants giant concrete buildings overrun with commuters from other cities in one of the most crowded intersections in town."

Williams insists the group does not oppose BART altogether, or that it's affiliated with the Coalition for a One-Stop Terminal, a group opposed to the project.



JAY SOLMONSON — staff

Rick Porter, bus stop shelter maintenance manager, installs a new WHEELS sign on Santa Rita Road near Valley Avenue in Pleasanton.

## FARE INFORMATION

Bay Area Rapid Transit — 441-2278

(San Ramon Valley:)

County Connection — 676-7500

(Livermore, Pleasanton, Dublin:)

WHEELS — 455-7500; DART — 447-3278

(San Joaquin County)

SMART 1-800-469-8674

# New BART station to be bus magnet

By Kari Hulac  
STAFF WRITER

Bus companies from San Ramon to San Joaquin County are chanting a new mantra: Get as many people as possible to the Dublin/Pleasanton BART station.

That spells improved bus service for all riders. More buses will transport more people from more communities, say officials from three area transit authorities.

"It's a huge change for us," said Merrie DuFrene, WHEELS spokeswoman. "This is basically the fulfillment of a dream. It's going to put the Tri-Valley hooked into a regional transit system. We've been prepared. We've planned for this."

Think of the new station as a bus magnet. Commuters who now have long bus rides to BART stations in San Leandro or Hayward can ride a WHEELS or County Connection bus to the Dublin/Pleasanton station, which opens May 10.

Livermore riders who are

accustomed to sitting on a Pleasanton-bound bus for an hour while it snakes around the city will be able to hop on a WHEELS express bus that will fly down Interstate 580 to the new station in 14 minutes.

San Ramon Valley neighborhoods that never had bus service will be served by County Connection, which created three routes to the new station.

Bus service changes also stretch to Stockton. SMART, run by the San Joaquin Regional Transit District, is doubling its service.

Instead of sending one bus to BART's Bay Fair station, SMART will use two 39-passenger buses to shuttle residents of Stockton, Lathrop, Tracy and Manteca to the Dublin/Pleasanton station.

"I think there's a great demand for new service to this station," said Alane Wong Masui of SMART. "I think this is something people are looking forward to."

All three bus services — WHEELS, County Connection and SMART — are adjusting their timetables and routes to mesh with BART's schedule.

For example, County Connection's Bishop Ranch-BART sta-

tion service, Route 970, will try to get riders to work on time. The route will operate only from 6:56 a.m. to 8:40 a.m. and from 4:30 p.m. to 6:30 p.m.

Such changes are good news for transit authorities and anyone who wants to see less congestion on area freeways and roads.

WHEELS bought 12 buses a year ago in anticipation of the new BART station. It took over the local BART Express service in April. That added 2,000 riders a day, bringing the daily ridership up to 6,500.

WHEELS isn't sure how many of those 2,000 riders will take a bus to the Dublin/Pleasanton station. Some may decide it's easier to drive, but a predicted parking crunch may keep many on the bus, DuFrene said.

The Dublin/Pleasanton station will be a new transfer center for riders who want to switch from one bus service to another.

For example, County Connection's Route 121, which now terminates at Stoneridge Mall, will go from the Walnut Creek BART station to the new BART station.

People headed to the mall may be upset, but County Connection is trying to make it easy for those riders to transfer to a WHEELS Route 10 bus or the new DART service, a van that

WHEELS will run on the hour from the BART station between 9 a.m. and 2 p.m.

There's no cost to switch between the two bus systems, said Rick Ramacier, director of service planning for County Connection.

County Connection created two other routes to the new station — a commuter express bus that will run between the BART station and Bishop Ranch and a San Ramon shuttle that provides bus service for the first time to parts of Old Ranch Road.

Passengers can ask the shuttle driver in advance to drop them off closer to their homes in an area that includes Broadmoor Drive, Pine Valley Drive, Davona Drive and Alcosta Road. Riders can get on the shuttle by flagging it down along a fixed route.

The service changes will be an improvement — especially since service was reduced in San Ramon and Danville when County Connection had budget woes in 1995, Ramacier said.

When County Connection took over BART's Express service its average daily ridership increased from 1,700 to 2,400. About 3,000 people a day are expected to ride when the BART station opens.

LETTERS TO THE EDITOR

# BART's SFO station too expensive

**BLAME LOCAL** politicians and planners — not Congress — for any delays in getting BART to SFO. Their \$1.2 billion, 8.2-mile monstrosity would cost about \$143 million per mile.

BART is now completing its 14.2-mile Dublin-Pleasanton extension for about \$517 million — less than \$37 million per mile — and that included heavy freeway and structural work not needed with SFO.

Why the huge cost difference — \$143 million vs. \$37 million per mile for two very similar BART extensions? It's all in the planning. Were SFO on the surface (instead of in a tunnel as planned) with a CalTrain/BART intermodal transfer in San Bruno, the cost would be up to half a billion — read that \$500 million less.

The original commute line followed this route from 1864 until the Bayshore cutoff was opened in 1907. The railroad grade still lies there — safe above the flood plain under which the planners would have BART tunnel. All that is needed (except crossing under CalTrain and over 101 into the airport) is to restore tracks to that old railroad grade, upgrade them to BART standards, and build a few grade separations at somewhere around \$8 million each.

Congress is just doing its duty of safeguarding the public purse.

It's the locals who need to go back to the drawing board. They'd save bundles of money — and time, too — by adopting the concepts I've repeatedly presented to them.

**Robert S. Allen**  
former BART Director

## BART has been wasting our money

**IN "BART station adds final touches"** April 20, the article says, "BART reminds drivers that they need to pick a lot. Motorists won't be allowed to take the under-the-freeway shortcut; only buses can zip through that way."

Then, in reference to the four kiosks, BART's spokesman Ron Rodriguez says with respect to the services they hope will fill the kiosks, "You get off the train, and it's there." The goal is to save commuters time and reduce pollution.

What a contradiction. We'll save you a few minutes and cut down on pollution by providing a flower shop at BART, but it's too bad if you pick a parking lot that is full. You'll just have to drive a mile or so to get to the other one, although there is a shorter way.

In an earlier BART article, they say that there is no money to pay for any more parking at the Dublin/Pleasanton station — even if that provided is not adequate.

My question is whether anyone except me noticed the ridiculous amount of time (which means dollars) required to construct the undulating cover at the station. Why didn't they design a very attractive cover using standard metal roof materials?

I'm sure most people would find anything more pleasing than

what we have, and would prefer if the wasted money had been used for more parking spaces.

Then to top everything off, the April 20 article says, "The station features many aids for the disabled — improvements being paid for by BART fare increases."

Fares are raised to pay for aids that are needed while BART continues to waste money on the unnecessary. Are the inmates running the asylum?

BART is needed, but the price for its use is getting out of hand. For St. Patrick's Day my wife, daughter and I took BART from Rockridge to Market Street. The fare is \$2.50; give or take a few cents per person per way. And that was a short trip.

Let's face it. If the price is too high, the only riders BART will attract are those without cars or when time can be saved.

Many people will stay in their cars for good reasons: convenience and it's less expensive.

Until the managers of BART are held accountable for their decisions and prices are brought under control, BART will continue to be an expensive means of transportation with a better alternative most of the time — the automobile.

**Marcus Libkind**  
Livermore

# Starting May 10, take BART to Castro Valley, Pleasanton...


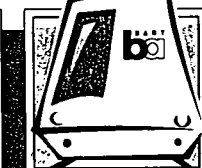



## WIN A SUNTRIP TO MAUI FOR FOUR AND MORE!

We're celebrating the grand opening of BART's new Castro Valley and Pleasanton/Dublin stations by awarding great prizes every day! Enter the ANG Newspapers BART to the Valley Celebration contest and watch for your name to appear in our daily winners list (in ads that look like this one) May 9 through 16. And on Sunday, May 18, we'll announce our Grand Prize winner - if it's you, you'll win an 8 day/7 night Maui vacation for four from SunTrips!



(No purchase necessary. See complete rules in today's Classifieds.)

<p>Enter today! Win cool prizes!</p>	 <p>Roundtrip Dublin to S.F. <b>BART TICKETS</b> Seven winners daily!</p>	 <p>High Value (\$30) <b>BART TICKETS</b> Five winners daily!</p>	 <p><b>MAUI VACATION</b> Winner announced in our Sunday, May 18 editions!</p>
--	--	--	---

### Official BART to the Valley Celebration Entry Form

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ APT. \_\_\_\_\_

CITY \_\_\_\_\_ ZIP \_\_\_\_\_

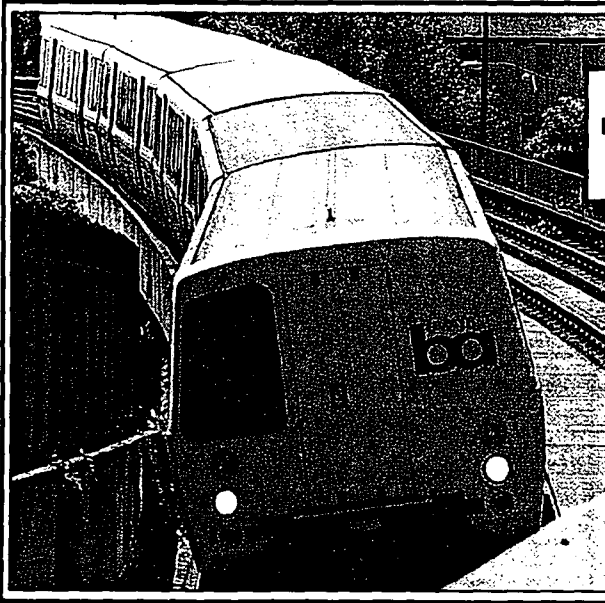
DAYTIME PHONE \_\_\_\_\_ EVENING PHONE \_\_\_\_\_

Watch for your name to appear in the paper each day from May 9 through May 16 to see if you've won!

Grand Prize winner will be announced May 18!

ENTRY DEADLINE: MAY 15, 1997 · MAIL COMPLETED ENTRY FORM TO:


ANG Newspapers BART Celebration, P.O. Box 10367, Pleasanton, CA 94588



**BART STARTS  
Dublin/Pleasanton & Castro Valley  
9 DAYS**

Because it's a lot safer than falling asleep in your car. Did you know that while you're sleeping on BART you'll be getting to your destination faster? In fact, studies show that BART riders get to their destinations during peak commute hours much faster than people who drive their cars. Getting to the station is easy too, with new bus service from your local transit agencies. So take BART, and catch up on your sleep. Safely. BART's new stations opening **May 10, 1997**. For more information call 441-BART.

**BART**  
**ba**



**Alameda County Congestion Management Agency**



# BART run from Dublin starts at 6:03 a.m. May 10

**By Kari Hulac**  
STAFF WRITER

While most people are still snoozing at 6:03 a.m. May 10, BART train will lug its first load of passengers up the steep Dublin grade out of the valley, forever changing how 22,000 people a day get from here to there.

Folks familiar with modes of mass transportation might yawn to hear that two new BART stations — Castro Valley and Dublin/Pleasanton — are about to open. Here are a few facts that might impress those skeptical observers.

The extension, which will be blue on BART's new system map, connects with the existing Fremont Line just south of the Bay Fair station in San Leandro. It veers east, enters the median of Interstate 238 and then the median of I-580, and extends 14 miles into the Tri-Valley.

The new maps came back from the printer Tuesday and will be distributed at the stations next week, BART said.

Riders can hop on a train at the Dublin/Pleasanton station, which straddles Interstate 580 between Dublin Boulevard on the Dublin side and Owens Drive on the Pleasanton side, and ride to Daly City without transferring to another train.

The Dublin/Pleasanton station was built with 2.2 million pounds of rebar, 12,000 yards of concrete and 4,700 square feet of granite tile. The 14-mile extension used 50,000 railroad ties.

When the new stations open, BART will add six trains, said Ron Rodriguez, BART spokesman.

That means 56 trains will be dispatched 698 times a day — a 26 percent increase over the current 552 runs.

A single rail car weighs 61,410 to 63,067 pounds, depending on the model. A train has three to 10 cars, depending on the time of day. Those trains average 36 mph with 20-second station stops.

They'll have their work cut out for them as they leave the Dublin/Pleasanton station and begin climbing the Dublin grade, which is 4 percent — the steepest in the BART system, according to BART officials.

There will be 74 employees working at the Dublin/Pleasanton and Castro Valley stations. Among them are five police officers, 39 train operators and 12 station agents as well as train cleaners, janitors and managers.

The \$517 million station was paid for by taxpayers and BART riders through federal and state grants, state rail bonds, bridge tolls, BART reserves and the San Mateo County Transit District tax, a half-cent sales tax receipt passed by Alameda County voters.

The total project was estimated to support, directly or indirectly, more than 29,000 jobs during construction.



# Computer price soars for BART

**By Ronna Abramson**  
STAFF WRITER

The price tag on a computer system designed to operate trains on the Bay Area Rapid Transit extensions is soaring \$13.3 million higher than what rail officials expected in 1992 when they approved the original contract.

Nearly 160 change orders have brought the cost of the "automatic train control system" along BART's three extensions to \$50.2 million, 36 percent higher than the original \$36.9 million low bid approved by the BART board in April 1992.

BART spokesman Mike Healy cited many factors for the increasing costs, including rainy seasons that delayed construction and then access to the tracks and missing documents on the existing system that made integration more difficult.

"Cutting over in the middle (of the Fremont line) just proved to be a larger problem, I think, than anybody anticipated," added BART President Margaret Pryor, noting the unforeseen complexities of connecting the Dublin extension miles away from the end of the Fremont line.

## **Aged equipment**

Difficulties in integrating the new computer technology with BART's 25-year-old train controls and construction related problems delayed the Dublin/

Pleasanton extension opening, now scheduled for May 10, by 18 months.

The contract, now nearly 97 percent complete, also covered the train controls for the Colma extension in San Mateo County and Pittsburg/Bay Point in Contra Costa County.

## **Analysis ordered**

The latest change orders, approved by a BART committee last week, covered additional technical analysis to demonstrate the system's safety and additional training and related equipment.

Even with the cost overruns, however, the contract with General Railway Signal Corp. falls below its two competitors' bids five years ago, which came in at \$61.9 million and \$105 million.

At the time, the engineer's estimate totaled \$75.4 million.

## **BART Deal highly questionable**

### **Editor:**

The San Mateo County residents have, for a number of years, been told by two big PR offices in San Bruno and Millbrae that BART-SFO is the cure-all for the gridlock on Freeway 101. Two pro-BART-SFO county supervisors, Huening and Nevin, must have seen the latest county transit study report that states we will have growth and gridlock beyond the year 2010. Therefore, the BART-SFO extension will do nothing but create more gridlock in the cities where they build these huge free parking lots to attract riders.

### **Question No. 1**

Can U.S. tax dollars for rail be used to build free parking lots? It seems to me that if BART were to build rail and platform stations only to SFO, the projected cost would be a lot less than the 1.2 million they are now asking for a lousy 8 miles. Also, the cities involved should own and build the parking facilities needed, since they are really the ones getting the traffic problems and additional costs for BART coming through their cities. (Note: San Francisco does not have any free parking lots along the BART line. You gotta pay, baby, 10 to 15 dollars per day to park in S.F.)

### **Question No. 2**

Can S.F. and BART use U.S. tax money on the BART-SFO extension with the stipulation that only union labor can work on the airport premises? Whatever happened to the Federal right-to-work law? Is this stipulation a violation of that law?

### **Question No. 3**

Why should airport employees get a fare reduction of 25 percent for BART? Giving a special perk to BART employees is also discriminating. My company does not pay for my fare to and from work. All users of BART should pay the same fare. It is only fair and equitable.

### **Question no. 4**

How can the Federal Government approve rail money to the BART-SFO extension when BART is still under investigation by the FBI for corrupt practices; and what about the latest BART snafu with SF Supervisor Mabel Teng coming all the way back from China so she could cast a vote for the BART-SFO resolution, after it was not passed on the first vote by the Board of Supervisors?

What an affront to the San Mateo County voters. They cannot even vote on BART to SFO.

Our supervisors will not put it on the ballot, yet one person can come all the way from China to vote "yes" and, thereby, okay BART to SFO.

In my opinion, these so-called democratic governments have become "oligarchic" (which is rule by a few and they are usually corrupt).

**Henry W. Crosby**  
**San Bruno**

# \$13 million cost overrun for BART

## Rain, technical glitches hike price of new system

By ROBERT OAKES  
TIMES STAFF WRITER

OAKLAND — A computer system that controls BART trains will cost at least \$13.3 million more than officials expected when they approved the deal five years ago, according to transit district records.

Weather delays, technical glitches and problems connecting new computers with original BART equipment from the 1970s pushed costs 36 percent over the original budget. Total expenses will exceed \$50 million.

Most work has finished, but costs continue to climb. BART board members last week approved \$1.4 million in changes, adding to nearly 160 separate change orders since the contract was signed in 1992.

"No one is happy with the cost overruns," said BART Director Joel Keller of Antioch. "But it's also important to keep the project going on schedule."

Transit agency officials last summer called the train-control system the biggest factor for delays in opening three stations — Pittsburg-Bay Point, Dublin-Pleasanton and Castro Valley.

Train-control computers must function perfectly to avoid delays, a major concern when Dublin-Pleasanton opens May 10 and increases the number of trains operating at rush hour from 50 to 56.

Overruns also come as BART prepares to issue some of the biggest construction contracts in its history for the San Francisco International Airport extension. Critics claim that costs could climb there and make the project more expensive than BART predicts.

Train-control equipment performs well, BART officials said, and the overall cost of new extension lines in Contra Costa, Alameda and San Mateo counties still remains on budget at \$1.19 billion.

For train-control computers, however, more expenditures became necessary to get stations open and start passenger service, according to BART.

Pittsburg-Bay Point opened in December. Dublin-Pleasanton and Castro Valley will debut several months late.

The contract with General Railway Signal Corp. is about 97 percent complete. The company will provide warranty service after BART accepts equipment, said Dan Donatello, a vice president with the Rochester, N.Y.-based company.

Unresolved claims could still increase costs.

Such claims can interrupt work when a government agency and contractor disagree about who should be held responsible, but General Railway Signal and BART agreed to keep working rather than slow progress.

"We're more focused on getting the job done," Donatello said.

Keller said BART remains concerned about costs but also felt work needed to move forward.

"The goal is to get the trains running and safe," Keller said.

"I would rather put the money into the ongoing system rather than pay a bunch of lawyers to decide who was right and who was wrong."

BART probably should have upgraded train-control computers a decade ago, said Director Pete Snyder of Dublin, elected to the BART board in November.

"Those days are gone," Snyder said. "We need to get this done, get it on board."

Computers along tracks and at stations control acceleration, braking and other movements as trains travel up to 80 mph.

The district in 1992 needed a new

## HOW COMPUTER COST GREW

BART board approved:

■ **April 1992:** \$36.9 million contract with General Railway Signal Corp. to design, furnish and install the system. BART had estimated the cost at \$75 million.

■ **July 1995:** \$1.7 million in changes, including relocation of equipment buildings on the Dublin-Pleasanton line.

■ **December 1995:** \$410,000 more for the Pittsburg-Bay Point station because of weather delays.

■ **February 1996:** \$1.6 million because of a 240-day rain delay on the Dublin-Pleasanton extension.

■ **April 1997:** \$1.4 million for training, safety analyses and equipment modifications.

■ **Other:** About 160 separate change orders so far add up to an additional \$8.2 million.

---

**"We're more  
focused on getting  
the job done."**

— Dan Donatello

---

train-control system that could connect extension lines with original equipment on the core track network. BART estimated equipment would cost \$75.4 million, but General Railway Signal submitted a low bid of \$36.9 million.

Two other companies submitted bids of \$61.9 million and \$104.9 million.

Engineers had trouble connecting original BART computers with the new equipment, also installed for the Colma station that opened in February 1996 in San Mateo County.

Rainy winters also slowed construction and delayed train-control installers from getting access to tracks, according to BART documents.

General Railway Signal must conduct training for BART maintenance personnel and do clean-up work before BART formally accepts the contract as complete, said BART spokesman Mike Healy.

## \$812 million on the line

By Dan Seaver  
STAFF WRITER

San Mateo County officials are on pins and needles these days, awaiting word on federal funding for three multimillion-dollar projects.

The largely Democratic county is asking the Republican-controlled Congress for \$750 million for BART, \$52 million for a tunnel at Devil's Slide and \$10 million to turn Bair Island into a wildlife preserve. And this Congress is committed to tax cuts and budget reductions, making limited dollars even more scarce.

"All projects face a difficult road," said Rep. Tom Lantos, D-San Mateo. "We are in a period of fiscal stringency in Washington."

While some counties, such as Los Angeles, regularly land numerous grants, Lantos said San Mateo County could become one of the top recipients of federal money this year if Congress gives all three projects the green light.

With different funding sources, the rail, road and refuge projects are not in competition with each other. Congress has already earmarked a portion of the money for Devil's Slide. But Bair Island and BART are vying with similar projects nationwide for limited federal dollars.

If approved, BART's \$750 million would be 13 percent of the proposed \$5.8 billion federal budget for new rail projects.

The \$10 million sought for Bair Island from the \$167 million Land and Water Conservation fund would be 6 percent of that proposed budget.

Not bad for a county with one-quarter of 1 percent of the U.S. population.

But labeling those projects pork barrel for The County misses the bigger picture, says Mary McMillan, San Mateo County's legislative aide.

"These are Bay Area or state projects," McMillan said, and building broad-based regional support is a key to winning approval. The BART extension is part of a regional transportation system, she said; Bair Island will become part of the Don Edwards San Francisco Bay National Wildlife Refuge; and fixing the unstable section of Highway 1 at Devil's Slide is important for tourism, one of the top industries in the state.

That may be part of the reason that San Mateo County's representatives, Lantos and Rep. Anna Eshoo, D-Atherton, have been aided in their lobbying efforts by colleagues — mostly Democrats — from all over the Bay Area.

But that can backfire.

Partisanship can play a role in appro-

priations, said Congressional staffer David Whitestone. But he said his boss, Rep. Frank Wolf, R-Va., who oversees the House transportation budget, supports projects based on cost, local backing and project merit, not party politics.

Still, Sen. Barbara Boxer, D-Calif., has tried to boost the bipartisan support of BART to her Republican colleagues who have the final say on funding. Last month, Boxer paraded a series of business leaders through Washington in support of BART, a move calculated to make the project appear more Republican, said Boxer spokesman Dave Sandretti.

At the same time, BART supporters have spent years citing ballot initiatives to demonstrate local approval for the project.

The Devil's Slide project was helped by the popular support for the tunnel demonstrated by the passage of Measure T in November. That — and the fact some money was set aside for a bypass more than a decade ago — may be the reason Devil's Slide may land the funding, Whitestone said.

The \$10 million requested for Bair Island, if approved, would be the largest single wildlife refuge appropriation this year.

That is why supporters are working hard to demonstrate local backing and to show their willingness to put forward local dollars. Of the \$15 million purchase price for the land, local donors are expected to pitch in \$5 million, which would be the largest ever for a wildlife refuge, said Audrey Rust, who is heading the fund-raising effort.

The chance of getting the \$10 million is also much improved by the fact the land is now for sale, according to a staffer for Eshoo.

"The last time Congresswoman Eshoo requested the money (for Bair Island), she had a large mountain to climb in that there was no willing seller. That has changed," said the aide, who did not want his name used.

OPEN FORUM

# CalTrain — Right Track for Region

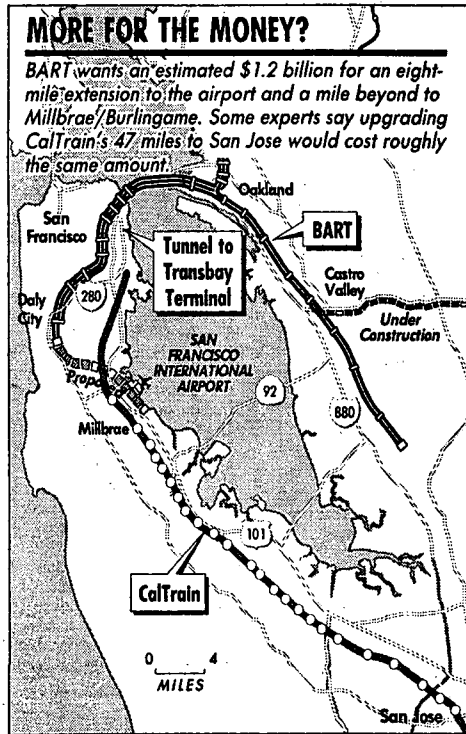
## Put money on San Jose route, not BART to SFO

By Peter Lydon

Can we stop and think for a moment before we go off a cliff? Heavy-duty bargaining is in full swing, but the Bay Area should hope that BART's drive for big federal money for its extension to San Francisco International Airport will fail. The airlines' objections to sharing costs may not be sound ones, and many of the problems in Congress may be mindlessly partisan, but the BART to SFO project is a boondoggle raid on federal and local treasuries, a camel born of a hundred committees after a 20-year gestation.

With the airport expanding, Silicon Valley booming and gridlock on the Peninsula tightening, we certainly need serious rail transportation between San Francisco and both the airport and the Peninsula/San Jose. There are two solutions. The first consists of BART to the Airport and BART-around-the-Bay. But our gleaming symbol of modernity features extra-wide gauge tracks (increasing the expense of all its hardware), and an inability to run express trains even when its route distances become very long. BART swings in a wide loop westward to Daly City, and would have to circle back eastward to SFO, costing every passenger at least 10 minutes per trip. Running time from downtown San Francisco to SFO: 35 minutes. Price tag for BART to SFO: \$1.2 billion or more. Improvement onward to San Jose: None.

The second, badly neglected, option is CalTrain. It is clunky now, but a diamond in the rough. Its straight-line route could link San Francisco and SFO with a non-running time of about 15 minutes. It



already has fine track the entire length of the Peninsula-South Bay corridor, except for the last couple of miles into downtown San Francisco. For \$600 million, these miles can be tunneled to the Transbay Terminal, within about a block of the Montgomery BART-Muni station on Market Street.

The CalTrain line historically created the Peninsula as we know it, and city centers cluster around its stations like beads on a string. It operates both express and local service (and its grade-crossing problem is being remedied now by continuing programs). There are no technical obstacles to electrifying the CalTrain line or to using lighter modern rolling stock, which could look much like BART cars (although less expensive), and could run at better than BART speeds and frequencies.

Why, then, are we on the threshold of building BART to the airport? BART is a unified organization that has relentlessly pushed its expansion to the airport. In contrast, CalTrain's Joint Powers Board, with representatives of San Francisco, San Mateo and Santa Clara counties, has squabbled over individual county interests. The board has left the CalTrain case unmade and has let a fantastic regional asset go undefended. It looks like a bad lawyer whose bungling lets an innocent client lose.

BART wants \$1.2 billion for an eight mile extension to the airport and a mile beyond to Millbrae/Burlingame. To upgrade CalTrain's 47 miles to San Jose would cost roughly the same amount, covering the extension to the Transbay Terminal, electrification, new trains and station upgrades.

For the same cost as BART to the airport, the region would get modern, BART-level service by CalTrain to the airport, as well as modern and frequent service (say, every 12 minutes at midday) all the way to San Jose.

CalTrain's present once-an-hour dinosaur trains stranding riders at Fourth and Townsend are misleading. Instead, think of electric trains looking as modern and running as frequently as BART trains, and going all the way downtown. Think about the directness of the right of way, about express and local service (e.g., San Jose-San Francisco in 40 minutes), about easy and productive harmonization with California's planned high-speed rail, and about the modern "transit villages" CalTrain can support around its stations.

To put CalTrain to use, and to get real value for our transportation dollar, we should drop the wasteful and obstructive BART to the airport project right now.

Peter Lydon, a retired federal civil servant, lives in Berkeley.

# San Mateo County Times

Monday, April 28, 1997

## Time for a reality check

**IT'S TIME** for everyone, especially San Francisco residents, to conduct a reality check on the BART to SFO project.

In 1994, San Francisco voters passed Proposition I, voting for BART directly into the airport with the proviso that no general funds would be used.

What we have now is BART to Millbrae/Burlingame, with the majority of service directed away from SFO into Millbrae and with the airport obligated to come up with \$200 million to service its portion of the BART bond issue.

The lion's share of those funds will be concession income. The airport is supposed to be remitting a substantial percentage of those same concession dollars to the general fund. The city may be losing millions over the life of the bonds.

What started out as simply BART to SFO is now split into two separate lines, with the track to SFO designated as a spur line in communications to Congress.

The fact is, less than 50 percent of BART trains are scheduled to go into SFO. During peak periods, two out of every three trains will go to Millbrae, not the airport. On Sunday evening, the airport's peak period, there will be a BART train every 40 to 60 minutes.

BART, under the banner of BART to the airport, is diverting essential airport service to Millbrae to suit its own ambitions of "ringing the hay."

Were you aware that SFO already has the highest percentage of transit use by air travelers of all the airports in America?

BART doesn't tell people that. The fact is, once BART is in place, they will make no dent in auto use or Super Shuttle use, and what few passengers they will pick up will simply be pirated from SFO Airporter.

**Pam Rianda**  
Chair, Coalition for a One-Stop Terminal

## There's gold in them thar railroad ties

**N**EVER let it be said that the Bay Area Rapid Transit District did anything halfway. If BART has a hand in it, you can bet it's going to be top-of-the-line, a veritable Mercedes Benz of rail.

That's certainly the case on the west side of San Francisco Bay. It is there, south of the Peninsula graveyard suburb of Colma, that the public transportation system is planning to lay tracks of gold.

BART's proposed eight-mile link to San Francisco International Airport and Millbrae is projected to cost a whopping \$1.2 billion.

The federal government's share —

\$750 million — is being held up in a U.S. Senate transportation subcommittee chaired by Sen. Richard Shelby, R-Ala. When it is released — soon, we expect — it will allow work to begin this summer.

That's the good news. The bad news is the price tag. The cost of the rail line to SFO works out to more than \$28,400 per foot.

---

*The BART line to SFO will cost  
\$28,000 a foot to build.*

---

Or, to put it another way, that \$1.2 billion would provide 60 million taxicab rides, at \$20 apiece, from the airport to downtown San Francisco.

As BART officials sweat out Shelby's machinations in Washington, D.C., they are no doubt praying that he and his staff don't do the SFO math.

# Threading a line to SFO is delicate political maneuver

Area lawmakers handle  
item with kid gloves

By **Ronna Abramson**  
STAFF WRITER

So how much has the Bay Area congressional delegation done during the lengthy and contentious effort to extend the Bay Area Rapid Transit District's rail line to San Francisco International Airport?

And should they have done anything at all — first in the battle between the public transportation agency and the airline industry, and now in the fight between BART and a San Bruno card room owner whose parking lot is threatened by the extension project?

It depends on who one talks with, and even then there are no clear answers. BART officials don't want even remotely to take the chance of offending a single delegation member. Delegates themselves either say they are too busy to comment or speak in vague terms.

By their number and seniority — 11 Democrats and one Republican — it would appear the delegation is one to be listened to. But even in a supposedly kinder, more gentle Congress, Democrats are out of fashion, particularly in committee and subcommittee chairmanships now held by Republicans and critical to the flow of money.

Perhaps providing a modicum of cover for fellow Democrats, U.S. Rep. Ellen Tauscher says: "It's not a Bay Area delegation problem. It's a BART problem."

Pleasanton's Tauscher, who unseated two-term Republican Bill Baker of Walnut Creek in

November's elections, noted the delegation "has worked very hard behind the scenes" to move the project forward.

Besides, she added, problems have cropped up that delayed the project. She cited money and design concerns a couple years ago, when Congress forced BART to change its plan from a subway to a cheaper aerial route, and then the airlines.

Being political realists, BART officials have nothing but praise for the delegation. Still, BART Director Dan Richard acknowledged the project was hurt by the loss of Baker, whom he called a "strong Republican advocate in a Republican Congress."

Baker could not be reached for comment. But his former chief of staff, Bill Wichterman, argued that the Bay Area is worse off without Baker's Republican representation and his position on the House Transportation and Infrastructure Committee.

"Baker knew all the players," Wichterman said. "He knew the facts, he knew the history."

Tauscher took Baker's spot on the committee, but not his access to fellow Republicans.

The lone Republican in the delegation, U.S. Rep. Tom Campbell of Campbell, at least has the ear of the person who is holding up a decision on BART's \$750 million funding request to get the \$1.2 billion project under way. He has met with U.S. Sen. Richard Shelby of Alabama, the new chairman of the Senate Appropriations Committee's subcommittee on transportation, who has stalled the project for further study.

Campbell declined to discuss the project, but through an aide said it is at a "delicate point."



# 'Big spender' pulls 'big guns' to battle against extension

Card room owner  
fights to save 65  
parking spaces

By Ronna Abramson  
STAFF WRITER

In its painfully long process of trying to push an 8.2-mile line extension to service San Francisco International Airport, BART has taken on the \$70 billion-a-year airline industry and made substantial concessions for its support.

But the Bay Area Rapid Transit District's struggle continues. Its plan challenged by a card room operation in San Bruno that is fighting to save its parking lot from the bulldozers. Here too, BART is facing a tough sell.

Airline interests spent some \$240,000 on the matter last year, according to federal Lobbying Disclosure Act reports. On his own, Dennis Sammut, through his Artichoke Enterprises, paid the Washington, D.C.-based Swidler & Berlin law firm \$420,000 in 1996 to work against BART's extension plan — more than three times BART's \$131,705 annual contract with a Capitol Hill lobbyist.

Sammut's intense efforts locally and in Washington to save his Artichoke Joe's parking lot have bewildered BART officials and the agency's lobbyists. The magnitude of involvement has landed the company on a "Big Spenders" list of major clients and their hired guns, published by Washington-based Legal Times.

## 'Incredible'

"It's incredible," said Jim Copeland of Copeland, Lowery & Jacquez, BART's Capitol Hill lobbyist. "I've been involved in lobbying ... for 17 years. I've never seen this kind of expenditure and these kind of resources against anybody — against a public entity for sure."

"They've taken it upon themselves to challenge the project in any area they think it might be vulnerable," he added. "I don't see it stopping."

Sammut did not return telephone calls seeking his comment, but Barry Drenfeld of Swidler & Berlin said the firm has been analyzing BART documents to "provide questions or facts to the decision makers in Washington" about everything from the project's financing to other alternatives.

"We've been firing off a lot of information. I think in a very constructive tone," Drenfeld said. Sammut's aim, Drenfeld said, is not to kill the project but to change it.

BART Director Dan Richard characterizes the effort as a "very aggressive disinformation campaign."

## Fears loss of lot

What is clear, though, is that Sammut fears losing his card room's parking lot during construction and the effect that would have on his business, said his attorney, Bo Links. "He loses the parking lot, he's out of business," Links said.

BART proposes to take away, no more than 65 parking spaces, at one time during construction, and would replace them with spots nearby. The lot has several hundred spots.

Sammut is suggesting a different rail route, with a BART station west of the airport that connects to CalTrain. BART insists on the airport stop and wants to continue trains south to Millbrae, to connect with CalTrain.

Meanwhile, the city of San Bruno, where Sammut's family has been in business since 1916, does not share Sammut's fears and believes it will be able to plan for the construction, said George Foscardo, director of the city's Department of Planning and Building.

Also, unlike in other cities with card rooms, less business at Artichoke Joe's would not necessarily mean a drop in the city's taxes. Instead of a percentage of the card room's revenues, San Bruno charges a table tax that adds about \$1 million a year to its coffers.

Beyond his activism in Washington, Sammut is helping finance local opposition to BART's plans. He donates money to the Coalition for a One-Stop Terminal, or COST, a Peninsula group dedicated to fighting plans to extend BART from Colma to Millbrae. The group has filed a lawsuit against the project.

# No mercy from tough anti-BART lobbyists

Opponents spent \$660,000  
to derail expansion to SFO

By Ronna Abramson  
STAFF WRITER

There is an axiom in government when it comes to determining the probable success or failure of an idea: Follow the money.

Doing so shows at least one reason the Bay Area Rapid Transit District got slammed by the airline interests in a nasty little fight over extending the BART line from Colma to service San Francisco International Airport.

In Washington, D.C., where money is as ingrained in national government as partisan politics, opponents of the proposed extension last year spent \$660,000 on lobbyists — five times more than BART — to derail the line as initially structured, reports filed under the Lobbying Disclosure Act show.

Clearly, BART was financially and politically outgunned by the airlines when the extension fight moved from the agency's Bay Area back yard to the serpentine halls and offices of Congress.

In addition to the lobby money specifically directed against BART, Federal Election Commission records show the \$70 billion-a-year passenger airline industry contributed an additional \$865,000 to federal lawmakers and political party

committees between Jan. 1, 1995, and Oct. 16, 1996.

As a public agency, BART is prohibited by law from contributing to congressional campaigns.

In its quest to extract funding from federal lawmakers for the extension — \$750 million now to break ground on the \$1.2 billion project — the transit district had to cut a deal with the airlines in negotiations BART President Margaret Pryor said were so brutal she had to leave one day and go to church.

The resulting agreement, directors acknowledged, was bitter to swallow. But BART officials say it was the only way to buy a chance at moving the project forward.

## A bartering BART

By agreeing to lease the airport station for 50 years, and by giving airline employees a 25 percent discount for any train ride to or from the station, BART will end up paying an additional \$3.5 million a year. The amount likely will be passed on as a surcharge at the four new San Mateo County stations in South San Francisco, San Bruno, the airport and Millbrae.

Edward A. Merlis of the Air Transport Association of America, downplayed the airlines' efforts in Washington. He estimated work on the BART extension accounted for less than 5 percent — \$80,000 — of the trade group's overall lobbying, which totaled \$1.6 million last year.

"We had the advantage because we had the merits on our side. We weren't going up the Hill asking for \$750 million for a questionable project," said Merlis, who because of the settlement will now help BART lobby for the money.

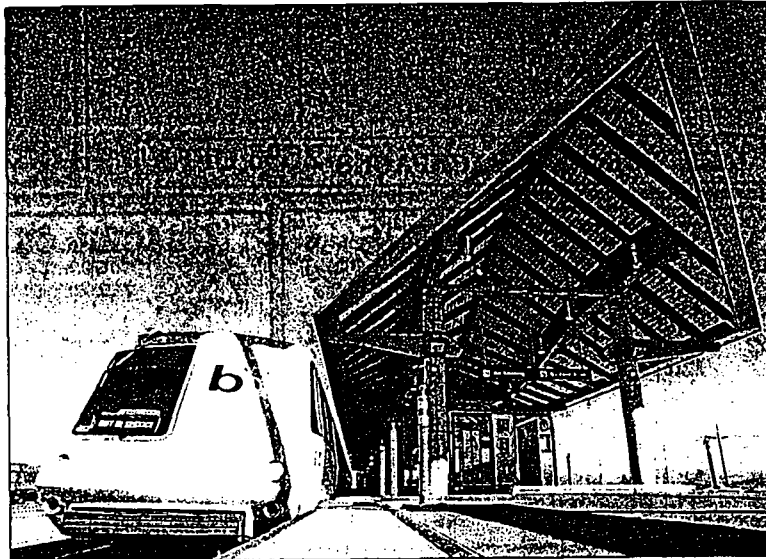
Now, the unanswered question is whether the agreement will be enough to dislodge the funding plan from a U.S. Senate transportation appropriations subcommittee, where it has been languishing for months.

Meanwhile, BART still faces opposition from a wealthy local critic, Artichoke Joe's card room in San Bruno, whose lobbying efforts at home and in Washington have stunned BART officials and the agency's lobbyists.

Further, transportation officials say, two other inextricably linked hurdles still could block BART's path to SFO:

► The extension's \$750 million price tag. With federal dollars in short supply, the project would eat up about 13 percent

Pg. 2  
ont...  
BART:



STAFF PHOTO

A BART train waits in the new Dublin/Pleasanton station during testing this month. The station is set to open May 10.

of the national rail extension money under President Clinton's multiyear transportation budget.

► Partisan politics, as the heavily Democratic-dominated Bay Area delegation lobbies for support in a Republican Congress intent on slashing deficits.

"It's a political lesson for me every day," said BART Director Dan Richard, who has guided the project along its bumpy path since joining the board in 1992.

Richard said he believes "we'll stick a shovel in the ground this year," an opinion not likely shared by Dennis Sammut, who has invested heavily in the hope that the shovel doesn't land near his business, Artichoke Joe's.

**Artichoke raises the ante**

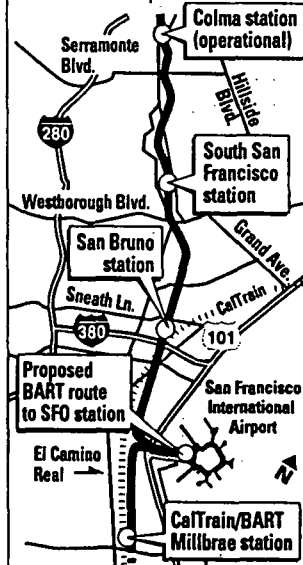
In 1996, Sammut's Artichoke Enterprises paid Swidler & Berlin, a Washington, D.C., law firm, \$420,000 to lobby against the proposed extension, lobbying reports show. That alone is more than three times BART's \$131,705 annual contract with a Capitol Hill lobbyist.

The money trail doesn't end there.

The Air Transport Association of America, a trade group representing the airlines, spent approximately \$240,000 on in-house lobbying and hired a law firm to respond to BART's environmental documents and ex-

**The BART stops here**

The Bay Area Rapid Transit District is fighting to pry loose \$750 million in federal money to break ground on the \$1.2 billion, 8.2-mile extension to San Francisco International Airport.



ELIZABETH YEE—Staff

plain the response on Capitol Hill.

Artichoke Joe's has coordinated efforts with the trade group to oppose the 8.2-mile extension, acknowledged Swidler & Berlin's Barry Drenfeld and the trade group's Merlis.

The airlines and Artichoke Joe's have different interests, but their motivations are largely money driven: Sammut fears losing his card room's parking lot, owned by the City of San Francisco, during construction, said his attorney, Bo Links; the airlines want to pay as little as possible toward a BART station, knowing the financial arrangement could set a national precedent for similar airport projects around the country, according to BART and the trade group.

**No guarantees**

The settlement with the airlines doesn't guarantee the money will come from Washington, Richard acknowledged. Still, he said, BART officials believed they would not be able to move forward as long as the airline debate continued.

BART officials say they hope the deal will eliminate questions about the project's local financing and the legality of diverting airline revenues from projects unrelated to the airport, a complicated and prickly issue in Washington that the airlines had been heavily highlighting.

"We were hurt by the fact that the airlines were so relentless," Richard said. "Quite frankly, they lobbied the issue harder than we did."

Staff writer Dan Seaver contributed to this report.

# New snag to BART airport project

## Millbrae group asks vote on station

By Erin McCormick  
OF THE EXAMINER STAFF

In what could become another stumbling block for the plan to extend BART to San Francisco International Airport, a group of Peninsula residents is gathering signatures for a ballot initiative to stop the last leg of the project from being built in Millbrae.

The proposed initiative would need 1,100 verified signatures to be included on Millbrae's November ballot. It would require new mass transit facilities to be smaller than 3,000 square feet and include no more than 250 parking spaces. The measure would rule out BART's plan to make Millbrae the end of its Peninsula line, which would mean building a 165,000-square-foot station and a 3,000-space parking garage.

"We look at this as a quality-of-life issue for Millbrae," said Tom Williams, one of the measure's sponsors. "We'd be overwhelmed by giant concrete buildings and overrun with commuters from other places."

The effort is backed by the Coalition for a One-Stop Terminal, a group of environmentalists and CalTrain supporters who long have opposed the \$1.2 billion BART project.

The Millbrae City Council has supported the BART-to-the-airport project and is negotiating with the transit agency on the terms of the final agreement to bring BART to Millbrae.

BART officials questioned whether the ballot measure, which could go to a vote after the project is already under way, would apply to them at all.

"We have worked with the city right along on this project," said BART spokesman Mike Healy. "But we are not subject to local zoning laws. This sounds like one last-ditch effort to stop the project."

Backers of the measure disagreed that BART is exempt from local votes.

"That flies in the face of reason and democracy," said San Francisco attorney Peter Bagatelos, who represents sponsors of the measure. "Are they a world unto themselves then?"

The project, in planning for eight years, has been delayed three months by Congress' failure to approve the \$750 million federal grant BART will need to build the extension.

Williams said Millbrae residents are particularly concerned that by providing 3,000 free parking spaces, BART's Millbrae station will become a parking lot for thousands of airport users from other cities.

## **BART's boondoggle**

### **Editor:**

Let's review last week's events in terms of the long running saga of BART to Millbrae/Burlingame.

First, the San Francisco Board of Supervisors barely approved legislation which, in essence, says that if BART defaults on its lease with San Francisco International Airport, the money comes out of San Francisco's General Fund. Every time this issue is before the San Francisco Board, it seems another Supervisor joins the opposition. Since both the SFIA/BART lease and issuance of the \$200 million in revenue bonds must still be voted upon, this trend is not good for BART.

Second, the BART Board, reluctantly agreed to the SFIA lease, and once again pronounced, "BART to the Airport is just around the corner." This agreement, however, does not even go into force until BART and others formally write the FAA for a federal policy clarification about using airport funds to build mass transit facilities. To date, that letter has not been sent.

Is BART any closer to building? No. Their \$750 million Federal Funding Grant Agreement is still being held in abeyance by Congress. How do our representatives feel? Congressional transcripts clearly indicate a concern in Washington, and specifically with transportation committee Chairman Frank Wolf (R-VA): "Regarding San Francisco, Wolf argued that Bay Area Rapid Transit's (BART's) projections of future federal funds for an extension to San Francisco International Airport and to Millbrae are wildly unrealistic. He recommended that BART investigate structuring the project into two phases, first to the airport and then to Millbrae." The Senate is even less enthusiastic about BART's billion dollar boondoggle.

Finally, there's the matter of EIR litigation against BART. After months of BART delay, the judge has set a court date of June 27th. With the outcome of such litigation pending, another questions cast doubt on the likelihood of BART continuing its southward expansion.

**Pam Rianda, Chairman  
Coalition for a One-Stop  
Terminal**

MILLBRAE-SAN BRUNO SUN  
Wednesday, April 23, 1997

## **Congress, BART and the law**

**Editor:**

It is a tragedy that I must put my faith in members of Congress from other states in hopes that reason will prevail on a matter of local interest: BART. While elected representatives from other states – specifically Messrs. McCain and Shelby – know the letter of the law and stick to it, my elected representatives appear to have lost all perspective on the issue of BART financing. It took these two distinguished gentlemen to point out that established law long has prevented federal aviation agencies from financing railroad transit.

The logic of such regulations is obvious. The money to build infrastructure should come from those who use it. I would not want the taxes I pay for school to be used to build prisons, for example. Yes, I believe efficient mass public transit is a desirable goal. Yes, I believe BART has served the region for a number of years. Do I believe BART should be given carte blanche to raid whatever funds it can lay its hands on – illegally – to extend to the airport? Of course not. Wake up, Senator Feinstein and Congressman Lantos. We elected you to uphold the law, not break it

**Eleanor Rubins  
Millbrae**

MILLBRAE-SAN BRUNO SUN  
Wednesday, April 23, 1997

## **No to BART**

### **Editor:**

I am a long-time resident of Millbrae and a proud member of the Coalition for a One-Stop Terminal (COST). I resent the vicious attack our mayor, Daniel Quigg, made on this group in the March 5th Sun. He stretched and distorted the facts in a vain attempt to prove that our well founded concerns about BART's intrusions into our peaceful community are "baseless and untrue." For example, we are very concerned that the city's own advisory committee on BART voted overwhelmingly against BART in Millbrae. We are alarmed that the city council retaliated against its own appointed group and tried to discredit individual members over this vote. Mayor Quigg tries to make it sound as if the committee did not vote the way it voted! He says the committee voted in favor of BART to the airport in favor of Alternative VI if BART was to be extended and in favor of the station area concept plan if BART comes to Millbrae. And he has the gall to mention the committee's 14-3 vote opposed to BART entering Millbrae in support of his false accusations against COST. The Citizen's Advisory Committee was asked whether it believed BART should come into our town. It said NO!

Mayor Quigg ignores his constituents and kowtows to out-of-town interests. I'll certainly remember that the next time he asks me for my support.

**Joseph Caimotto**  
**Former Member**  
**Millbrae Citizens Advisory**  
**Committee**

# San Mateo County Times

Tuesday, April 22, 1997

JACK KNEECE

**NERVOUS:** Local political honchos, labor leaders, transportation bigwigs and others interested in the lucrative BART-to-SFO project are on pins and needles. The man holding the whip hand in doling out \$750 million in federal monies is taking his time deciding what to do. As of late Monday, Sen. Richard Shelby, R-Alabama, had not released the longed-for cash. Without that dough, the \$1.2 billion construction effort is dead.



# San Mateo County Times

Tuesday, April 22, 1997

## **Spare the motorist**

John Rudolph's views (letter, April 13) are the epitome of what's wrong with our overall system, one that does not address the root causes of our problems but at taxpayer expense throws money at them and hopes they just go away.

Rather than see Muni, BART and AC Transit reformed into more efficient, inexpensive and thus more attractive services, Rudolph would derive more pleasure out of the working poor and middle class being coerced into choosing between incompetence or being punished with bridge tolls of \$7 to \$12 for daring to take the only source of reliable transportation that would allow them to get to work on time and keep their jobs.

We motorists pay our share of taxes for the streets and highways that bicycles and smoke-belching buses ride on, every time we pump gas and when we renew our license-plate registration.

**PAUL ABINANTI**  
*San Francisco*

## Mayor is ignoring his constituents

**I AM** a longtime resident of Millbrae and a proud member of the Coalition for a One-Stop Terminal.

I resent the vicious attack our mayor, Daniel Quigg, made on this group in a recent edition of The Times. He stretched and distorted the facts in a vain attempt to prove that our well-founded concerns about BART's intrusions into our peaceful community are "baseless and untrue."

For example, we are very concerned that the city's own advisory committee on BART voted overwhelmingly against BART in Millbrae.

We are alarmed that the City Council retaliated against its own appointed group and tried to discredit individual members over this vote.

Quigg tries to make it sound as if the committee did not vote the way it voted. He says the committee voted in favor of BART to the airport, in favor of alternative VI if BART was to be extended, and in favor of the station area concept plan if BART comes to Millbrae.

And he has the gall to mention the committee's 14-3 vote opposed to BART entering Millbrae in support of his false accusations against COST.

The committee was asked whether it believed BART should come into our town. It said no.

Quigg ignores his constituents and kowtows to our-of-town interests. I'll certainly remember that the next time he asks me for my support.

**Joseph Calmotto**  
Millbrae

LETTERS TO THE EDITOR

## On BART: just the facts

**F**OR the record, attorney Robert Links' statement that the project to link BART with San Francisco International Airport would "devastate downtown San Bruno" (Page 1A, April 11) is simply rubbish and he knows it.

Two small businesses currently on Southern Pacific property will be affected by the project, but that's it. Ironically, the BART environmental impact report shows that the proposal that Links' client, Artichoke Joe's Card Club, is pushing would take 165 housing units and 24 businesses in downtown San Bruno. It should also be noted that when completed, the BART station at the Tanforan shopping center will offer a major transportation enhancement and convenience. The city of San Bruno is on record as supporting the project.

As for Links' assertion that the BART/SFO project is a recipe for bankruptcy, that, too, is a fallacy. First of all, BART's track record is most recently exemplified by the fact that the transit district built over a billion dollars worth of extensions in the East Bay within budget.

Links said the Pleasanton Station

cost went from its original estimate of \$270 million to \$540 million to make his case. What he forgets to mention but knows perfectly well is that the figures are for a 14-mile line with two stations. In the mid-1980s, when there were no hard cost estimates, the Measure B Committee used some early back-of-the-envelope planning figures. These figures were later adjusted to reflect actual engineering costs; when the BART board adopted the project, it was for \$517 million.

Later, BART extended the project by several miles to East Dublin/Pleasanton at the community's request. The BART/SFO cost estimates are based on hard engineering numbers developed during a very stringent environmental impact study process.

We understand Links' desire to do the best job he can for his client, but please, let's stick to the facts.

— Tom Blalock

*BART Board of Directors, 6th District*

# BART cars get overhaul

By Sheryl A. Tankersley  
STAFF WRITER

In a large Pittsburg warehouse a few miles from the highway, engineers whittle away a crumbling gasket, strip cracked paint and replace warped floor boards that go unnoticed by the thousands who ride BART every day.

The workers are dwarfed by huge rail car shells propped up on blocks — wheels, trucks and axles removed.

They work for one of the largest rail car manufacturers in the world and when they are finished, the Bay Area Rapid Transit trains will be like new.

ADtranz opened its plant in Pittsburg a year ago on a \$340 million contract to dismantle and rebuild 200 BART cars by 1999. BART has the option to renew the contract through 2002, which would enable ADtranz to revamp the remaining 239 cars of BART's original fleet.

The first refurbished car is scheduled to roll back on the tracks this fall.

Financing is coming, in part, from a 45% increase in the fee charged to BART passengers. The fee hike was applied in stages over the last three years, the last of which was April 1.

"They need to renovate the cars or they are not going to be able to maintain their trains," said ADtranz Plant Manager John Garnham.

At age 24, the original fleet is already four years past its predicted life span. By taking them apart piece-by-piece and replacing worn out components, ADtranz is adding another 20 years of life to the cars at about half the cost of new ones.

"A brand new car costs \$1.5 to \$2.5 million," Garnham said. "A rehabilitated car is \$750,000."

Working on 24 cars at a time, ADtranz is gutting the rail car shells of their seats, carpets and interior walls. Its engineers are taking apart the mechanical and electrical components that hold the cars to the rails and propel them forward.



BART cars are stripped down and rebuilt almost like new at the ADtranz facility in Pittsburg.

Its headquarters in Pittsburgh, Penn., are building propulsion systems that ADtranz will install.

Once a car is apart, two subcontractors handle some of the work.

Gupta Permold Corp. is replacing the gear boxes and air tanks and ducts. They are also stripping the seats down to their frames and repainting them before adding new upholstery.

Mindseed Corp. is rebuilding the trucks. Trucks are the bottom of part of a rail car that contains the suspension, propulsion, wheels and brakes.

Mindseed is also reconstructing the couplers that hold one car to the next.

All the rebuilt cars will get new upholstery, doors and hangers, air compressors, heat and air conditioning, and batteries.

About half will have window glass replaced. Some will get new cabs, ceilings or floors as needed.

Once the parts are replaced, rebuilt, painted or repaired, ADtranz will attach new parts with old parts that are still good. That is where ADtranz design engineers come in.

"There are literally hundreds of drawings on this," Garnham said. "There are probably 5,000 drawings and 10 subsystems on the car."

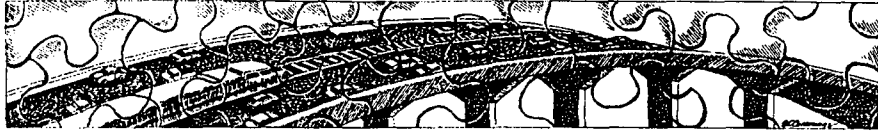
ADtranz is operating in the plant

formerly held by its competitor, Morrison Knudsen Corp., which completed 80 new, third-generation BART cars in 1995.

ADtranz moved into the 220,000-square-foot warehouse and hired 45 employees. At full staff by July 1998, the company anticipates employing about 200 people. Most of the engineers, planners and electronic technicians ADtranz hires will be local, as the city of Pittsburg is screening applicants through its Human Resources Department.

ADtranz is owned by two parent companies: ABB Asea Brown Boveri Ltd. in Switzerland and Daimler-Benz in Germany.

ABB had \$33.7 million in 1995 sales and Daimler-Benz had \$72.2. Each own half of ADtranz.



BARBARA CUMMINGS — Los Angeles Times

## What does BART-to-SFO mean for Millbrae?

### COST makes a number of baseless charges

By Daniel F. Quigg

**A**S mayor of Millbrae, I am dismayed at the deceitful anti-BART flyers which have been irresponsibly thrown onto Millbrae's lawns and walkways by the COST organization.

COST's flyers make a number of baseless charges. COST falsely accuses the City Council of acting behind closed doors respecting a proposed agreement with BART to offset traffic and construction impacts.

To the contrary, the council has met in six publicly noticed meetings, two of which were televised, to consider the agreement, painstakingly considered all public comments, and incorporated significant amendments as a result thereof.

COST falsely alleges the city has been in a rush to cut a deal with BART. The facts are that Millbrae has worked steadily over the past four years to ensure that BART does not negatively impact the community.

Untold hours of study, negotiation and public meetings have occurred in search of proper mitigations in the environmental process.

If the city defers negotiations with BART, BART will begin construction without the city's input and influence.

COST falsely alleges there will be five years of maximum gridlock on Millbrae Avenue during construction of the Millbrae Avenue BART station.

The truth is the city's new overpass has more than sufficient capacity to properly handle traffic during construction of the BART project. And, the city has influenced BART's construction plans to minimize construction traffic on city streets, directing it away from residential areas.

COST falsely alleges there will be permanent gridlock on and around Millbrae Avenue when the station is finished. The truth is the city has initiated a traffic circulation plan to which BART has agreed (and provided \$9 million in funding), which is more than adequate to provide effective traffic circulation around the station.

COST falsely alleges city-financed planning and economic studies concluded that economic development surrounding a BART station was unlikely and unrealistic. The truth is city expert studies conclude the exact opposite.

Hotel, office, entertainment and retail opportunities exist from which to generate substantial revenues for the city.

While COST desperately tries to resuscitate its failed plans to keep BART out of the airport, promoting a west of Bayshore station plan which would wreak havoc on north Millbrae neighborhoods, the council continues serving the interests of Millbrae residents by working with BART to establish reasonable ground rules should the project be funded.

*Daniel F. Quigg is the mayor of Millbrae.*

### Communities derive few benefits from BART

By Pam Rianda

**M**ILLBRAE Mayor Daniel Quigg has characterized COST's position on the BART-SFO project as "misinformation." Unfortunately, that's precisely the type of misinformation BART consistently uses to rush cities and voters into hasty decisions.

Despite BART's dubious claims, common sense shows a station in Millbrae, during and after construction, will cause inconvenience, increased traffic and lower property values.

One only needs to look at Daly City to recognize that communities derive little benefit from BART's presence.

In 1987, voters in Millbrae defeated Measure K in a county-wide vote asking approval for BART-SFO. In 1995, the Millbrae Citizen's Advisory Committee voted 14-3 against BART to Millbrae. Yet the project moves forward.

It is insulting to one's intelligence to assert that BART construction will not impact traffic. You may recall the gridlock caused by the CalTrain grade separation, despite assurances that such would not occur.

The fact is, Millbrae Avenue would experience years of disruption while lanes are widened and retrofitting is completed. And BART's estimated 30,000 riders per day will create a permanent jam as masses pour in and out each day.

BART's station will occupy a massive 15-acre tract and the city officials of Millbrae seem too anxious to rush forward with plans for an eight-story parking monstrosity for 3,000 vehicles.

It doesn't stop here. The city has proposed hundreds more spaces west of the station. These gigantic parking structures are similar to those at the United Airlines maintenance facility that are clearly visible from Highway 101. Do the people of Millbrae want that in their back yards?

These parking decks will undoubtedly attract SFO-bound passengers, lured by the prospect of free parking versus \$26 per day at the airport.

What's worse, it is inevitable that daily commuters, displaced by free-loading airport passengers, will have to park in nearby neighborhoods. Did anyone ask Millbrae residents how they feel about having their streets lined and driveways blocked by parked cars every day?

The BART station in Millbrae promises many invasive consequences and, as such, rushing into long-term, wide-ranging decisions on issues that remain unresolved (and even unknown to many who stand to be affected most) is dangerous.

We urge council members to fully inform residents and allow adequate time and process for careful consideration of this matter.

*Pam Rianda is a member of the Coalition for a One-Stop Terminal and the Belmont City Council.*

## LETTERS TO THE EDITOR

---

### Perspective lost on BART finances

**IT IS** a tragedy that I must put my faith in members of Congress from other states in hopes that reason will prevail on a matter of local interest, BART.

While elected representatives from other states, specifically McCain and Shelby, know the letter of the law and stick to it, my elected representatives appear to have lost all perspective on the issue of BART financing.

It took these two distinguished gentlemen to point out that established law long has prevented federal aviation agencies from financing railroad transit.

The logic of such regulations is obvious. The money to build infrastructure should come from those who use it. I would not want the taxes I pay for schools to be used to build prisons, for example.

Yes, I believe efficient mass public transit is a desirable goal. Yes, I believe BART has served the region for a number of years.

Do I believe BART should be given carte blanche to raid whatever funds it can lay its hands on, illegally, to extend to the airport? Of course not.

Wake up, Senator Feinstein and Congressman Lantos. We elected you to uphold the law, not break it.

**Eleanor Rubins**

Millbrae

## It's now or never for BART-to-SFO

**I**T'S coming down to the finish line. A crucial decision on a \$750 million allocation of federal money for the BART-to-San Francisco International Airport project is due to be made very soon in Washington, D.C.

Local politicians, transit officials and others with a vital interest in the mammoth project, which will cost upwards of \$1.2 billion when completed, agree that the next several weeks are critical.

The process now is simple. The Senate transportation appropriations subcommittee, chaired by Sen. Richard Shelby, R-Alabama, must give its approval to release the money. Then the Department of

Transportation will provide it to BART.

The transit district cannot go forward with construction without the federal funds. All major opposition to the project has dissipated. Even the airlines, which once argued against it, now lobby in favor of it.

We strongly urge all parties interested in the process to contact Shelby and let his subcommittee members know how vital their OK is here.

Without it, BART-to-SFO is dead.

Shelby and his subcommittee can be reached by telephone at (202) 224-5744, by fax at (202) 224-3416 and by mail at the Hart Senate Office Building, Washington D.C., 20510.

## CalTrain Hosts Hearings on S.F. Station

*By Benjamin Pimentel*  
*Chronicle Peninsula Bureau*

CalTrain will hold the first of two public hearings today on its plan to extend to downtown San Francisco and build a station where the Bay Area's three major rail lines will connect.

The project will extend CalTrain from the existing station at 4th and Townsend streets to the Transbay Terminal, where the it will connect with BART and Muni, creating a major transportation hub in downtown San Francisco.

The meeting, to be held at ANA Hotel at 5:30 p.m., will give the public a chance to comment on a draft environmental impact study released last month. Another meeting will be held April 17 at the SamTrans Headquarters in San Carlos.

"This system will be a major alternative to Highway 101 into and out of San Francisco," said Andy Nash, the project manager.

CalTrain plans to build an underground line along Townsend Street and an underground station at the bus terminal site at First and

Mission streets, a short distance from the BART-Muni Embarcadero Station, Nash said.

The bus terminal may be relocated to Beale and Howard streets, he added.

The extension may have six tracks that could eventually be used for the planned high-speed rail line connecting the Bay Area to Southern California, Nash said.

The key issue raised in the study is how to pay for the project, Nash said.



## Airport Roundtable considers expansion

Seven cities have requested membership in an expanded Airport/Community Roundtable.

A draft amendment to the agreement by which the Roundtable was organized in 1981, opening membership to accommodate them, will be sent into circulation for review by the current nine member cities.

If approved as presented by San Mateo County legal counsel, the amendment would mean 17 of the county's 20 cities would have full voting rights in Roundtable matters, with the door open for the remaining three. The communities of Colma, San Carlos and East Palo Alto have not expressed an interest in joining the group.

At the urging of San Francisco International Airport last month, the Roundtable invited those interested in membership to notify the group. The cities of Belmont, Half Moon Bay, Menlo Park, Portola Valley, Redwood City, San Mateo and Woodside

responded. The town of Atherton has been a non-voting member of the group for nearly two years. The proposed amendment would give Atherton full voting status.

The Airport/Community Roundtable is a voluntary forum bringing together representatives of San Francisco International Airport, the counties of San Francisco and San Mateo, the Federal Aviation Administration, airlines and pilots in regular monthly meetings with the cities of Brisbane, Daly City, South San Francisco, San Bruno, Pacifica, Millbrae, Burlingame, Hillsborough and Foster City to discuss airport noise issues and to propose mitigations.

Only the federal government has authority to regulate commercial aircraft in flight; the airport operator — in this case the San Francisco Airports Commission — has limited authority over airline operations. The Roundtable has been effective as a forum and as a lobbying group to bring about some reductions in noise

impacts through cooperative efforts with all the affected agencies.

The original group of cities was established in the late 1970s through a Joint Airport Land Use Study between the city and county of San Francisco and the county of San Mateo. The Roundtable was created in 1981 to monitor the implementation of the recommendations of the Joint Land Use Study. Some of the proposed new members are distant from the airport; most are experiencing impacts of overflights by jets on approach to SFO.

Under the proposed amendment to the MOU drafted by San Mateo County counsel, any city in the county could join by passing a city council resolution endorsing the original MOU, agreeing to match the annual funding each city pays — now set at \$1,000 per city per year — and authorizing a member of the city council to attend as a delegate.

## Airport fights BART

Editor:

When I read that the San Francisco airport officials and the airlines are against bringing BART to the airport, I thought, this is outrageous. Airport Director John Martin must be a cold-hearted, inhuman, irresponsible, despotic tyrant, who cares nothing for our communities, only the bottom line. And the same goes for the airlines, especially United Airlines, who stands to gain the most and who gives the least to our communities.

United Airlines deserves the "UNfriendly Skies Award" in how they treat taxpayers and their own passengers, who are treated like chattel.

It is intolerable and vicious how the SFO Airport gets away with raping the Peninsula communities, with its air pollution, traffic gridlock, disregard for public safety, and if that's not enough, now they are allowing pilots to zigzag at low altitudes over our beautiful neighborhoods and schools full of precious children just to save on fuel.

I've been to Airport Community Roundtable meetings on the first Wednesday night of the month at the Millbrae City Hall, and I've heard the people of the Peninsula begging and pleading for help from the Airport Director John Martin, the FAA and United Airlines, and all they get from these bottom-line scoundrels are heartless, stone-cold looks of indifference.

Our County Supervisor Mary Griffin is a member of the Roundtable, and after listening to the public outcry, had the audacity to get up and say, "Come on, the Airport is a boon for the Bay Area." Sure, it's a monetary boon for the Bay Area, but, Supervisor Griffin, there are some things more important than money and the bottom line. While the city of San Francisco reaps all the money and benefit, San Mateo and Santa Clara Counties get all the problems. How many low-flying jets are vectored over San Francisco homes and schools? And now the airport expects us to pay \$2.5 million a year for BART, a solution to the problem the airport is creating? This must be a joke! The taxpayers get raped again. There is no free lunch, San Francisco pay your dues, just like everyone else.

Wake up, Peninsula, let's stand up for our rights. Let's join together with our mayors, city to city, shoulder to shoulder, to fight for our quality of life. The noise permit which allows the airport to continue operations comes due in May. There is a window of opportunity here where we can make the airport, the FAA and the airlines play by the rules. Call your mayor, contact Senator Quentin Kopp and write letters to the newspaper to say that we deserve safe and quiet skies.

**Len Beaty  
Burlingame**

## CalTrain public hearings

CalTrain will hold a public hearing to receive input on the draft environmental study for CalTrain's proposed extension to First and Mission streets in downtown San Francisco.

The hearing will be held April 17, 5:30 p.m. open house; 6:30 p.m. public hearing, SamTrans Headquarters, 1250 San Carlos Ave., 2nd floor auditorium, San Carlos.

The hearing will begin with an open house to review the five decisions the CalTrain board will need to make in deciding on the locally preferred alternative for the project.

The public review period ends May 12. At its June 5 meeting, the CalTrain board may decide on the locally preferred alternative or decide whether to continue pursuing the downtown extension project.

A project newsletter detailing the five decisions is available by calling 1-800-818-TRAK.

## SamTrans holds community meeting

SamTrans will hold a community meeting to provide information and receive input on the SamTrans Bus System Evaluation Study. The purpose of the study is to develop a bus service plan that best meets the needs of SamTrans current and future customers.

The meeting will be held at the following locations:

Thursday, April 17, 6:30 to 7:30 p.m., Menlo Park Civic Center, Council Chambers, 701 Laurel Street, Menlo Park, and

Tuesday, April 22, 6:30 to 7:30 p.m., SamTrans, 2nd Floor, Auditorium, 1250 San Carlos Ave., San Carlos.

Staff will provide an overview of the study and report on the progress to date.

Comments from current riders and the general public will be used to develop service alternatives and identify opportunities to improve service efficiencies and effectiveness.

## **Airport Commission OKs bonds for BART**

**SAN FRANCISCO** The city Airport Commission has unanimously approved \$200 million in bonds for the BART's extension to San Francisco International Airport.

Its decision Tuesday to authorize the airport's contribution to the \$1.2 billion BART project represented the first vote in weeks where the project hasn't run in to unexpected opposition.

Last week, the agreement to have The City chip in was nearly scrapped by the Board of Supervisors, and then details of the project ran into opposition from some of BART's own directors.

The \$200 million bond still must get final approval from the Board of Supervisors. BART also must get approval from Congress for \$750 million in federal grants for the project to go forward.

# The Oakland Tribune.

AND THE Alameda Times-Star EDITION

Tuesday, April 15, 1997

## LETTERS TO THE EDITOR

### BART's prices are too high

**IS IT** true that BART said that rates are going to be raised by 11 percent? Then do the math, BART riders.

I travel from West Oakland to Embarcadero Station daily Monday through Friday. The rate before the change was \$1.80 one way; after the increase, I'm paying \$2.05. That is a 14 percent increase, not 11 percent.

Are the people at BART aware of this, and not telling us? Or is this just a mathematical error on their part, or mine?

It seems people just pay the price and accept whatever BART dictates. So riders, check your rates. If they're higher, write to BART and tell them you're mad as hell and not going to take any more. BART, tell the truth.

**Paul Carrell**

Oakland

# LETTERS TO THE EDITOR

## Longing for more transit links to ease Peninsula traffic

For the past eight years, I've utilized CalTrain, SamTrans and BART, depending on where I've lived and worked in the Bay Area. I now commute from Fremont to San Carlos each day, and because of the lack of convenient bus and train connections, I have to drive. I miss having the time to work, read and even catch a nap going to and from work each day.

Even with fare increases, it was cheaper to take BART rather than drive to San Francisco when I worked there. I'm finding out how much cheaper now, with all the driving across the Dumbarton and up 101.

The people of San Mateo County have a unique opportunity to connect all the major transit — BART, CalTrain and SamTrans. I don't know if they know how fortunate they'll be when this happens — if it happens.

As a native of Redwood City, and perhaps a future Peninsula resident, I can only hope citizens see the BART-airport extension for what it could mean and fight for its completion.

**JOHN CROOK**  
*Fremont*

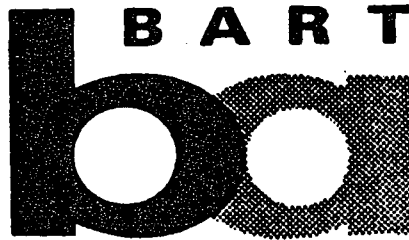
I support the BART extension to the airport. I am disappointed that the project has been delayed, and I am angry that some of our elected officials in Washington seem to have such little regard for the traffic problems we face daily.

Now that BART has signed a deal with the airline industry that should end the congressional gridlock threatening the plan to expand rail service to San Francisco International Airport, let us have no more lengthy delays in funding the project.

Peninsula residents agree that our

streets and highways are getting more congested each year. We need many transit alternatives, and we need them now. The BART-airport extension may not be perfect, but it has been studied thoroughly and enjoys widespread support. Why can't we just stop the talking and get on with it? If the project slips away uncompleted, we will have lost an incredible opportunity, and we will all be the losers.

The citizens of San Mateo County overwhelmingly and repeatedly have expressed their desire to extend BART. It makes sense to have alter-



native transit as part of an overall regional approach to mass transit.

There will always be naysayers to change. Fortunately, we citizens are able to express our opinions on significant issues by voting. The votes have been tabulated, and the people of San Mateo County want BART.

**BERNICE GARRETT**  
*San Mateo*

I am a Pacifica resident and would like you to know what a convenience it would be to be able to take BART via SamTrans connection directly to the airport.

Each year, traffic gets worse and parking more difficult and expensive. I hope our elected officials can see the benefits of reduced traffic, improved

air quality and increased peace of mind for the residents of San Mateo County and support efforts to bring BART to the airport, which is long overdue.

**BOB CARLSON**  
*Pacifica*

I support the full BART extension to San Francisco International Airport. I was delighted when our elected officials and government bureaucrats made the decision to proceed with this project. I am exceedingly concerned and frustrated with continued wrangling and "revisiting" of the decisions by some of those same parties. This project must move forward, on schedule.

SFO is a world-class airport. Having BART connected to the terminal area will benefit both travelers and employees alike. It will benefit tens of millions of people over the next 50 years.

In the years 2030 to 2040, our children and grandchildren will take for granted the logical access of public mass transit to the airport. Some may think back and appreciate the vision we had to undertake this project.

I have traveled through many airports over the years. In Atlanta and Zurich, I marveled at the ease at which I could transfer from the air carrier to the local light-rail systems. It was convenient, clean and quick.

In airports where the planning and transportation people lacked vision, as at Boston's Logan Airport, it was just one more hassle to find the bus for the short ride from the terminal to the subway system.

**A. RAY BERTRAND**  
*San Carlos*

## BART plans are a boondoggle

A RECENT letter from state Sen. Quentin Kopp wrongfully compared the proposed \$1.2 billion BART expansion as being roughly the equivalent of a proposed \$500 million CalTrain expense.

Putting BART in Millbrae with continuation track to Burlingame is objectionable. Most BART trains scheduled down the Peninsula will not stop at SFO.

Millbrae will have to build a major parking facility which will destroy much "affordable" housing and cause massive traffic problems.

This plan is the first salvo of a campaign to move BART down the Peninsula and ring the bay, requiring major negative, long-term consequences to communities further south.

Building a CalTrain station closer to downtown in San Francisco and electrifying the railroad is the solution.

This can be accomplished at a lower cost than the proposed BART extension, and would eventually link up with a high-speed rail line to Southern California, something BART could never do because of its different track gauge.

BART wants money from Congress and the Peninsula to complete its East Bay expansion and to perform deferred maintenance on its aging cars. If BART con-

struction begins, it will start at the south end of the proposed expansion and will likely run out of money.

Then San Mateo County and SamTrans will be forced to find millions of additional dollars which will require raising our taxes and gutting our SamTrans service.

This boondoggle is a sham. Traffic will not improve. Communities will lose their charming characters and the Peninsula will lose needed affordable housing and mass transportation services.

**Phillip E. Mathewson**  
Belmont

## Take this scary test yourself

**THE TIMES'** recent editorial on the proposed "rail-trail" listed three issues that need to be examined, the second being safety.

I suggest that anyone interested in getting a real feel for the safety situation visit the Hillsdale CalTrain station waiting platform, just up from the station parking lots, at 7:25 any weekday morning.

At that time, a southbound train passes Hillsdale at about 70 miles per hour. Keep your distance from the tracks.

The words "awesome" and "frightening" are the adjectives

that best describe the experience for me during the five or so seconds it takes the powerful train to pass by.

Although I've not surveyed reactions of others on the platform, their body language suggests a reaction similar to mine.

Whether or not a portion of the rail-trail would be at this location is not relevant to a consideration of such a trail's merits.

It's just that the Hillsdale station provides a convenient location for examining, at predictable times, what must be similar effects from speeding trains anywhere along the proposed trail.

**Bill Van Beckum Jr.**

San Mateo



## Memo to Caltrans: Put tunnel on fast track

**L**AST week, the state Assembly passed a bill designed to pressure the Department of Transportation to speed up construction of a Highway 1 tunnel to bypass Devil's Slide just south of Pacifica.

We applaud the Assembly's action. Caltrans needs to be prodded. Its plodding bureaucracy has yet to give the Coastside project the top priority it should have.

Local Assemblyman Ted Lempert's measure, approved 72-1, orders Caltrans to begin a tunnel design and to complete preparations for construction immediately.

Last November, San Mateo County

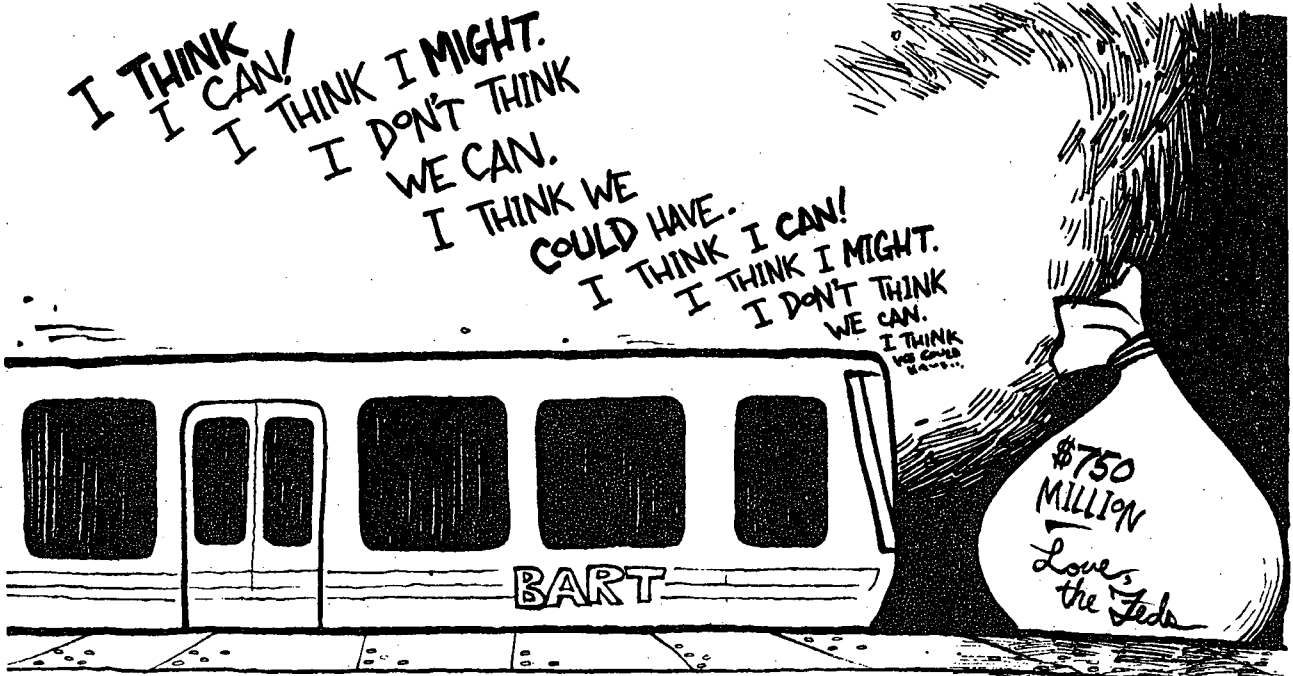
voters overwhelmingly approved the tunnel project.

It will cost at least \$100 million. About half of that was previously allocated by the federal government for construction of an inland bypass around the crumbling Devil's Slide cliffs.

An effort to have that money switched to the tunnel is under way. The balance of the tunnel monies is being sought as well.

Caltrans has estimated that it will take at least five years to complete the tunnel. County advocates have argued that such a timeline is much too lengthy.

We agree. Recalcitrant Caltrans needs to hear that message over and over. Put the tunnel on the fast track. Now.



Simon

# San Mateo County Times

Monday, April 14, 1997

## Don't be deceived by BART's planning

**I CONTINUE** to be amazed that some of your readers still believe the fantasy that the proposed BART-to-SFO-to-Millbrae project is going to solve our traffic problems and be heavily used by airline passengers. No, no.

The BART study shows that cars going to the proposed Millbrae BART station would overload Highway 101, and the latest estimate is that only 5 percent of the BART riders would be airline passengers.

If this project is meant to be for airline passengers, then why is BART planning to run most of the trains to Millbrae and not the airport?

The transit organizations that oppose this BART project oppose the extension of BART two miles past the airport to Millbrae. They do not oppose BART to SFO that we voted for in 1987.

The project being proposed by BART is intended to put BART in a position to continue on south to Menlo Park, disrupting the downtown areas of every town in its path.

Going to the airport is a side issue for BART as part of its multibillion-dollar construction projects paid for by us.

Few people know that as part of the SanTrans agreement with BART, \$230 million of our San Mateo County tax money is being given to BART for its East Bay projects.

BART is not putting any money into BART to SFO or any other county project.

**Jim Wheeler**  
Belmont

# BART Board OKs SFO Deal — Grudgingly

## Hard-fought plan heads back to Congress for final approval

By Benjamin Pimentel  
Chronicle Peninsula Bureau

BART directors reluctantly approved an agreement yesterday to extend the rail system to San Francisco International Airport, even though most of them thought the airlines had squeezed too much money out of the deal.

The \$1.2 billion plan now heads back to Washington, D.C., for congressional approval. The same airlines that tried to kill the project in Congress earlier this year have promised to help lobby for it.

The board's 7-to-2 vote was the second and final local approval needed. Previously, the San Francisco Board of Supervisors had initially voted against the deal, but reversed itself when Supervisor Mabel Teng flew back from Asia to cast the deciding vote on Wednesday.

The agreement — hammered out during weeks of bitter negotiations among SFO, BART and the airlines using the airport — calls for the airlines to contribute \$113 million to the project through higher airport fees.

But BART will have to pay \$2.5 million in annual rent to SFO for 50 years and offer a 25 percent fare discount for airline employees.

"None of us agrees with all the terms of this agreement," said BART board member Willie Kennedy. "Sometimes, we have to swallow a bitter pill."

Before yesterday's vote, some directors assailed the airlines, which were led by United, for

their greed.

"I think the discounts symbolize the absolute, unabated appetite of the airlines for the public well of money," said board member James Fang, who initially called the agreement a sellout and had threatened to oppose it.

But Fang said he realized that the agreement had to pass to help BART secure about \$750 million from the federal government. Congressional leaders had expressed concern that the project's financial plan was shaky — concerns that BART leaders believe were fueled by airline lobbying.

Board member Dan Richard, who helped work out the deal, called the negotiations frustrating and brutal, saying the airlines simply wanted to get out of having to help pay for the project.

"The public is going to pay a little more for this so that the airlines can pay a little less," he said.

The airlines, represented by the Air Transport Association in Washington, promptly countered by accusing BART of greed.

"The comments made by some members of the BART board represent a new high in avarice and greed," said Ed Merlis, the association's senior vice president for government affairs. "Perhaps the height has been achieved by virtue of their having stooped so low in seeking to rip off \$750 million from U.S. taxpayers to build a poorly designed and ill-conceived transit project. But then again, their sense of entitlement seems to know no

bounds."

Nevertheless, Merlis said the transport association intends to live up to its end of the bargain and had agreed to sign a joint letter to Congress and the Federal Aviation Administration endorsing the full funding agreement.

In the same letter, BART will express support for the airlines' demand that the FAA change its policy regarding the use of airport revenue for transit projects.

The airlines want the FAA to return to an earlier policy that strictly limits the use of airport revenue to items and systems owned and controlled by the airport.

The plan to bring trains down the Peninsula from Colma has a projected completion date of 2000.

# BART airport link OK'd

■ **\$1.2 billion plan:** After 25 years, the deal finally is approved, with trains to be running by the end of 2000.

BY DAN REED  
Mercury News Staff Writer

OAKLAND — BART directors Thursday approved a deal to build the long-sought extension to San Francisco International Airport, giving travelers an alternative to freeway drives to catch flights.

Despite grumblings that airline employees will get discounted train tickets, the 7-2 vote cemented an agreement between the transit district and the city and county of San Francisco, although the deal still must get congressional approval for \$750 million in federal funds, the foundation of the \$1.2 billion plan.

The transit district also must defeat a lawsuit challenging the project's environmental study.

But Bay Area Rapid Transit District directors believe they will get the money and start building soon, projecting that airline passengers will be able to take trains to their planes by the end of the year 2000.

"We made the right decision, not just for today, but for tomorrow," said BART board President Margaret Pryor of Oakland, the self-described "glue" that kept together the often tense negotiations. "It got so bad one time that I had to leave here and go to church."

Finding agreement on the airport connection has been harder than finding a suitcase routed accidentally to Greenland. Twice since the negotiations began nearly two months ago, Pryor said she was ready to walk out, and some transit district directors said before Thursday's meeting the vote was too close to call.

Earlier this week, Supervisor Mabel Teng returned to San Francisco to provide the deciding vote for Board of Supervisors' approval Wednesday, needed because the city oversees the airport.

The billion dollars will extend the BART line by 8.7 miles and four stations, with stops in South San Francisco, San Bruno, inside the airport, and in Millbrae, where a platform will link with CalTrain.

Thursday's vote calls for the transit district to pay the airport \$2.5 million annually in rent; yearly payments for station upkeep and utilities, estimated to be about \$2.2 million the first year; and a 25 percent discount on train tickets for airline employees, a subsidy of about \$1 million a year.

Almost all the BART directors chafed at the discounts — an idea, ironically, first proposed by BART negotiators to cut down on rent. But in the end, said General Manager Thomas Margro, BART wound up granting the discounts and paying the rent. It hopes to pay its share out of increased ridership and surcharges on fares at the four new stations.

The airport and airlines are pouring \$200 million into the project. The other money includes \$108 million from the California Transportation Commission, \$99 million from SamTrans, and \$10 million from the Metropolitan Transportation Commission.

Director James Fang of San Francisco blasted the airlines for their greed in demanding rent and price breaks, but, like others, said the project was too important to abandon. "All these costs we're going to have to push on to our transit riders," added Director Tom Radulovich, who, along with Roy Nakadegawa, voted against it.

An airport spokesman did not return a phone call.

The long trip to the airport began more than 25 years ago when transportation planners figured they could bypass increasingly clogged freeways and deliver passengers directly to the terminals. The idea began gaining mo-

mentum in the late 1980s. A transportation study named it the Bay Area's top priority, said BART spokesman Mike Healy, and in 1988 San Mateo County — not among the original counties that taxed themselves to pay for BART — bought into the system for \$200 million.

Since then, a number of opponents have surfaced, including those who are upset that the Millbrae station would knock out 200 homes and create a 3,000-space parking lot.

Robert Links, a San Francisco attorney who represents Artichoke Joe's casino in San Bruno, told the board they were "crafting the rough outlines of a bankruptcy petition. I'm very very concerned."

Links, who argued that the route would "devastate downtown San Bruno," claims the board is overly optimistic about the cost of the project and its ability to pay for it. "When they built the Pleasanton station they said it would cost \$270 million, and it's actually cost about \$540 million," he said. "They said this project would be \$1.167 billion and it could be twice that or more."

# BART bites bullet for airport deal

By Ronna Abramson  
STAFF WRITER

OAKLAND — The Bay Area Rapid Transit board joylessly sealed a deal Thursday with the airlines and San Francisco International Airport that is believed to be essential to winning federal approval for the proposed airport service line.

In a 7-2 vote, BART directors approved an agreement they described as a bitter pill to swallow. Requiring BART to pay rent to the airport and give airline employees ride discounts, the agreement is likely to mean higher fares along the proposed 8.5-mile extension from Colma to Millbrae.

"This should have been a glorious day," BART Director James Fang of San Francisco said at the unusually crowded board meeting, which drew about 50 people, including four former BART directors. Instead, Fang cited deep reservations about the vote and lambasted the airlines for trying to thwart the project.

The BART vote came a day after the San Francisco Board of Supervisors approved the agreement, after first rejecting it Monday.

The dissenting BART directors were Roy Nakadegawa of Berkeley, who has consistently opposed the \$1.2 billion extension, and Tom Radulovich of San Francisco. Radulovich said the contract gives away too much to the airport and airlines.

The other directors said they see the agreement as the only way to move the extension forward.

With the deal sealed, BART now can con-

---

**Requiring BART to pay rent to the airport and give airline employees ride discounts, the agreement is likely to mean higher fares along the proposed 8.5-mile extension from Colma to Millbrae.**

---

centrate its efforts on Washington, D.C., where approval of \$750 million in federal funds is being stalled in the Senate Transportation Committee's subcommittee on transportation.

The subcommittee's chairman, Republican Richard Shelby of Alabama, has asked the Federal Transit Administration to delay approval so he can review the project.

Shelby, who visited the Bay Area last week, has cited concerns about the project running short of money in later years of construction. He also has expressed fears about not having enough money left for other projects around the country, including a massive rail project in New York, BART officials said.

The agreement requires the airlines, until now powerful opponents of the project, to become BART's allies in lobbying for it.

However, Ed Merlis, senior vice president with the Air Transport Association, was angered by BART's bitterness over the agreement and said the airlines "will hold their noses" as they come to BART's side.

Under the agreement, the airlines also will contribute \$113 million toward the extension, while the airport will pay \$87 million.

In return, BART will:

- ▶ Pay \$2.5 million a year for 50 years in rent for the BART station on airport property.

- ▶ Give airline employees a 25 percent discount, estimated to cost BART \$1 million a year.

- ▶ Pay for utilities, maintenance, janitorial services and repairs to facilities provided by SFO for BART's use, estimated at \$2.2 million in the first year of the station's operations.

- ▶ Sign a letter to the Federal Aviation Administration calling for national policy limiting how much airlines pay for transit projects on airport property.

The discount for airline employees drew the sharpest criticism at Tuesday's meeting. "It seems like a terrible precedent," said Director Joel Keller of Antioch. If BART is giving such a perk to airline employees, he noted, then refusing school officials and students who have been lobbying for a discount will be difficult.

Whether the agreement will affect the San Mateo County Transit District also is unclear. In a report, BART staff suggested "modest additional surcharges" at San Mateo County BART stations.

## BART board reluctantly approves SFO extension

By ROBERT OAKES  
TIMES STAFF WRITER

OAKLAND — BART board members called an agreement for a San Francisco International Airport station "distasteful" and a "pound of flesh" but still agreed to approve the controversial deal Thursday.

BART directors voted 7-2 for the lease agreement, which requires the transit agency to give \$2.5 million in rent to the airport for 50 years and also grant airline employees a 25 percent discount on BART tickets.

Board members said they had to swallow hard because rejecting the agreement could jeopardize \$750 million in anticipated federal funding. Congress must still allocate that money.

Other passengers riding the line will probably pay higher fares to make up for the rent payments and discounts.

"We're going to be forced to do something that is distasteful to all of us," said Director Dan Richard of Orinda, who voted for the agreement.

Director James Fang of San Francisco said he objected to the discount demanded by airlines but supported the overall goal of building into the nation's fifth-busiest airport.

"You've got your pound of flesh," Fang said after berating airlines.

BART wanted airlines to pay \$200 million, but airlines bargained down to \$113 million plus the rent and discounts. Airlines had to agree to some financial commitment before federal funds can be granted for the project, expected to cost a total of \$1.17 billion.

An airline representative reached in Washington, D.C., objected to comments from some BART board members.

"We had the agreement for some time, let's get on with it," said Ed Merlis, senior vice president for governmental affairs at the Air Transport Association, a trade group. "Frankly, I was quite shocked at some of the language used."

Directors Joel Keller of Antioch and Pete Snyder of Dublin also voted for the agreement, despite reservations; directors Tom Radulovich of San Francisco and Roy Nakadegawa of Berkeley voted against the agreement.

The Federal Transit Administration still must approve the \$750 million. Congress then must allot the money, but other metropolitan areas that want to build rail lines will compete for the same funding.

"The Bay Area delegation is clearly behind BART to SFO," said Rep. Ellen Tauscher, D-Danville, who serves on the House Transportation Committee. "But we don't expect this to be a lay-up by any means."

The BART Board meeting Thursday attracted a big crowd and heavy media coverage.

Opponents told the board they will keep fighting a project they consider too expensive and a disruption for Peninsula communities along the construction route. BART board President Margaret Pryor said she was tired of such threats.

"This is also not the time to come forward and tell us you're going to sue us," Pryor said. "We expect that."

JAMES W. HAAS

## Extend BART to SFO — but not to Millbrae

**A**FTER A YEAR of squabbling, the San Francisco International Airport, BART and the airline industry have finally agreed to terms for financing a BART terminal at the airport.

The agreement could have significant adverse consequences.

The controversy was dramatized this week in the misgivings that led to approvals that were less than unanimous by the San Francisco Board of Supervisors (6 to 4) and the BART board (7 to 2).

The biggest issue is the airport's \$200 million financial commitment to the BART-San Mateo County extension. This amount was an arbitrary figure imposed on a hapless former Mayor Frank Jordan late Sen. Quentin Kopp, I-San Francisco/San Mateo, after San Francisco voters endorsed a BART-in-SFO station.

Since the amount was not based on the cost of constructing the terminal, airlines objected to paying increased landing fees and other charges to finance it.

They argued that a significant portion of the amount was an illegal diversion of airport funds for non-airport related transit expenditures.

*Examiner contributor James W. Haas is a San Francisco lawyer who writes frequently on urban and regional affairs.*

The Clinton administration, accommodating during an election year, encouraged the federal Department of Transportation to side with the airport. The airlines complained to key members of Congress, who placed a hold on federal funding for the BART extension.

Facing an impasse, Mayor Brown and Sen. Dianne Feinstein sponsored negotiations resulting in the following terms:

► Airport landing fees would be raised in an amount sufficient to finance \$113 million of costs of the BART terminal.

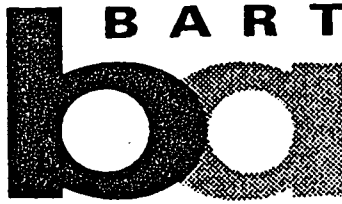
► BART will pay rent for its new terminal in the amount of \$2.5 million a year to finance approximately \$37 million of the cost.

► The airport will finance the remaining \$50 million contribution out of its "unrestricted funds" (parking and concession revenues).

► BART will operate its airport terminal exclusively for airport-related passengers. Trains from Millbrae to San Francisco will not operate through the airport station.

The consequences are significant:

To raise funds for the rent, BART will



have to use funds budgeted for other purposes or increase fees and charges. The most likely source is a surcharge on passengers for riding BART in San Mateo County.

The budgeted funds are earmarked for cost overruns or non-budgeted interest expenses. Thus, BART would likely be left without funds to cover contingencies.

A portion of the airport's "unrestricted funds" is paid each year into San Francisco's general fund. By using these funds to finance the BART extension, the airport would deprive The City of this revenue. San Franciscans thus would contribute to the BART extension, something the voters were promised would never happen.

BART's plan to shuttle trains on the Millbrae/airport track is a dramatic change of plan. It limits the flexibility of the approved track configuration and burdens San Mateo County with heavy operating costs for the shuttle trains.

The controversy over the BART extension has been fought in the halls of Congress for nearly a year. As a result, a number of key members of Congress are con-

cerned about the design and costs of the extension.

Sen. Richard Shelby, R-Ala., chairman of the Transportation Appropriations Subcommittee, has told Bay Area business people that he remained concerned about the overall cost of the BART system.

The new agreement puts a severe strain on all the parties. It could result in the airport extension being partially built.

The consequences could, however, be avoided if the BART extension to Millbrae, including the airport shuttle, is dropped. This would save approximately \$250 million in total cost.

Under such a reduced program, BART would still provide service to the airport but would have more ability to pay rent to the airport.

The airport would have a smaller obligation to the BART, thus freeing more funds to pay over to San Francisco.

San Mateo County would not be burdened with the shuttle cost. The federal contribution for the extension would be scaled back, making the project more palatable with Congress.

Congress will likely force this solution on BART by providing insufficient funds to build the extension. The Bay Area would be better off if local politicians presented such a compromise on their own initiative.



## BART-to-SFO effort dodges another bullet

### S.F. approves project; another key vote today

*Associated Press*

**SAN FRANCISCO** — The beleaguered effort to extend BART to San Francisco International Airport survived yet another potential disaster yesterday when the San Francisco supervisors overturned their earlier vote against the controversial project.

San Francisco supervisors had voted 5-4 in favor of the project on Monday — unexpectedly falling one vote short of the six needed for the city to sign off on its part of the deal to extend the line south to the airport.

The supervisors recessed their meeting until yesterday, when another of its members, Abel Teng, was back from a city trade mission in China to cast the deciding vote.

But the extension is not a done deal. It still needs the approval of the Bay Area Rapid Transit District Board of Directors today. Several members of that board oppose the agreement because they think the airlines should have chipped in more.



**OPPONENT:** Supervisor Jose Medina argues against the BART-to-SFO extension.

A failure to ratify the funding agreement that the airlines, the city and BART reached after months of haggling would have jeopardized

a \$750 million grant from the Federal Transportation Administration. The funding is a linchpin for the \$1.2 billion project.

The difficult negotiations over who would pay what nearly scuttled the extension — and, in turn, the federal funding — several times.

If the BART board approves the plan, the Federal Transportation Administration must put its final signature on the \$750 million grant it promised for the project.

Airport officials already have given their approval.

“The Bay Area has waited a long time for this,” Teng said before casting her crucial vote. “I was impressed by Shanghai’s mass transit system. I think San Francisco ought to catch up.”

But opponents continued to stress that they want to see BART extended southward. But they did not like various aspects of the deal, they said.

They opposed, for example, the idea of a 3,000-car parking lot at the Millbrae station, the next stop south of the airport. They also worried that drivers will clog freeways to park at BART instead of taking alternative methods of public transit like SamTrans, which will stop at the Millbrae Station.

# San Francisco Examiner

Thursday, April 10, 1997

## LETTERS TO THE EDITOR

### **Strange voting**

In voting against the BART extension to SFO while voting in favor of the new 49er's stadium, Supervisors Ammiano, Bierman, Katz, and Medina underscore why the San Francisco Board has the reputation it does.

**TONY SETON**  
Mill Valley

# Another Light Rail Line Under Discussion in S.F.

*By Edward Epstein*  
*Chronicle Staff Writer*

A new Municipal Railway light-rail line could be carrying passengers from Bayview-Hunters Point, up Third Street and all the way to the portals of Chinatown and North Beach by the year 2003, the commission that runs the transit agency has been told.

Construction on the project — which has been in the preliminary planning stages since 1985 — could begin in 1999 if the cumbersome environmental impact review process is completed in time, the Public Transportation Commission was told in a briefing Tuesday evening by Muni manager Emilio Cruz.

A delay could arise if Muni planners and community representatives fail to agree on a route for the line through Mission Bay, the South of Market area and downtown. Three options are still under consideration for the line that would replace Muni's No. 15 bus line, which carries more than 26,000 riders on a typical weekday.

The Third Street line would go from the CalTrain Bayshore Boulevard Station straight up Third, at least to 16th Street.

At that point Muni is considering different alternatives. Two options are on the surface and the third involves a subway.

One of the surface options includes a possible loop around Mission Bay project the way CalTrain does. But Cruz said the loop idea has lost some favor with planners because Muni doesn't want to get in the way of the University of California at San Francisco's plans for

a new campus at Mission Bay, so going up Third Street would be preferable to skirting the area like CalTrain.

However, staying on Third Street probably would require improvements to the Third Street and Fourth Street bridges, which are both raised several times a day to let boats pass.

The estimated cost of either of the two surface options is \$375 million to \$400 million, while the subway plan could hit as much as \$850 million, Cruz said.

Despite the higher cost, planners favor the subway. "The subway has a lot of value for the city as we see more and more cars on downtown streets," said Peter Straus, Muni's director of transit planning. "It also means a faster ride."

It could also result in lower operating costs because wear and tear would be less than if the line were exposed to traffic and the elements.

Cruz said one way to build the expensive subway would be by doing the project in phases. The first step would be building a surface line feeding into the Metro extension, with the possible spur on Washington. When more funds become available, the subway could be dug.

About \$290 million is already available for the project, with the money coming from the Proposition B sales tax approved by city voters in 1989.

At that time, a light-rail line on the Geary corridor was also envisioned, but that plan is on hold, Cruz said.

# S.F. supervisors OK airport-BART link

## Opponents worried about railway impact

Mercury News Wire Services

The San Francisco Board of Supervisors approved the BART-to-the-airport extension Wednesday after a 10th supervisor flew back from a city trade mission in Hong Kong to cast the deciding vote.

But the extension still is not a done deal. The Bay Area Rapid Transit District Board of Directors still has not given its approval. Its members are scheduled to cast their votes today.

The San Francisco board on Monday unexpectedly fell one vote short of the six needed to ratify the controversial agreement that would extend the BART system southward to San Francisco International Airport.

Monday's 5-4 vote against the project jeopardized \$750 million in federal funds needed to complete the project.

Backers thought they had the votes to pass the resolution when they secured a guarantee that the city could deduct money from its annual payments to BART if the transit agency defaulted on \$2.5 million in rent for space at the airport.

But when Supervisor Jose Medina cast an unexpected "no" vote, the board used the unusual parliamentary procedure of recessing the meeting until today, when Supervisor Mabel Teng had returned from a trip to Asia with Mayor Willie Brown.

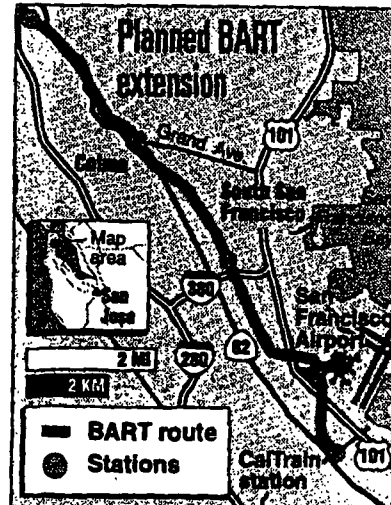
Teng cast the deciding vote in favor of the airport link.

"The (San Francisco) Bay Area has waited a long time for this," she said before casting her vote. "I was impressed by Shanghai's mass transit system. I think San Francisco ought to catch up."

Those who voted against the agreement said they support extending BART to the airport but not the current deal.

The opposing supervisors, including Sue Bierman, Tom Amiano and Leslie Katz, said they worried that it would put the city's general fund at risk and that it would jeopardize attempts to get a future high-speed rail line from Los Angeles to stop in San Francisco.

They also said a parking garage planned for Millbrae could put CalTrain out of business and clog South Bay freeways even more because people will drive to BART instead of taking CalTrain.



"It's ludicrous in this day and age," Bierman said Wednesday. "You do not encourage 3,000 cars to come and ride BART."

Airport officials already have given their approval.

## S.F. board approves BART to airport

By KARYN HUNT

ASSOCIATED PRESS

SAN FRANCISCO — The beleaguered effort to extend BART to San Francisco International Airport survived yet another potential disaster Wednesday when San Francisco supervisors overturned their earlier vote against the controversial project.

The supervisors had voted 5-4 in favor of the project Monday — unexpectedly falling one vote short of the six needed for the city to sign off on its part of the deal to extend the line south to the airport.

The supervisors recessed their meeting until Wednesday when another member, Mabel Teng, was back from a city trade mission in China to cast the deciding vote.

But the extension is not a done deal. It still needs the approval of the BART board today. Several members of that group oppose the deal because they think the airlines should have chipped in more.

A failure to ratify the funding agreement that the airlines, the city and BART reached after months of haggling would have jeopardized a \$750 million grant from the Federal Transportation Administration. The funding is a linchpin for the \$1.2 billion project.

The difficult negotiations over who would pay what nearly scuttled the extension — and, in turn, the federal funding — several times.

If the BART board approves the plan, the Federal Transportation Administration must put its signature on the \$750 million grant it promised for the project.

Airport officials have given their approval.

“The Bay Area has waited a long time for this,” Teng said before casting her crucial vote. “I was impressed by Shanghai’s mass transit system. I think San Francisco ought to catch up.”

Backers of the BART-to-airport plan have secured a guarantee that the city could deduct money from its annual payments to BART if the transit agency defaulted on \$2.5 million in rent for space at the airport.

But opponents continued to stress that they want to see BART extended southward. But they did not like various aspects of the deal, they said.

For example, they opposed a 3,000-car parking lot at the Millbrae station, the next stop south of the airport. They also worried that drivers will clog freeways to park at BART instead of taking alternative methods of public transit like SamTrans, which will stop at the Millbrae Station.

In addition, supervisors said the project could jeopardize efforts to make San Francisco — not Oakland — the stopping point for a high-speed rail system linking Northern and Southern California.

# Supervisor's Long Commute Saves BART's SFO Extension

Teng flies back from Asia  
— Medina defends 'no' vote

By Yumi Wilson  
Chronicle Staff Writer

San Francisco Supervisor Mabel Teng, still suffering from jet lag after zipping back from a trade mission in Hong Kong, cast the crucial vote yesterday at a special board meeting held to save a plan to bring BART to the city's airport.

Teng joined five other supervisors — Michael Yaki, Susan Leal, Leland Yee, Barbara Kaufman and Gavin Newsom — to pass a resolution critical to moving the \$1.2 billion project forward.

"I am happy to be able to join the rest of my colleagues who support the project," Teng said. "I think it's an important project for the city, and it's something that the city cannot afford to lose."

On Monday, the BART-to-SFO project was thrown into jeopardy after Supervisor Jose Medina shocked supporters by refusing to cast the sixth "aye" vote, which is needed to pass any issue with a fiscal impact. In this case, the resolution authorizes the city to deduct money from its annual payments to BART if the transit agency defaults on \$2.5 million in annual rent for space at SFO.

Long-standing concerns about hidden costs to taxpayers, environmental concerns about too many parking spaces and ideological differences about where BART should be built prompted four supervisors — Medina, Leslie Katz, Sue Bierman and Tom Ammiano — to vote against the plan.

"This is not the deal the voters supported," Katz said, referring to Proposition I, a 1994 voter mandate to extend BART's service to the airport.

With only five members to say yes, the resolution failed. That set off fireworks at City Hall, with supervisors negotiating one-on-one behind closed doors. A few began calling Hong Kong to ask the mayor's contingent — which included Teng — what to do.

Supporters had counted on Medina to clinch the deal. But Medina refused to budge. That prompted the highly unusual parliamentary move of recessing the meeting until yesterday — which gave Teng time to return Monday as scheduled, and supporters time to convince Medina to change his mind.

But if anything, Medina's opposition hardened. Yesterday, a visibly angry Medina said he could not "in good conscience" support the resolution. He then blasted the press for its unfair coverage. He also lam-

basted state Senator Quentin Kopp for attacking his decision, calling the senator "Dubious Kopp."

"I was very upset on Monday (about) the tactics of calling me aside and recessing the meeting," Medina told a reporter. "They never asked me how I was going to vote ... they didn't count the votes ... they didn't do their homework."

He added: "If this was such an important item, the mayor should have called. If Brown had been here, you could be sure every vote would have been counted."

But Teng — who joked that she was dispatched to save the plan not by the mayor, but by Medina — said she assumed Medina would vote yes, and that the resolution would pass in her absence.

"I was surprised," Teng said. "When we were voting on this before, we had the overwhelming majority at the time. But people took his leaning for granted. This was his first vote on the (BART-to-SFO) issue ... so in a way, it shouldn't be all that surprising."

Yesterday's resolution was necessary to implement an agreement among the airport, airlines, BART and the mayor. If the board had not approved it by today, a commitment of \$750 million in federal funds for the project would have expired.

The big question now is whether BART will approve the deal at its board hearing today. If BART rejects the agreement, then everybody will have to return to the bargaining table.



Teng

# BART board backs SFO extension plan

## Airport link survives local votes, moves to U.S. Congress

By Rachel Gordon  
OF THE EXAMINER STAFF

BART's board of directors Thursday approved a final plan for extending the rail line to San Francisco International Airport, keeping the \$1.2 billion extension on its precarious track and apparently saving \$750 million in federal money for it.

The 7-to-2 vote followed by a day a thin victory for the bitterly contested extension before the San Francisco Board of Supervisors, which Wednesday gave it the go-ahead on a 6-4 vote.

Even with the local hurdles apparently cleared, the BART extension still faces an uncertain ride in Congress, which must make the promised \$750 million grant available.

The BART board vote came even though opponents protested that the plan to take the rail transit system into the airport remains deeply flawed.

The earlier passage by the supervisors came after Supervisor Mabel Teng raced home from Hong Kong to cast the deciding vote to keep the plan alive.

"I'm very pleased; we did the right thing," said Supervisor Michael Yaki, who led the lobbying effort to make sure the board approved the plan Wednesday.

On Monday, the supervisors voted 5-4 in favor of the plan, but that was one vote short of the six required for passage.

A lot changed in the interim. Teng, who was on a trade mission to Asia with Mayor Brown,

who supports the airport extension, rushed back to vote after the board invoked a seldom-used parliamentary maneuver to reconsider the earlier vote.

Wednesday's 6-4 decision didn't come quietly, with supervisors on both sides giving chest-thumping speeches to press their points.

Two years ago, voters approved plans to run BART directly into the airport, a decision that was supposed to have ended a long-fought battle over whether to build a station in the airport or near it.

The 8.2-mile extension would add tracks from Colma, where the system ends, to South San Francisco, San Bruno, the airport and Millbrae. If the deal, which would include a \$200 million share from the airport and \$2.5 million annual rental payments over 50 years by BART, ever gets off the ground, it would take four years to complete. And it would create 10,000 construction jobs.

The issue before the supervisors involved a financial agreement between BART and SFO.

Opponents are concerned that if BART fails to meet its financial obligation, the San Francisco General Fund could be used as a bailout for as much as \$2.5 million a year.

But the chance of that happening, proponents argued, is remote. Deputy City Controller John Madden said a hit on the General Fund was extremely unlikely.

Wednesday's vote by the supervisors wasn't unexpected, although it did provide its moments of high drama.

On center stage was Supervisor Jose Medina. Monday, his vote against the project took supporters by surprise and sparked heavy lobbying from his base of organized labor, the mayor's office and San Francisco's federal representatives

in Washington to force a change of mind. Not only did he rebuff them again Wednesday, but he did it with vigor.

He lashed out at the City Hall press corps for pursuing him for comment after Monday's vote and for past coverage of his tenure on the Police Commission. He accused Mayor Brown's staff of failing to properly count votes before Monday's meeting and making a mistake in including him in the "yes" column. "That's why they're in the mess they are today," he said.

And he went after state Sen. Quentin Kopp, I-San Francisco, whom he dubbed "Dubious Kopp," for his stance on plans to bring BART into the airport, and for mistakenly introducing him at a dinner earlier this year as Jim Morales. Morales heads the San Francisco Redevelopment Agency.

On the issue itself, Medina said the proposal did not provide adequate safeguards to protect The City's financial interests.

The three other supervisors who rejected the plan — Sue Bierman, Tom Ammiano and Leslie Katz — joined Medina in saying they supported running BART to the airport, but not this plan.

Backers said financial concerns were without merit because several safeguards had been put in place, such as a performance bond and the chance for San Francisco to deduct money from its annual service payments to BART.

Joining Teng in voting yes were Supervisors Yaki, Barbara Kaufman, Susan Leal, Gavin Newsom and Leland Yee. Supervisor Amos Brown is in Asia with the mayor.

LETTERS TO THE EDITOR

**Move near your  
work**

**Editor:**

In a recent letter, the writer wrote about the grave need for better mass transit along the Peninsula. This writer is from San Francisco and works in Millbrae. I have a better solution that is less costly than spending billions of dollars of public money for a BART kingdom, as the writer suggests. This person, and others like him, should move closer to where he works. I don't know the particulars of this person's situation, but I'm certain that if he can afford to live in San Francisco, then he can afford to live just about anywhere along the Peninsula, including Millbrae.

My personal experience has been that life is a lot less complex when you choose to live and work in the same area. Not everyone can make this choice, of course, but more could than do. And most do not because they enjoy where they live. Where they live may be nice, but when they hate the commute enough, perhaps living somewhere else could more even out the enjoyment and the suffering. But asking the public to subsidize your travel because you want to live where you want to live is paramount to stealing. Life, liberty and the pursuit of happiness, but pay your own fare!

**Matt Grocott  
San Carlos**

**BART would help  
air travel**

**Editor:**

I am very disheartened to think that United Airlines and the Air Transportation Association could squash the BART extension to the San Francisco Airport — an effort that has been gaining support from Bay Area citizens. It is infuriating to think that politicians and lobbyists in Washington could stop a forward-thinking approach to our daily problem of freeway congestion.

My family and I travel quite frequently and the trip to and from the airport is the part we dread the most. Making arrangements for special transportation to and from the airport or where and how to store the car just adds to the logistic trials of a trip. For many years I've been looking forward to the day when this won't be a part of travel for Peninsulans.

I hope that government policy makers will see that the benefits of improved economy, air quality, and traffic far outweigh the appeasement of the airline industry.

**Carla Schoof  
San Carlos**



## Supervisor vote stalls SFO BART extension

The expected approval of an agreement to extend BART to San Francisco International Airport fell flat with a surprise "no" vote by a city supervisor.

The board voted Monday 5-4 in favor of the agreement, but that was one vote less than needed. The result jeopardized a long-sought effort as well as \$750 million in federal funds.

Backers thought they had the votes to pass the resolution, which would authorize the city to deduct money from its annual payments to Bay Area Rapid Transit if the transit agency defaulted on \$2.5 million in rent for space at the airport.

In an unusual parliamentary procedure, supervisors recessed the meeting until Wednesday when another supervisor will have returned from an overseas trip and may be able to cast the deciding vote in favor.

"Right now we have the clock ticking on us from the federal government to accept or reject this deal," said Supervisor Michael Yaki, a project supporter.

Approval is important because officials have said that without the agreement, it is unlikely Bay Area Rapid Transit can get the federal money it needs for the project.

Those who voted against the agreement said it would have put the city's general fund at risk if BART failed to pay charges to the airport.

## EDITORIALS

---

# Supes Should Approve BART-to-Airport Plan

**T**HE PLAN to bring BART to San Francisco International Airport survived the selfish sabotage campaign by the airlines.

Now all it has to do is overcome a sudden surge of shortsightedness by a few San Francisco supervisors and the bruised egos of a few BART board members.

The Bay Area has never been closer to getting rapid transit to the perpetually

gested airport. But, as always, nothing comes easy in this political labyrinth of a region.

In the latest twist, the Board of Supervisors nearly voted Monday to reject a resolution that essentially ratifies the city's component of the BART-to-SFO deal. The vote count was one short of a majority of the full board, and two of

---

*Rejecting the negotiated deal would cost the project \$750 million in federal funds*

---

the 11 supervisors were out of the country on a trade mission with Mayor Brown.

The consequences of a "no" vote would have been disastrous. It would have set the project back to square one, and other communities across the United States would have gleefully jumped ahead of the Bay Area in line to claim the \$750 million in

federal transit funds that are ready to be earmarked for the airport BART stop.

Fortunately, Supervisor Michael Yaki and others who recognize the value of mass transit to the airport stepped in to request a second, final vote at 10 a.m. today. Supervisor Mabel Teng, who landed at SFO about the same time as the resolution was about to crash Monday, should be rested and ready to cast the deciding vote.

**T**he supervisors who opposed the deal picked at its imperfections. They questioned what it would do to airport fees, whether the BART-to-SFO fares would be affordable and even resurrected the argument for an off-site station with a light-rail link. Perhaps they forgot that voters two years ago made it clear that they wanted the BART station inside the airport.

Also, it must be remembered that the deal is a compromise, and an opportunity that must not be squandered. A "yes" vote by supervisors today and the BART board tomorrow gets the project on track toward an opening in the year 2000. "It's a better deal than no deal and no deal is the alternative with this Congress," said Yaki.

In recent days, there have been murmurs out of the BART board that a couple of its members, still seething over being forced to pay rent to the airport as part of the pact, may balk at the finish line. They need to get past the rancor of past negotiations and vote for a project with substantial future benefits for the region's economy, air quality and traffic flows.

## BART-SFO Link Hits Another Rough Patch

Crucial votes scheduled  
for today, tomorrow

*By Phillip Matier  
and Andrew Ross  
Chronicle Staff Writers*

The controversial \$1.2 billion BART-to-the-airport deal will face turbulence when it goes before the BART board tomorrow, even if San Francisco supervisors finally round up the votes today to approve the plan.

**MATIER  
& ROSS**

It took months of negotiations between San Francisco Mayor Willie Brown, the airlines and BART honchos to reach the deal, but the plan must be approved by both the supervisors and the full BART board this week — or \$750 million in federal funds for the project could be lost.

"We need six votes to pass the deal, and I'm not sure the six votes are there," said BART board member Tom Radulovich of San Francisco. "All of us want the extension to happen. It's just that the terms of this deal are going to be hard to swallow."

Radulovich isn't the only BART board member unhappy with the deal.

James Fang, who also represents San Francisco, says the airlines and their Washington lobbyists have "strong-armed and black-mailed" BART into a deal fraught

with problems.

Under the compromise, the airlines agreed to allow \$113 million of their landing fees to go toward the BART extension in exchange for BART:

- Giving a 25 percent fare discount to airline employees. Radulovich said "other riders resent" this demand;

- Putting up as much as \$70 million to cover interim costs if Congress doesn't come through on time with its promised \$750 million share of the project;

- Paying the airport \$2.5 million a year in rent — something BART has never done;

- Signing a letter saying other transit agencies shouldn't be allowed to use the airlines' landing fees to pay for their projects. "Oakland, for example, is irate because they would like to see federal funds used for their own BART connector," Radulovich said.

U.S. Senator Dianne Feinstein and most of the Bay Area congressional delegation blessed the deal, so many assumed that it would be a slam dunk at BART and at the San Francisco Board of Supervisors.

But on Monday, much to the chagrin of Mayor Brown, who is on a junket to Asia, the San Francisco supervisors came up one vote short of approving the deal.

Supervisor Mabel Teng — who was with the mayor — was promptly dispatched home from Hong Kong to provide the winning vote today.

From there, the deal will move to Oakland, where six BART direc-

tors would have to vote for approval. But at last count, only four solid votes were in favor.

Despite the angst, BART director Dan Richards, the board's point man on BART-to-the-airport, said he remains confident that the measure will eventually pass.

"Let's face it," he said, "would you vote against this if you knew Mayor Brown was sending Mabel Teng in from Hong Kong just to vote for it?"

## BART commuters take fare hike in stride

### Riders complain but don't switch to cars

By ANN GRIFFITH

STAFF WRITER

BAY POINT — BART fares have gone up 45 percent over the past three years, including another hike last week. But many commuters remain complacent.

"BART is going to do this and there's no way we can stop it," Corry Brant of Oakley said Monday at the Bay Point/Pittsburg station. "It's just one of those things you can't complain about. I don't think it would help."

Other riders in Bay Point also shrugged their shoulders at the April 1 fare increase of 11.4 percent, even though the trip from East County to San Francisco was among the hardest hit.

The round-trip fare from Bay Point to Embarcadero in San Francisco is now \$8.60, compared with \$7.70 last month.

Angie Ladhar of Antioch will pay \$20 more a month, for a total BART bill of \$189, for her commute. Ladhar, a trader for Charles Schwab & Co. Inc. in San Francisco, is considering joining a van pool, which would pick her up close to home and might cost less.

"Every year fares go up," said Ladhar. "People are complaining a lot."

But for now, Ladhar and other passengers said, it is still cheaper and quicker to ride BART than to drive on Highway 4.

If Ladhar drove to work, she would have to spend \$18 a day to park, or \$396 a month, and that doesn't include gas, bridge tolls or car maintenance.

Although people complain about BART, few have stopped using the Bay Point station because of the fare increase, said spokesman Mike Healy.

In the first two weeks of March, the station averaged 3,551 exits a day from its ticket gates. Since the fare increase, the average has been 3,544 passengers a day, he said.

The BART board approved the 45 percent total fare increase in February 1995. To avoid the dip in riders that followed an increase in 1986, it decided to phase in the fare hike over three years, with the last phase April 1.

BART use had been growing at the Bay Point station since it opened in December.

"It is too bad prices have to be increased," said Brentwood Councilwoman Barbara Guise, who sits on local transportation committees and often criticizes BART service in East County. "But BART does not break even as it is."

BART must cover about 60 percent of its operating costs using fare revenue, much more than other transportation agencies. Tri Delta Transit in Antioch, for example, only covers 19 percent of expenses with fares.

The fare increase "hasn't seemed to have the impact it might," said Steve Heminger, manager of legislative and public affairs for the Metropolitan Transportation Commission.

"Part of that is the economic conditions," he said. "The economy is much stronger. Incomes are higher."

Overall, however, the percentage of Bay Area commuters using public transit is dropping when population growth is factored in, Heminger said.

"BART's reliability has suffered recently, there's no question about that," Heminger said. "But it's still better than the roads."

LETTERS TO THE EDITOR

## **BART helps everyone**

**Editor:**

I wish to express my support for the BART extension to San Francisco International Airport and Millbrae. Let us welcome BART and stop feuding over which mode of transportation is better; more public transportation is better transportation! No single type of mass transit can serve everyone. With a BART connection to CalTrain, SamTrans, Muni, and other transit districts, everyone is better served.

Peninsula residents will agree that our streets and highways are getting more congested every year. We need many transit alternatives and we need them now. The BART-SFO extension may not be perfect, but it has been studied thoroughly and enjoys widespread support.

But this whole issue is bigger than airport-bound traffic. Having BART to Millbrae, where cross-platform transfer is possible from CalTrain, makes it so easy for commuters from the southern portion of the county to get to downtown San Francisco.

**Michelle Dertling  
Redwood City**

## **BART saves taxpayer money**

**Editor:**

As a state employee, I am sometimes required to attend public hearings in the Los Angeles area. On these occasions, I must spend time and taxpayers' money on shuttle or taxi round trips between downtown San Francisco and SFO.

It doesn't have to be this way. BART's Embarcadero Station is only half a block from my office, and within walking distance of my home. With BART service to SFO, I could get to my plane quickly and at much less cost to the taxpayer.

Bay Area residents have supported extending BART to the airport for years. Let's do it now!

**Doug Elliott  
San Francisco**

## **BART now before too late**

**Editor:**

Anyone who travels south from San Francisco on the Bayshore Freeway can see the urgent need for more transportation options to the airport. Even if you don't have a plane to catch, it's obvious that SFO already generates a large volume of traffic. The new international terminal will add greatly to the number of travelers and employees who have to get to and from the airport daily.

Enough of this delay. Build the long promised BART extension now so we can all be assured of easier access to the airport in the future.

**Frank Raye  
San Francisco**

# No bozos on this train

San Francisco supervisors take a strange detour on the way to snagging final agreement for a BART extension to the airport

**O**NLY PEOPLE with macadamia nuts for brains would turn down \$750 million for a nifty, useful project that the boss has ordered up for their own backyard. That's why we have every faith in the world — well, almost — that by the time you read this the local Board of Supervisors will have approved a resolution in favor of extending BART into San Francisco International airport.

Failure to do so would jeopardize, and perhaps kill, chances to secure three-quarters of a billion dollars in federal funds.

A Thursday vote of BART directors is also required to get things rolling.

On Monday, the supervisors fell one aye short of approving financial arrangements with the transit agency. That required a transpacific voyage to supply a sixth vote on Wednesday by Supervisor Mabel Teng, who had accompanied Mayor Brown on his Asian junket.

The supervisors who got it right Monday were Barbara Kaufman, Susan Leal, Gavin Newsom, Michael Yaki and Leland Yee.

Supervisor Sue Bierman voted "no." At least she's consistent: She's always been against the BART extension into the terminal area. Tom Ammiano is probably more interested in ensuring pizza delivery in high-crime areas of The City.

Less explicable were the negative votes cast by Leslie Katz and Jose Medina. Katz always struck us as whip-smart, but we've been wrong before. And Medina seems like a sensible fellow with a strong affinity for working people. (Memo to Medina: That \$1.2 BILLION project will put a lot of vittles on the dinner tables of the families of construction workers).

Medina wasn't talking much. Katz said she was worried about hidden costs someday suddenly surfacing, costs that San Francisco taxpayers would have to pay. We appreciate her concern, as well as her skepticism of the uniformly beneficial effects of big money deals — especially those negotiated by Mayor Brown.

But consider the options.

*Either:* The supervisors take a tiny risk that BART doesn't cough up its annual \$2.5 million station rent at the airport, requiring The City to deduct money from its payments to BART. Big deal.

*Or:* The supervisors blow off \$750 million in federal funds and doom the BART-to-the-airport extension.

In Katz's case, the phrase "penny-wise and pound-foolish" comes to mind.

Another light bulb that ought to come on in the Katz cranium is the 1994 plebiscite (Proposition I) in which city voters overwhelmingly supported a BART extension into SFO.

Politicians shouldn't need to be reminded that they are but the hired help on the ranch owned by the citizens.

The other factor rendering the Katzian squeamishness unfortunate is that the BART-to-the-airport deal is hanging by slender threads. Some airlines would like to kill it. Some Republicans in Congress would like to administer the lethal dose. The airport isn't in love with the deal, and it's always been a political hot box for the BART directors.

Getting everyone on the same train headed in the same direction at the same time isn't easy — especially when some passengers suffer surprise fits of motion sickness and want to jump off.

None of the riders is terminally nuts. The box is either half empty or half full. We hope it's the latter. All aboard.

## **Plan to extend BART hits snag**

*Associated Press*

**SAN FRANCISCO** — City supervisors yesterday temporarily stalled a plan to extend Bay Area Rapid Transit service to San Francisco International Airport.

Supervisors voted 5-4 in favor of a fiscal agreement between BART and the airport, one vote less than was needed to pass the resolution. Officials have said that without the

agreement, it is unlikely BART can get the federal money it needs for the project.

The board recessed the meeting after the vote and will vote again tomorrow when Supervisor Mabel Teng can be present.

Those who voted against the agreement said it would have put the city's general fund at risk if BART failed to pay charges to the airport.

# BART-to-SFO shocker: S.F. board says no

Unexpected vote by supervisors threatens federal funds, throws backers into panic

By Rachel Gordon  
OF THE EXAMINER STAFF

What was supposed to be a *pro forma* vote in favor of the BART-to-the-airport project collapsed when the San Francisco Board of Supervisors unexpectedly defeated the measure — sending supporters scrambling to undo the decision.

The board's jaw-dropping vote Monday jeopardized not only the long-sought effort to send BART into San Francisco International Airport, but also \$750 million in federal funding.

"Right now we have the clock ticking on us from the federal government to accept or reject this deal," said Supervisor Michael Yaki, who is leading efforts to keep the project afloat.

Yaki and other proponents hope to use an arcane parliamentary move to push for a new vote.

Instead of adjourning Monday's meeting, the board voted to recess until Wednesday morning, when Yaki will ask his colleagues to reconsider. By then, Supervisor Mabel Teng should be back from her excursion to China with Mayor Brown and could cast the deciding vote in favor of the project.

Teng's staff said the vote is not the reason she is coming home early. A past supporter of the plan, she was due back late Monday.

Meanwhile, environmental activists who oppose sending BART into SFO are working to change the minds of other supervisors who favored the extension.

Although the board voted 5-4 to approve the legislation, at least six votes are needed to pass it.

## Medina votes no

Backers of the project thought they had the deal locked up going into Monday's meeting and were taken off-guard, they said, when Supervisor Jose Medina voted no. Medina, however, said he never told supporters how he would vote.

Medina refused to comment after the meeting and slammed his office door in reporters' faces to avoid questions.

Later Monday night, he issued a press release and spoke with *The Examiner*, saying he voted no because of the financial burden the project could put on The City.

The position of the other supervisors who rejected the plan — Sue Bierman, Tom Ammiano and Leslie Katz — was expected. Voting in favor were Supervisors Barbara Kaufman, Susan Leal, Gavin Newsom, Yaki and Leland Yee. Supervisor Amos Brown is with the mayor in Asia and is not scheduled to come back early.

After the vote, Yaki huddled with Medina nearly a half-dozen times both in public view and in private. Supporters also took Katz aside and persuaded her to go along with the plan to recess the meeting and keep the project alive, even though she is expected to stick with her no vote.

State Sen. Quentin Kopp, I-San Francisco, who has been the driv-

ing force behind the BART-to-SFO effort, was aghast when told of the board's vote. He noted that voters two years ago approved plans to put a BART station inside the airport.

"It's shameful," Kopp said of the board decision. "It's an abnegation of their responsibility to carry out the mandate of the voters." If need be, he added, he would go to court personally to see that the will of the voters is enforced.

With Mayor Brown pushing hard to send BART to the airport, Medina was under heavy pressure to change his mind, and midway through the meeting he was on the phone in the board's closed-door ante room with union leader Larry Mazzola. Organized labor leaders don't want to see the big construction project — with its accompanying jobs — thwarted.

## BART on the bumpy track

The legislation that triggered the flare-up concerns a lease and operating financial agreement between BART and the airport on the \$1.2 billion extension. The question is whether city coffers will be tapped to help pay for it.

Rejection of the agreement likely would doom chances for federal support of the extension, which has had more ups and downs than an elevator. The BART board of directors is set to consider the measure Thursday.

Katz said she opposed the deal because it could end up costing San Franciscans, either through a general fund bailout or higher fares. Ammiano concurred.

Bierman has been a longtime opponent, siding with environmen-

talists who have pushed for an alternate BART extension near to — not in — the airport to link better with train service to the Peninsula.

Medina said in an interview that if its supporters can persuade him the project won't threaten The City's general fund, he may change his vote. He plans to meet with representatives from organized labor, BART, the airport, the mayor's office and other supervisors before Wednesday's meeting.

Stuart Sunshine, Brown's point man on transportation issues who was also in the back-room confabs, made it clear the mayor would be unhappy if the BART to SFO plan falls apart.

"I would assume that the mayor is interested in abiding by the voters' wishes and we don't want to be responsible for losing \$750 million," Sunshine said.

Brown is midway through his two-week trade and friendship mission to the Far East.



## Surprise S.F. Vote Threatens BART-to-Airport Funds

### Supervisor rushing home to save plan

By Edward Epstein  
and Yumi Wilson  
Chronicle Staff Writers

Supervisor Mabel Teng was dispatched home from Hong Kong last night on a rescue mission to save the planned BART extension to San Francisco International Airport.

Teng, who is on a trade mission with Mayor Willie Brown and Supervisor Amos Brown, got the frantic call after the Board of Supervisors came up a surprising one vote short on a resolution critical to moving the \$1.2 billion project forward.

The resolution is necessary to implement an agreement negotiated by Mayor Willie Brown. If the board doesn't approve it by Thursday, a commitment of \$750 million in federal funds for the project will expire, project backers said.

In a jolting afternoon of parliamentary confusion and whispered corridor consultations, the plan was kept alive yesterday only after one of the supervisors who voted against the accord agreed to a highly unusual recess until 10 a.m. tomorrow. That will provide time for Teng to cast the needed sixth vote.

The setback at the board was a rare defeat for Mayor Brown, and may have been at least partially explained by his absence at City Hall, insiders said.

Backers thought that they had the votes to pass the resolution, which would authorize the city to deduct money from its annual payments to BART if the transit agency defaulted on \$2.5 million in rent for space at SFO. But instead, that arcane issue became symbolic of the wider argument over how much of a share the city should contribute to building the BART extension to the airport.

The board unexpectedly gave only five votes to the resolution — from Supervisors Michael Yaki, Susan Leal, Barbara Kaufman, Leland Yee and Gavin Newsom. Vot-

ing against it were Sue Bierman, Tom Ammiano, Leslie Katz and Jose Medina.

Medina's vote was a big surprise and set off the backroom wheeling and dealing that included phone calls to Hong Kong.

Medina was elected to the board last November with strong backing from Mayor Brown and organized labor, also big supporters of the project.

He never explained his vote and ended up being chased by reporters down a staircase at City Hall and into his office. Asked if he wanted to comment, he said, "Not at this point, no." He then closed his door.

Medina clearly was under pressure from other supervisors and mayoral aides to change his vote, which would have allowed the board to rescind its action yesterday and take another vote. Medina held firm, but eventually Katz was persuaded to become the sixth vote necessary to declare a recess.

While Medina was mum, Katz said she feared the extension could cost San Francisco taxpayers lots of money.

"I am concerned about the costs to San Francisco. We don't know how much it will cost to go to the airport . . . We have too many hidden costs," she told the board. She suggested that San Francisco could end up paying for construction costs between the Colma station and SFO, which might hit hundreds of millions of dollars. She also said city residents might have to pay higher airport fees to cover the airport's \$200 million share of the project.

Katz, who was originally appointed to the board by Brown, also suggested that a round-trip BART ride to SFO could range from \$10 to \$15.

Bierman, who has long opposed the BART extension, said she couldn't support yesterday's resolution because "I can't be for something that I think is the wrong solution."

She supports a common BART-Caltrain station west of Highway 101, with a "people mover" carrying passengers to terminals.

Proponents reacted to the vote with scorn. "I wonder if any one of them can face the voters and sug-

gest they turned down \$750 million?" asked Supervisor Susan Leal. She pointed out that city voters gave strong support to the idea of building BART into SFO's terminals when they approved Proposition I two years ago.

"This ignores the political realities of federal funding in a Republican-controlled Congress," said Supervisor Michael Yaki. "Unless we change the vote (tomorrow) we can kiss the \$750 million goodbye."

Leal also said the chances of BART defaulting on its rent were remote. Even if it did, she said, the city could withhold money it now pays when Fast Pass holders ride BART within the city. BART will also carry a performance bond, a type of insurance policy, guaranteeing completion of the airport project.

The agreement between the city, United Airlines, other air carriers and BART on financing the extension expires on Thursday. It was hammered out after long negotiations that included a summit in Brown's office.

Peter Nardoza, the airport's administrator of governmental affairs, testified before the board, trying to assure supervisors that the city's liability would be minimal.

"The board had a resolution before it that would have approved one specific portion of an agreement that has been reached between the airport, airlines, BART and the mayor. This resolution has to do with the obligation that BART has to pay rent. The agreement says if BART does not pay rent, various methods would be used to recoup the payment."

The BART board is due to vote on the project Thursday morning.

Chronicle Staff Writer Benjamin Pimentel contributed to this report.

# Fare hikes drive BART riders into their cars

As the relative cost of driving goes down, the cost of mass transit continues to rise

By Erin McCormick  
OF THE EXAMINER STAFF

When BART fares jumped 11 percent last week, Concord residents Ron and Arimena Brown reached the end of the line with public transit.

The cost of their daily round-trip between Concord and San Francisco increased to \$15.40 from \$13.80 — or as Brown notes, cringing, \$308 a month.

“For that, we can drive to The City, park and pay for several months of maintenance on the car,” he said. “With this increase, the party’s over.”

Riders like the Browns are bad news for BART and public transit generally, which for decades has struggled to entice commuters out of their cars and onto buses and trains. Increasingly, transit systems are facing a sobering fact: The relative cost of driving is going down as the cost of riding is going up.

BART’s ridership, now about 258,000 a day, continues to climb, but not as quickly as the population. As the gap widens, the results are felt on Bay Area freeways.

“It’s one of the fundamental imbalances transit faces,” said Steve Heminger of the Metropolitan Transportation Commission, a regional agency that oversees Bay Area transportation planning. “Transit fares have kept up with inflation; the cost of driving has not.”



A BART train makes the turn between the Orinda station and the St. Stephens overpass as automobile commuters fight the traffic along Highway 24 last week.

“Ultimately, it means higher levels of congestion on the roads and higher levels of stress,” he said.

When the Bay Bridge opened in 1936, Heminger said, commuters paid a round-trip toll of \$1.30 (65 cents in each direction). That’s the equivalent of \$15.60 in today’s dollars. But today’s toll is just \$1.

Other driving costs have dropped because of fuel economy improvements and gas prices that haven’t kept up with inflation. In 1980, drivers paid an average of about 11 cents a mile for gas, in today’s dollars. Now, they pay 5 cents a mile.

“This is why people don’t take BART to work: The gas prices are low, the tolls are low, and they’ve got free parking from their employers,” said Martin Wachs, the director of the University of California Transportation Center, which conducts research into major transportation issues.

It costs drivers about \$7.50 in out-of-pocket expenses to do the 60-mile round-trip commute between Concord and San Francisco, according to the American Automobile Association. For the same trip in 1980, drivers paid \$9.50, adjusted for inflation. Round-trip BART fares have climbed to \$7.70 for the Concord-San Francisco ride, about 55 cents more than the 1980 fare, after adjusting for inflation.

Experts say that drivers benefit from whopping subsidies, including costs of road-building, highway maintenance, air pollution and the economic losses caused by congestion.

“This is why people don’t take BART to work: The gas prices are low, the tolls are low, and they get free parking from their employers.”

— Martin Wachs,  
UC Transportation Center

“We’ve made it cheap to drive,” said Russell Hancock of the Bay Area Council, a nonprofit organization of corporate leaders backing a controversial proposal to make rush-hour bridge users pay a great-

2  
 Cont...  
 BART:

er share of costs. "As long as we keep doing this, people will keep driving. In the Bay Area, transit has a hard time competing."

Public transit enjoys subsidies as well: BART fares provide about 60 percent of the system's operating cost — and that's one of the highest rates in the country. The remainder of the service is covered by state and local taxes.

The council has proposed hiking rush-hour bridge tolls to as much as \$3 to help pay for the traffic tangles, road deterioration and pollution that driving causes. The "congestion pricing" proposal, which the MTC also supports, would encourage drivers to seriously consider transit and car pooling, Hancock said.

**Getting your money's worth**

Vallejo resident Wellesley Winder says she thinks the higher cost of riding was a good investment — especially if it paid for the more reliable trains, modernized stations and better service that BART had promised. But Winder, who now drives to Walnut Creek, then pays \$3.45 to ride BART to San Francisco, says that if fares go much higher, she'll drive all the way.

"If these fare increases go to benefit a new computer or better stations, that's worthwhile to me," she said. "But if the fare reached \$4 each way, I'd drive in. That covers the cost of parking. And it really gets frustrating when BART runs late."

In many ways, BART is doing better than other transit agencies around the nation. While other systems are losing riders, BART has managed to increase its passenger count by about 7 percent since 1990, despite two previous years of fare increases.

"We've had a strong economy coupled with more and more congestion on the freeways," BART spokesman Mike Healy said. "People buy into convenience more than they're affected by price."

Stress is a big factor for some people.

"There's the traffic to worry about, the parking costs, plus and wear and tear on my car — it's not

**COMMUTE COSTS**

How does the cost of driving compare with the cost of taking public transit? Below, driving and transit costs are compared in the Bay Area and in selected large U.S. cities for 30- and 10-mile round-trips. Costs include only such out-of-pocket expenses as gas, oil, tires, maintenance and tolls. They do not include general costs of auto ownership such as purchase price of the car, insurance and depreciation, which are shared by all car owners, whether or not they commute.

**30-mile trip**

Suburb to central city

**Automobile**

**Driving**

\$7.48

**Parking (S.F.)**

\$7.00

**Public transit**

**BART (Concord-S.F.)**

\$7.70

**CalTrain (S.F. -Palo Alto)\***

\$7.50

**New York City**

\$9.44

**Long Island, N.Y.**

\$7.70

**Chicago**

\$7.20

**Philadelphia**

\$7.10

**Boston**

\$6.80

**10-mile trip**

Within metro area

**Automobile**

**Driving cost**

\$2.16

**Parking cost (Oakland)**

\$4.00

**Public transit**

**BART (Richmond-downtown Oakland)**

\$3.70

**AC-Transit (Richmond-downtown Oakland)**

\$2.50

**CalTrain (S.F.-San Bruno)\***

\$4.00

**Los Angeles**

\$2.70

**District of Columbia**

\$4.90

**Atlanta**

\$3.00

**New York City**

\$3.00

**Miami**

\$2.50

\* Includes upcoming fare increase  
 SOURCE: Examiner survey of transit agencies  
 in named locations

EXAMINER GRAPHICS

worth it," said Frank Higgins of Pinole. "At least on BART I can sleep."

BART fares for long-distance rides are in line with those of commuter railroads around the country.

In New York, for instance, commuters with a monthly pass pay \$8.14 for the 60-mile round trip between Pennsylvania Station and Farmingdale, Long Island. A similar trip would cost \$7.70 on BART. On Chicago's commuter rail system it would be \$7.20.

But those who don't have the money to buy and insure a car also don't have the luxury of making the choice between driving and public transit.

"I make a meager living, and between rent and commuting, I'm barely making it," said Greg Crandell, a courier, who just saw the price of his daily round trip from Union City to San Francisco increased by 80 cents to \$7.70 a day, or \$154 a month.

"Ouch," he said. "This may kill me."

"It's one of the fundamental imbalances transit faces. Transit fares have kept up with inflation; the cost of driving has not. ... Ultimately, it means higher levels of congestion on the roads and higher levels of stress."

— Steve Heminger, MTC

## EDITORIALS

---

# 'Rail-trail' not off the tracks yet

**S**AN Mateo County Supervisor Tom Huening is a persistent fellow. For the better part of a year, he has been relentlessly pushing for the creation of a pedestrian/bicycle path next to the CalTrain rail line.

It would be an understatement to say that there has been little support for his plan. Several cities along the route have already turned thumbs down on the idea. Few cycling enthusiasts have jumped on board to embrace it. CalTrain backers fret about it too.

But does that mean the so-called "rail-trail" project is an out-and-out waste of time, energy and, of course, money? Maybe not. We believe the concept may well have merit.

Fortunately, the San Mateo County Transit District board and the supervisors themselves have not killed Huening's proposal outright. It is still alive, although the heartbeat is faint.

Presently, SamTrans has the matter under consideration for further study for

up to 120 days. That should give all concerned a chance to cover all the necessary bases.

Several key issues need to be examined. Among them:

► **Expense.** It has been estimated that a countywide rail-trail would cost about \$10 million. Where would that money come from? Is the plan really worth it? Such an expenditure (and its source) would have to be justified.

► **Safety.** The notion of a pathway for people adjacent to railroad tracks seems to be a formula for disaster. Yet there are some who believe that it would actually make the rail line safer and more secure. Who's right? We need to find out.

► **Future rail service.** If high-speed trains serving a San Francisco-to-Los Angeles route ever become reality, would a rail-trail be a hazard and an impediment? That is the contention of some foes of Huening's project. Again, we need reliable information.

We aren't willing to dismiss Huening's plan without giving it a fair hearing.

# Sau Francisco Chronicle

Friday, April 4, 1997

MATIER & ROSS

**DI'S RETURN:** In case you haven't noticed, after more than a year of quietly deferring to Mayor Willie Brown, former Mayor **Dianne Feinstein** is back — and in a big way.

In a series of moves that may well signal the end of the Feinstein-Brown feud (not to mention her ambition to run for governor), Feinstein this week came back from the U.S. Senate to kick off the campaign for a local school bond measure.

She also played a key role in the mayor's recent negotiations to get the airlines to help fund **BART** to the airport.

And let's not forget that Feinstein, after a personal pitch from Brown, stepped up and endorsed the proposal for a new 49ers stadium and shopping mall — a potentially watershed ballot issue for the mayor.

It's a far cry from the icy relations that followed Feinstein's decision to endorse **Frank Jordan** over Willie for mayor.

As recently as last August, the Rev. **Cecil Williams** privately tried to broker a peace between the two former allies at the Democratic National Convention in Chicago, but sources say he was shot down.

"It was just too soon," says one Feinstein loyalist.

So what changed?

For starters, Feinstein went out of her way to give Willie the royal treatment at Clinton's inaugural after his own friends in Washington had dropped the ball.

Not only did Feinstein offer him the best seats at the inaugural gala, she also invited him to her house for an exclusive, celebrity-studded bash.

Says one source in the know: "It was the first time I heard him call her anything other than deceitful."

Ever since, Feinstein and Brown have been getting downright chummy.

Of course, not everyone in town is taking Di's return as a warm signal to Willie.

As one veteran political consultant sees the play: "She wants to reassert her primacy in San Francisco. She's the queen bee, and she's saying, 'Don't mess with me.'"

## **Airport board backs BART plan**

**SAN FRANCISCO** The project that would extend BART to San Francisco International Airport was eased closer toward reality Tuesday when the Airport Commission voted 4-0 to approve a lease and operating agreement.

The 50-year lease would allow BART access to the airport for \$2.5 million a year in rent.

While the action was expected, "The next big question is, will the BART board support it?" said Airport Commission spokeswoman Lisbet Engberg.

The BART board is scheduled to consider the matter April 10.

# SFO 'people mover' contestants cry foul

## Adtranz, Mitsubishi angry that Airport Commission has tossed out bids

By Eric Brazil  
OF THE EXAMINER STAFF

Both sides are now crying foul in the no-holds-barred fight between two international conglomerates to build the "people mover" at San Francisco International Airport.

The San Francisco Airport Commission Tuesday rejected the bids of Mitsubishi Heavy Industries America and ABB Daimler-Benz Transportation (Adtranz) for the 1.8-mile shuttle system that will move passengers to and from terminals in an expanded SFO in 2001.

Rejecting the bids will delay the project four to six months but should avoid the litigation that could mean an even longer delay, said airport director John L. Martin.

"Rebidding this project seems to be an award for unseemly behavior," objected Gino Antonello, director of business development for Mitsubishi. His firm had been awarded a contract as low bidder at \$137 million — \$19 million less than Adtranz.

Adtranz's orchestrated negative campaign to invalidate Mitsubishi's bid "is not a campaign about moral issues," Antonello said. "It is a campaign what was lost in the fair bid process. It is a campaign for profits, a campaign to sustain a monopoly position in this industry."

He noted that Mitsubishi had built 13 systems worldwide similar to the SFO project, but none in North America. Adtranz has had a lock on the U.S. market and has built people movers in Atlanta, Denver and Las Vegas.

Adtranz spokesman Don Solem said the firm was "disappointed that the commission didn't take advantage of the opportunity to compare the bids side by side according to the ground rules."

It is Adtranz's position that because Mitsubishi's bid has been found defective by the Human Rights Commission, the Adtranz bid should be opened, considered and awarded, according to the Airport Commission's own bidding rules. However, the city attorney says Adtranz is wrong on that point, because the commission reserved the right to reject all bids at any time.

Shortly after the Airport Commission rejected the bids Tuesday, Adtranz sought a temporary restraining order from Superior Court Judge William Cahill to de-

lay the commission's action. Cahill did not issue the order after being assured by Deputy City Attorney Dennis Aftergut that the commission wouldn't be ready to request new bids for another three or four weeks.

The Mitsubishi-Adtranz case, which Cahill called the most difficult he had ever dealt with, has drawn The City into a new examination of the powers of the Human Rights Commission.

Mitsubishi's bid was brought low by a finding by Marivic Bamba, the Human Rights Commission executive director, that two of its subcontractors were not qualified as minority-owned businesses under city rules. In fact, said Antonello, they were fully qualified and drawn from an approved list drawn up by the commission.

Both Bamba and Human Rights Commission Chairwoman Martha Knutzen supported The City's opposition to the temporary restraining order sought by Adtranz.

LETTERS

## **BART could worsen traffic**

**Editor:**

It's disturbing how many BART advocates reveal little or no knowledge of what's realistic to expect from an airport extension. Over and over, we've heard it's the answer to freeway gridlock. The numbers don't add up.

BART plans parking for 5,000 cars south of Colma. If all 5,000 slots took cars off U.S. 101 (questionable) and if 1,000 San Francisco air travelers/commuters eschewed driving or being driven to SFO to ride slower, roundabout BART (doubletable), that's 6,000 cars subtracted from 101 traffic — a negligible 2 percent of the 270,000 vehicles passing SFO every day by CalTrans count. Regular drivers know any space created would be refilled immediately. Bottom line BART would ease Bayshore traffic no more than it does the East Bay's jampacked Nimitz today — not enough to notice.

Fact is that BART Millbrae-bound traffic would tighten 101's peak hours traffic noose and would worsen tie-ups and pollution on local Peninsula streets. County Supervisor Mike Nevin has boasted of BART's benefits for the I-280 corridor. In fact BART says its extension bodes no relief for that thickening vehicular stream. Odds are that BART Millbrae could add to 280's woes.

Back at SFO, it appears Airport Director John Martin and BART aren't on the same page. He talks of a cross-platform link

between BART and airport rail transit to the terminals. BART says its trains and ART would be one under the other on different levels. For once the credibility arrow points to BART. That's sad for the less spry, for people with carry-on luggage and kids. From BART to terminal, they'd have hundreds of up-down yards to traverse, a good chunk of that by foot.

**James W. Kelly  
San Bruno**

## **Chamber supports intermodal station**

**Editor:**

The Millbrae Chamber of Commerce supports the city's Millbrae Avenue Station Area Concept Plan for the area selected by BART for an intermodal station. The BART project will link BART with the San Francisco Airport and the rest of the Bay Area and then terminate at Millbrae Avenue near Highway 101 in a joint station with CalTrain.

In conjunction with BART's plans, the city of Millbrae has proposed a development plan that will result in an important economic surge for Millbrae. This plan would increase the area of commercialization and would make room for considerable financial investment and new businesses. This would generally include hotels and office space. The creation of jobs and the revenue of newly developed sales taxes, transit occupancy taxes and property taxes, would signal significant financial stability and growth for the city of Millbrae.

We, the Millbrae Chamber of Commerce, believe that this would provide a climate beneficial to businesses and residents of the city of Millbrae and agree with the vision that the leaders of Millbrae paint for its future. The Chamber supports Millbrae's plan, if and when BART realizes their goal of building their Millbrae Avenue BART Station.

**Millbrae Chamber  
Board of Directors**



## S.F. Airport officials OK deal for \$1.2 billion BART project

---

**BART will pay \$2.5 million yearly in rent for 50 years**

---

FROM STAFF AND WIRE REPORTS

San Francisco International Airport officials Tuesday unanimously signed off on a deal for the BART extension that is considered critical to moving the project forward.

The agreement, which goes before the BART board April 10, calls for BART to pay a \$2.5 million annual rental fee to the airport for 50 years. BART also will give airport employees a 25 percent fare discount, estimated to cost the district \$1.5 million a year.

The airport, meanwhile, will contribute \$200 million to help finance the \$1.2 billion BART extension, with \$113 million coming from airline fees and \$87 million from other revenues. SFO will increase annual airline fees by only \$7.5 million, and in return airlines have agreed to stop lobbying against the project and start rallying for it.

Such consensus is considered critical to breaking loose \$750 million in federal funds for the project, held up in the U.S. Senate Transportation Committee's appropriations subcommittee. Subcommittee Chairman Richard Shelby, R-Ala., has expressed concerns about paying for the project in its later years of construction. BART's schedule calls for finishing construction by the end of 2000.

## Airport seeks light rail bids for second time

**By Dan Seaver**  
STAFF WRITER

San Francisco International Airport officials are hoping for a better outcome after voting to put the \$139 million contract for a light rail system out to bid for a second time Tuesday.

Last fall, Mitsubishi was awarded a contract to build the seven-mile line at the airport that would link passenger terminals with long-term parking and a rental car lots.

Losing bidder ADTranz, a German-Swiss firm, challenged the contract in court.

According to papers filed in San Francisco Superior Court, the Japanese manufacturing giant did not meet the minority and human rights minimums set by the city's human rights commission.

Superior Court Judge William Cahill agreed with ADTranz, and although the airport appealed the ruling, the San Francisco Airport Commission on Tuesday voted 3-1, with Commissioner Larry Mazzola dissenting, to start the process from the beginning.

Airport Director John Martin has said he was worried that legal wrangling could delay the airport's \$2.7 billion expansion.

But starting the process over would allow the human rights commission to set the standards for contractors, and avoid months of legal wrangling over the project.

"Hopefully, we would not have the same situation this time," SFO spokeswoman Lisbet Engberg said.

## LETTERS TO THE EDITOR

---

### Kopp was selective in comparisons

**I GET** a kick out of Kopp. Responding to my recent letter stating that state Sen. Quentin Kopp ignores the few CalTrain riders in the portion of San Mateo County he represents, Kopp implies that he has lots of them by listing all of the cities he represents.

What he fails to explain is how "BART to Millbrae" would benefit even one of his CalTrain constituents with a longer, more expensive ride.

He also mentions \$500 million spent on CalTrain in the past decade. A substantial portion of this is money spent on grade separations on the Peninsula.

In every case, the money did not come from the CalTrain Joint Powers Board and was justified by the benefit to the cities, not CalTrain, to reduce traffic congestion.

Furthermore, the \$500 million includes the \$200 million the board paid for the entire CalTrain right-of-way, a fantastic bargain compared to BART's capital costs.

The senator is very selective in his cost comparisons, stating that extending CalTrain to downtown San Francisco is more expensive than extending BART from Colma to Millbrae.

He fails to say that a full-scale, gold-plated upgrade of CalTrain from San Francisco 77 miles to Gilroy is far less expensive than the few miles of BART from Colma to Millbrae and would have an infinitely greater impact on reducing traffic congestion.

**Dick Green**  
Belmont

## Light Rail SFO Project Ordered to Be Rebid

By Ken Hoover  
Chronicle Staff Writer

Ensnared in a dispute over San Francisco's affirmative action regulations, the airport commission yesterday tossed out a \$136.6 million contract awarded for construction of a light-rail "people mover" project.

On a 3-to-1 vote, the San Francisco Airport decided to rebid the massive project, which airport officials had argued all along needed to be expedited so it could dovetail with the completion of a new international terminal.

The decision is the latest step in a lengthy dispute over a project airport officials were proud of, an above-ground train that would move passengers and employees from remote parking lots to terminals.

In December, the airport awarded the contract to Mitsubishi Heavy Industries America, which bid \$19 million less than the only other bidder, ABB-Daimler-Benz Transportation Inc., also known as ADtranz.

But the executive director of the city's Human Rights Commission, Marivic Bamba, found some of Mitsubishi's minority and female subcontractors unqualified to do the work, even though they were on an approved list of such firms that can be used on city projects.

The disqualification dropped Mitsubishi below the 12 percent minority- and women-owned subcontractors required for city contracts.

Superior Court Judge William Cahill has ruled that city charter revisions approved by voters in November make the human relations commission executive director the ultimate authority on whether a city contractor complies with affirmative action rules.

In February, he ordered the city to throw out Mitsubishi's contract, but last month he relented and simply directed the airport and human rights commissions to work out a deal that was lawful under the city charter.

After yesterday's vote, airport manager John Martin conceded that the move will cost the airport \$1.5 million in revenue for each month the project is delayed. He estimated the delay at several months.

Airport officials declined to give detailed reasons for their decision, which came after a closed-door session.

The vote satisfied neither Mitsubishi nor ABB-Daimler-Benz, which have waged an intense lobbying war against each other over the contract. Mitsubishi contends that it is in compliance with affirmative action rules and should be awarded the contract.

ADtranz went to court two hours after the airport commission adjourned, asking Cahill to bar the airport from going forward with a request for new bids.

Cahill declined to act immediately and scheduled a hearing for April 24.

MILLBRAE-SAN BRUNO SUN  
Tuesday, April 2, 1997

## **Benefits of BART outweigh 'costs'**

### **Editor:**

Having lived in both New York City and Millbrae, I have experienced both ends of the public transportation spectrum – and I'm afraid that California is going to have to play catch-up for quite a while. The BART extension to the airport and intermodal terminal in Millbrae make good economic and environmental sense. I have worked in the public transportation industry at both ends of Route 80, and I am convinced that increased urban and inter-urban mass transit is a prerequisite to building that famous bridge to the 21st century.

A direct connection to the airport is critical – the Chicago Transit Authority has a successful line that services O'Hare Airport directly. The New York MTA, however, failed in bringing the subway directly to Kennedy Airport, with the "solution" being an inefficient and arduous bus link that was closed in 1991.

The intermodal terminal in Millbrae makes good sense – no single type of mass transit can serve everyone. The concept of transferring between modes at one location provides numerous alternatives for the greatest number of patrons.

As a resident of Millbrae, I am, of course, concerned about the auditory and visual pollution and the potential for increased crime with the introduction of a terminal in my community. In the overall picture, however, these "costs" are justified by the ultimate goal of the project, which is to provide efficient, reliable transportation up and down the narrow corridor we call the Peninsula.

**Peter M. Grossman  
Millbrae**

# The Oakland Tribune.

AND THE Alameda Times-Star EDITION

Tuesday, April 2, 1997

Also Tri-Valley Herald

## **SFO approves BART deal:**

San Francisco International Airport officials Tuesday unanimously signed off on a deal for the BART extension that is considered critical to moving the project forward. The agreement, which goes before the Bay Area Rapid Transit board April 10, calls for BART to pay a \$2.5 million annual rental fee to the airport for 50 years. BART also will give airport employees a 25 percent fare discount, estimated to cost the district \$1.5 million a year. The airport, meanwhile, will contribute \$200 million to help finance the \$1.2 billion BART extension, with \$113 million coming from airline fees and \$87 million from other revenues. The airport will increase annual airline fees by only \$7.5 million, and in return airlines have agreed to stop lobbying against the project. Such consensus is considered critical to break loose \$750 million in federal funds, held up in the U.S. Senate Transportation Committee's appropriations subcommittee.

## LETTERS TO THE EDITOR

---

### D.C. trip for BART encouraging

**ON BEHALF** of the BART Board of Directors, I think it is important for us to publicly express our sincere thanks and appreciation to key members of the Bay Area business community who set aside time from their busy and important schedules to not just write a letter, but to actually join us in meeting face to face with key elected officials recently in Washington, D.C.

The purpose of our mission was to emphasize the importance of the BART to San Francisco International Airport extension and the impact such expansion will have on the region.

The meetings we held with Sen. Richard Shelby, chairman of the Senate Appropriations Subcommittee on Transportation, and others, stressed the vital importance of a seamless connection between SFO and BART. The active participation of these business leaders made a significant contribution to the chairman's understanding of the importance of this project, not only to the business community but also to the public those businesses serve.

We are confident that the message they helped us deliver regarding the necessity to integrate BART construction with the \$92.5 billion airport expansion will provide a significant boost to our efforts to secure a full funding grant agreement from the Federal Transit Administration.

It is most encouraging to see the unified efforts of nearly all segments of the region demonstrate, as these leaders have, their commitment and support for delivery of a critical inter-nodal project that is long overdue to the citizens of our region.

I commend and applaud the efforts of these business leaders who stepped forward and helped to make a difference. Our commitment to this effort is energized further by such support and it is our pledge to continue the momentum.

**Margaret K. Pryor**  
President, BART

## Fare increase pays for \$1 billion worth of BART improvements

In a continuing effort to improve service throughout its 81-mile system, BART has implemented an 11 percent fare increase. It's the last in a planned three-tier series that has enabled BART to execute a \$1 billion improvement program.

Revenue derived from the new fares will pay for badly needed renovations of BART's train car fleet, as well as stations, escalators, elevators, and tracks. The funds will also be used to upgrade support equipment such as electrical substations, fare gates, change and ticket machines, and lights. With eight of the system's 37 stations (21 percent) located in Oakland, residents and businesses will benefit greatly from the improvements funded by the new fares.

The funds also cover start-up operating costs for new extensions, and provide improved services to the elderly and disabled, as required by the Americans with Disabilities Act.

BART General Manager Thomas Margro says the renovation program will "add many more years of life to the system as we move into the 21st century." Thus far, several refurbishing projects have been completed, including the interior and exterior of 100 originals cars, replacement of some escalators, and work on many other

escalators and elevators.

BART's fleet of 439 cars is now being completely renovated under a \$340 million contract with Adtranz, a supplier of rail system technology that has established an assembly plant in nearby Pittsburg, CA.

The current minimum \$1 fare has increased to \$1.10. Tickets purchased before April 1 will still work; however, the new fares will be deducted from the total ticket value. The discount offered to senior citizens, persons with disabilities and children five through 12 years of age will remain the same.

### **BART ridership sets records**

BART is attaining peak ridership. Last year, BART set a record of 74 million passengers. Ridership has increased steadily since June of last year. In February of this year a new weekday average of 270,000 was attained, with ridership holding steady since then.

The only time when more people rode BART was after the 1989 Loma Prieta earthquake, when the weekday average reached 360,000. The daily average at that time, however, was just 218,000. Despite recent fare increases, daily BART ridership has swelled by 52,000 since 1989.



# Light-rail bidding may start over

## SFO chief wants to return to square one

By Eric Brazil  
OF THE EXAMINER STAFF

Worried about the possibility of endless litigation unless The City makes a fresh start, San Francisco Airports Director John Martin says he wants bidding for a people-mover contract at SFO to start over from scratch.

The light-rail line, a key feature of SFO's \$2.4 billion expansion program, has been the subject of a complex legal dispute since December, when the Airports Commission awarded the contract to Mitsubishi Heavy Industries American Inc., low bidder at \$137 million.

ABB Daimler-Benz Transportation Inc., known as Adtranz, which until now has monopolized people-mover construction at U.S. airports, challenged the bid's legality, alleging that it failed to pass muster with the city Human Rights Commission. Adtranz's bid was \$19 million higher than Mitsubishi's.

The recommendation to start over with the bidding emerged from a meeting Friday attended by representatives of the mayor's and city attorney's offices, Martin and Human Rights Commission Executive Director Marivic Bamba.

Martin said he would present the recommendation to the Airports Commission at its meeting Tuesday.

"We feel that we can structure the rebidding in such a way that we can avoid some of the problems we have experienced," Martin said.

That will include prequalifying all bidders with the Human Rights Commission, he said. To proceed with the existing bid would invite more litigation from whichever side loses, he added.

"Everybody believes it's best just to move on," said City Attorney Louise Renne.

Adtranz's legal challenge provided the first test of the power of the Human Rights Commission to veto city contracts. Superior Court Judge William Cahill, ruling against The City's position, concluded Bamba had the final word in determining whether a contractor meets affirmative action goals for hiring minority- and women-owned businesses.

But he also said Bamba would have to issue findings or a recommendation on the validity of the Mitsubishi bid. Friday's compromise appears to render that ruling moot.

Bamba did not return several phone calls.

If the Airports Commission agrees with Martin and starts over on taking bids, it will leave standing the legal precedent set by Cahill giving the Human Rights Commission more power than The City believes it should have.

"I personally believe the judge was wrong," Renne said.

# San Mateo County Times

Friday, March 28, 1997

## LETTERS TO THE EDITOR

### Just a drop in the bucket

**AT THIS** stage, it's disturbing how many BART advocates reveal little or no knowledge of what's realistic to expect from an airport extension.

Over and over, we've heard it's the answer to freeway gridlock. Let's check.

BART plans parking for 5,000 cars south of Colma. Assume all 5,000 slots took cars of Highway 101, a questionable assumption, and that 1,000 San Francisco riders chose BART over driving or being driven to SFO, equally challengeable.

That's 6,000 cars subtracted from Highway 101 traffic, a negligible 2 percent of the 270,000 vehicles passing SFO every day, as counted by Caltrans. Regular drivers know any space created will be refilled immediately.

Bottom line: BART would make no more noticeable a difference on 101 than it does now for the East Bay's jam-packed Nimitz.

Uncontested is that BART-bound traffic would make 101 traffic worse south of SFO and create tie-ups and pollution on local Peninsula streets.

County Supervisor Mike Nevin has boasted of BART's benefits for the Interstate 280 corridor. In fact, BART now admits its extension bodes no relief for that thickening vehicular stream.

**James W. Kelly**  
San Bruno

### Looking forward to BART extension

**I AM** very disheartened to think that United Airlines and the Air Transportation Association could squash the BART extension to San Francisco International Airport, an effort that has been gaining support from Bay Area citizens.

It is infuriating to think that politicians and lobbyists in Washington, D.C. could stop a forward-thinking approach to our daily problem of freeway congestion.

My family and I travel quite frequently, and the trip to and from the airport is the part we dread the most. Making arrangements for special transportation to and from the airport and deciding where and how to store the car just adds to the logistical trials of a trip.

For many years, I've been looking forward to the day when this won't be part of travel for Peninsulans.

I hope that government policy makers will see that the benefits of improved economy, air quality and traffic far outweigh the appeasement of the airline industry.

**Carla A. Schoof**  
San Carlos

### Just say no to BART's plans

**IT IS** time to say no to BART and its wild dreams. Everything San Francisco is involved in turns out to be a boondoggle.

BART, with its one-of-a-kind gauge tracks, was planned to make it unique. There are all kinds of railroad tracks around, but BART cars cannot use them.

BART can get to San Francisco International Airport for no more than \$500 million. All it has to do is to go to the airport and then loop back to Colma.

There is no reason for a station in Millbrae and a tailback into Burlingame.

They have facilities in Colma for servicing and storage. There is no reason to duplicate the Colma yard.

**Earl Pero**  
South San Francisco

## LETTERS FROM OUR READERS

### Businesses are thanked for BART help

On behalf of the BART Board of Directors, I think it is important for us to publicly express our sincere thanks and appreciation to key members of the Bay Area business community who set aside time to join us in a meeting "face to face" with key elected officials recently in Washington, D.C.

The purpose of our mission was to emphasize the importance of the BART to San Francisco International Airport Extension and the impact such expansion will have on the region.

The meeting we held with Sen. Richard Shelby, chairman of the Senate Appropriations Subcommittee on Transportation, and others, stressed the vital importance of a seamless connection between SFO and BART. The active participation of these business leaders made a significant contribution to Shelby's understanding of the importance of this project not only to the business community but also to the public.

It is most encouraging to see the unified efforts of nearly all segments of the region demonstrate, as these leaders have, their commitment and support for delivery of a critical intermodal project that is long overdue to the citizens of our region,

**Margaret K. Pryor  
Oakland**

*Pryor is president of the Bay Area Rapid Transit District.*

# Election charges surface at forum

By Tyler Cunningham  
STAFF WRITER

BRISBANE — County supervisor candidates left polite policy discussions behind Tuesday, trading accusations of questionable campaigning and disagreeing over the solution to the county's traffic woes.

Sponsored by the Brisbane Chamber of Commerce, Tuesday's forum was billed as a chance for candidates to explore issues of concern to citizens. But a few candidates broke away from talk of issues early in the debate to criticize each other's campaigns.

Rich Gordon attacked a full-page advertisement in a local newspaper from opponent Jim Tucker.

The advertisement states that Gordon is the "subject of a complaint at the Political Fair Practices Commission," referring to a letter from another supervisor hopeful, Joe Loomis. Loomis's letter questions whether Gordon violated the California Political Reform Act of 1996 when the San Mateo County Central Labor Council paid for a pro-Gordon billboard on El Camino Real in Belmont.

But such a billboard would actually be a legal expenditure, said Gary Huckaby of the Fair Practices Commission, provided the labor council did not collaborate with Gordon before erecting it.

Gordon emphasized that the labor council had built the billboard itself, and claimed Tucker's ad would mislead voters into thinking he has violated campaign finance laws.

Tucker said he merely reported a complaint from a fellow candidate.

The three, along with Denise de Ville, Stan Buetens, Bob Bryant and Joe Gore, are vying to represent the Third District on the Board of Supervisors. While the winner will represent residents of The Coast, San Carlos, Atherton, Woodside, Belmont and parts of Menlo Park and Redwood City, the entire county will vote in the April 8 special election.

The candidates did agree when railing against a common foe: traffic.

No one disputed that traffic woes top any list of problems in The County. But within the constraints of a two-minute answering period, the candidates tried to distinguish themselves by offering glimpses of a solution.

Tucker, de Ville, Buetens and Bryant voiced strong support of the project bringing BART to the airport.

Tucker and de Ville also emphasized the need to build a station in Millbrae that would connect BART with CalTrain.

Buetens, a former music instructor at Stanford University, said he would like to see BART run all around the Bay.

Gore, a restaurant owner and an admitted longshot in the election, said the problem cannot be solved by laying down more rails. He said The County needs to change some of its zoning laws to encourage housing along its north-south travel corridors and discourage the kind of massive growth that brings traffic.

"I'm not pro-growth if it means we're all sitting around in traffic all day," he said. "We have to look at our density so

that we don't encourage an environment like Los Angeles."

Loomis emphasized the need for people to put their heads together, saying The County should assemble a task force of transportation gurus and business leaders to examine the problem. He also said The County should try to learn from other areas in the country with similar transportation problems.

De Ville tried to distinguish herself from the pack by emphasizing her past experience in transportation as one of the SamTrans directors.

## Mayor's misinformation

### Editor:

On March 5, Mayor Daniel Quigg contributed a Guest Opinion column, "BART Opponents Misinform Public." Unfortunately, that bold title is precisely the kind of PR misinformation BART has consistently used to push their cities and their citizens into making hasty decisions.

Good citizens, after review of a few facts and application of common sense, recognize that a BART station in Millbrae is no favor to them. The station, during and after construction, will bring great inconvenience, extensive traffic congestion and decreased property values. Despite BART's and the city's dubious claims of miraculous economic riches, one need only look at the vast majority of stations (Daly City is a classic example) to know that cities do not benefit from BART's presence.

But let's examine some specific issues.

Millbrae citizens have consistently voted against BART. In 1987, voters in Millbrae defeated Measure K, a county-wide vote asking approval for a BART project into the county to the San Francisco International Airport.

In 1995 the Millbrae Citizen's Advisory Committee voted 14-3 against BART to Millbrae.

Both votes, and a city-appointed committee of residents who spent many months of careful, in-depth study of the BART proposal, came to the same conclusions. BART is no good for the city of Millbrae.

Millbrae Avenue will experience maximum gridlock. Please don't tell the people that there will be no traffic impacts during such a major construction project as this one. Public memory is not so short that it cannot remember years of gridlock during the CalTrain grade-separation, despite a plan that had its assurances of mitigation measures. The Millbrae proposed Comprehensive Agreement, on pages 19-21, amply recognizes this situation.

"b. Because the Project will result in a cumulative worsening traffic flow at the intersection of El Camino Real and Millbrae Avenue to LOS F or worse as identified in the FEIS, BART will contribute to the cost of improving the traffic flow at that intersection in accordance with the MMP. The \$5.1 million contribution by BART for this mitigation identified in the MMP was calculated based on the estimated cost of widening Millbrae Avenue to create additional east bound lane, including the cost of land and business acquisition as well as retrofitting the Millbrae Avenue overpass with an additional lane. The MMP

also contemplated an alternative method of mitigation which included the development of a westside parking facility in the vicinity of the BART station westside entrance."

Millbrae Avenue would experience years of disruptive construction while lanes are widened and retrofitted. There would be traffic congestion during construction of the Millbrae

BART station, and permanent traffic congestion thereafter as BART's estimated 30,000 riders pile in and out of our city on a daily basis.

The city of Millbrae is proposing yet another parking facility. It will make an already disastrous situation even worse. Yet, Millbrae is anxious to rush into a Comprehensive Agreement with BART as soon as possible. Here is another piece of the traffic monitoring mitigation plan.

"(iv) BART recognizes and agrees that inasmuch as no practical engineering solution has been identified for the Millbrae Avenue/El Camino Real intersection impacts, failure to reach agreement with the City over the development of the westside parking facility as the alternative mitigation measure

provided for herein will result in failure to comply with the MMP CEQA, and a default hereunder."

This is yet another parking facility in addition to the already proposed 15 acre station, which is 220 feet wide, 750 feet long, 82 feet high (8 stories!) in addition to the already-pro-

BART's previously proposed parking facility will resemble the parking structure at the United maintenance facility which can clearly be seen at Route 101, north of the airport, which also holds about 3,000 vehicles. Millbrae is proposing to add hundreds of additional parking spaces west of the station. These massive parking structures will undoubtedly attract many SFO-bound passengers, lured by the prospect of free parking, rather than paying the \$26 a day current

available at SFO. How do BART plan to regulate the abuse on a daily basis? It is inevitable that daily commuters displaced by free-loading airport travelers, will find a parking space in nearby residential neighborhoods. Our neighborhood streets will be clogged with commuter vehicles.

The BART station at Millbrae presents many serious impacts to the city - too serious to rush into decisions with such long term and wide ranging consequences. We urge councilmembers to fully inform their residents and allow adequate time and process for careful consideration of this matter.

**Pam Riand  
Chair, Coalition for a No  
Stop Terminal**

MILLBRAE-SAN BRUNO SUN  
Wednesday, March 26, 1997

## **BART's PR**

### **Editor:**

With regard to BART settling  
in Millbrae --

I carefully read the two  
Letters to the Editor concerning  
BART and Paul Bridges' letter  
frightened the hell out of me.  
Could it be that he does PR for  
BART? Or did he simply flunk  
Logic 101? He states: In the  
interest of the public welfare, a  
plan that will do this (public  
~~pride), along with improving the~~  
air quality, creating jobs,  
reducing highway and bridge  
gridlock, and facilitating the  
flow of traffic to and from one  
of the busiest airports in the  
country, should be implemented  
immediately.

Frankly, I cringe at anything so  
important to the future quality  
of our lives being 'implemented  
immediately.' Aside from telling  
me that Mr. Bridges is 'ready to  
take the money and run,' I'd  
~~like him to tell me more about~~  
improving our air quality and  
avoiding massive gridlock.  
Evidently he's not aware that  
being seduced by Federal  
funding has its longterm dark  
side as well. I await Mr. Bridges'  
further fairy tales.

**Michel Dattel**  
**Millbrae**

## Huge cost to move the terminal

**A WRITER** recently criticized The Times' strong support of the BART extension into the new international terminal at San Francisco International Airport and stated that he understands my support on the ground that I represent "San Francisco interests, and the small part of San Mateo County" which I represent "isn't a big CalTrain user."

For the writer's information, the senatorial district which I have the honor to represent is composed of more San Mateo County residents than San Francisco residents, including the cities of Daly City, Colma, Brisbane, South San Francisco, San Bruno, Millbrae, Hillsborough, Burlingame, San Mateo, Foster City and Pacifica.

That's been the case since the most recent 1991 redistricting. Even before that, I represented all of those cities except Foster City.

While "upgrading" CalTrain, by the expenditure of more money than even the \$500 million expended during the past decade is a noble objective, the cost of just moving the San Francisco terminal 1.5 miles to the Transbay Terminal approximates the entire cost of extending BART from Colma to Millbrae.

**Quentin Kopp**

State senator

1-San Mateo/San Francisco

## **BART answer to time waste**

**Editor:**

I travel along the Bayshore corridor on a daily basis commuting from my home in San Francisco to my job at SFO. Everyday I waste a tremendous amount of time sitting in my car in congested traffic, frustrated and disgruntled over the transportation situation in and around the San Francisco International Airport. Highway 101 is one of the most congested freeways in the Bay Area and things are progressively getting worse. We need a viable solution to this madness and the solution is BART!

We, as residents of the greater San Francisco Bay Area, need to get the message out to those naysayers who are disseminating inaccurate information and let them know that we want BART. We need to send the message back to Washington that we support his project. Let's get the ball rolling and welcome the new millennium with a swift convenient BART ride to SFO!

**Edgar Reid  
San Francisco**



# San Mateo County Times

Monday, March 24, 1997

## Putting our grandchildren in debt

**FOR A** while, I thought state Sen. Quentin Kopp was looking out for the taxpayer.

Since he started pushing BART to San Francisco International Airport, I'm not so sure.

Is he the one who told BART it is OK to pay \$1 million-plus to the airport for a few decades?

That's spending our great-grandchildren's money and everyone's in between.

**Harvey H. Moll**  
San Mateo

# Another blow to SFO light-rail bidder

## Human rights chief: Contractors aren't minority-owned

By Rachel Gordon  
OF THE EXAMINER STAFF

The head of the Human Rights Commission has moved to bolster her case that the winning bidder for a multimillion-dollar contract to build a light-rail system at San Francisco International Airport does not meet The City's affirmative action laws.

Two firms with which the winning contractor hoped to work to help it meet San Francisco's affirmative action goals have been decertified as bona fide minority-owned businesses, according to Human Rights Commission Executive Director Marivic Bamba.

The revelation is a new twist on a case that already has landed in Superior Court, calling into question the role of the Human Rights Commission.

Bamba quietly informed both B&F Concrete and Metalset Inc. late last month that they would be decertified by the Human Rights Commission as a minority-owned business.

The consequence is that the two firms are not on the agency's list of vendors. The list is used by businesses that need female and minority subcontractors to help them fulfill San Francisco's affirmative action requirements and thus secure city contracts.

The Airports Commission in December awarded a \$137 million contract to Mitsubishi Heavy Industries Inc. — the low bidder — to build a "people mover" at SFO. The contract was awarded, in part, on the basis that B&F Concrete and Metalset would be minority subcontractors on the project, despite Bamba's contention at the time that they were not fully qualified.

She reiterated her contention in official declarations Feb. 28 that the two subcontractors were not fit to be certified.

Mitsubishi spokesman John Mullane said the company had acted in good faith in picking the subcontractors, noting that they were on the Human Rights Commission's vendors list when the contract bid was submitted last year.

After an investigation that included visits to the firm's offices, Bamba found that minorities did not own a majority interest in B&F Concrete, an allegation that company President Jeffrey Otani disputed in an interview Friday.

"This is a minority-owned business," said Otani, who is Japanese American.

### Decertified by Redevelopment

The San Francisco Redevelopment Agency also moved in October 1995 to decertify B&F Concrete as a bona fide minority-owned contractor firm. The company conceded that at the time non-minorities might have owned a controlling interest, Otani said.

As for Metalset, Bamba determined that it, too, was not an independent, minority-owned company. President Ricardo Rosales declined comment Friday.

Decertifying the companies could have ramifications for a pending court case brought by Mitsubishi competitor ADB Daimler-Benz Transportation Inc., known as Adtranz.

Adtranz, which bid \$19 million more on the airport contract than Mitsubishi, went to Superior Court to get the winning contract thrown out. In a Feb. 10 opinion, Judge William Cahill agreed to do just that, ruling that Bamba had authority to block contracts.

But The City, fighting to let the Airports Commission decision stand, asked Cahill to reconsider. He did, and Thursday he modified his original ruling but stood firm

that the Human Rights Commission had final say.

He found that neither the Airports Commission nor the Human Rights Commission knew the extent of their power under the City Charter and ordered both to take a second look.

If Bamba merely recommends that the contract not go to Mitsubishi, then the Airports Commission can either accept her opinion or reject it.

But should Bamba issue "binding 'findings' clearly intended to bind the Airports Commission, any vote to award the contract to a noncompliant bidder will shift the responsibility back to the director and the Human Rights Commission," Cahill wrote.

Now, the pressure is on Bamba, an appointee of Mayor Brown's.

Chief Assistant City Attorney Dennis Aftergut said Bamba would decide what to do after consulting with a variety of people, but declined to specify who those people would be.

Bamba could not be reached for comment Friday.

### 'Trail of evidence'

Adtranz lobbyist Barbara French said Bamba should stick to her guns.

"What we have is a trail of evidence showing that they (the subcontractors) are shams, that they're fronting for non-minority businesses," she said.

## **Airport people mover back to drawing board**

It's back to the drawing board for two commissions and a contract for a multimillion-dollar "people mover" at San Francisco International Airport.

Superior Court Judge William Cahill on Thursday modified his own Feb. 10 decision and sent the case back to the San Francisco Airports and Human Rights commissions.

At issue is a \$137 million bid that the Airports Commission awarded in December to Mitsubishi Heavy Industries America Inc.

Another company, ABB Daimler-Benz Transportation Inc., known as Adtranz, bid \$19 million more. It contested the award, contending that it was invalid because two of Mitsubishi's minority contractors were only conduits for bigger, non-minority owned firms.

# SFO 'people mover' stalls as judge returns bids to commissions

By Eric Brazil  
OF THE EXAMINER STAFF

The San Francisco Airports and Human Rights commissions must revisit their decisions on a multi-million-dollar "people mover" at SFO because a judge has found that neither knew exactly what it was doing when the bid was awarded.

Superior Court Judge William Cahill, modifying his own Feb. 10 decision, sent the case back to both commissions Thursday. This action poses the first legal test of the powers of the Human Rights Commission under the new City Charter.

Cahill reaffirmed his opinion — with which The City disagrees — that the Human Rights Commission has the ultimate authority to determine if The City's affirmative action goals are met.

At issue is a \$137 million bid that the Airports Commission awarded in December to Mitsubishi Heavy Industries America Inc. Cahill's decision setting aside that bid stands.

ABB Daimler-Benz Transportation Inc., known as Adtranz, which bid \$19 million more, contested the award, contending that it was invalid because two of Mitsubishi's minority contractors were only conduits for bigger, non-minority owned firms.

Under The City's charter, contractors for major projects must demonstrate that 12 percent of the work is done by minority and female-owned businesses.

In November, before the Airports Commission awarded the bid to Mitsubishi, Human Rights Commission executive director Marivic Bamba found Mitsubishi's bid unresponsive to The City's minority- and woman-owned business goals.

Cahill said Thursday that he had gone too far in his Feb. 10 order because neither the Airports Commission nor the Human Rights Commission knew the extent or limit of its powers.

The Airports Commission acted "under the good faith but mistaken belief" that it was the final authority on awarding bids, the judge said. In fact, the Human Rights Commission "has . . . binding authority over city departments in this limited area," he said.

As for Bamba, the judge said that her November letter to the Airports Commission gave no clear indication that she would require it to reject the Mitsubishi bid.

While setting aside the award to Mitsubishi, Cahill left the door open for the Airports Commission to make the same award — now that it knows that it can be trumped by the Human Rights Commission.

Cahill's decision lays a heavy responsibility on Bamba. And she must move first — promptly, by court order — in reviewing the position she took in November.

If Bamba merely makes "recommendations" about the validity of Mitsubishi's bid, the Airports Commission can ignore them.

But if she makes an official finding that the Airports Commission's awarding the bid to Mitsubishi is "willful non-compliance" with The City's minority and female contracting goals, she sets in motion a complex enforcement procedure. That procedure aims at conciliation and can also involve the mayor and Board of Supervisors. Under the City Charter, however, the ultimate authority is Bamba's, Cahill said.

The people mover, a light rail shuttle system that will transport passengers and workers to terminals at San Francisco International Airport, is an important element in SFO's \$2.4 billion expansion plans. Its completion will take an estimated 52 months.

Both sides claimed victory.

"The judge has proposed a course for a sensible resolution of this issue," said John Mullane, a spokesman for Mitsubishi.

Terry Sanders, Western region manager for Adtranz, said that "basically, we're pleased with the decision. The judge has ruled as we maintained all along that the HRC (Human Rights Commission) does have the ability to decide these matters. All he's done is to ask the HRC to confirm that."

# BART-to-SFO logjam seems to be cleared

## Transit signs deal with airlines to end lobbying against federal funding

By Erin McCormick  
OF THE EXAMINER STAFF

After weeks of hemming and hawing, BART officials have signed a deal with the airline industry that they hope will end the congressional gridlock threatening the plan to expand rail service to San Francisco International Airport.

Under the agreement signed Thursday, the airlines will drop their opposition to the funding arrangement for the \$1.2 billion project and end the lobbying campaign that has been blamed for stalling congressional approval of \$750 million in federal grants.

"It is our hope that this will break the logjam and move us rapidly toward construction of this important Bay Area project," said BART board President Margaret Pryor, who has been under pressure from officials including Mayor Brown and Sen. Dianne Feinstein, D-Calif., to sign the deal.

The project, which has already been delayed two months, still faces a major hurdle in winning funding from a Congress that is struggling to trim spending.

Sen. Richard Shelby, R-Ala., who controls the fate of the BART-to-SFO extension as chairman of the Senate Transportation Committee, has expressed his concern about the high price of the project.

### Airlines on BART's side

But after negotiating for weeks, BART now will be able to approach Congress with the powerful airline industry as an ally.

"Our word is good. We're going to work with them to get the deal through," said Ed Merlis of the Air Transport Association, a lobbying organization for the airline industry. "We've never been against it; we've been against outrageous spending.

"We've got a project for the future, a project that's going to bring people to the airport," Merlis said. "Let's get it done."

The airport needs to coordinate the timing of building the BART station with the work it is doing on its expansion projects.

If the federal government doesn't approve BART's funding soon, the airport might have to put some of its own work on hold, including construction of a concourse that will hold the BART station.

"Potentially, it could mean some delay in the construction of the light rail system (being built to carry passengers around SFO)," Airports Director John Martin said. "We would like to see BART get its funding agreement very quickly, within the next 60 days."

### Balked over writing letter

Until Thursday, BART officials had refused to sign the deal they worked out in weeks of negotiations with the airlines. They had objected to the airlines' demand that BART write a letter asking the federal government to tighten its rules on how much airport money can be spent on transit projects.

But Pryor said she had decided to sign the agreement after Brown

promised to make sure the airport can accommodate the BART expansion, even if there are further delays.

The deal also reduces the airport's contribution to the project to \$113 million from \$200 million, requires BART to pay the airport \$2.5 million a year for 50 years and includes a 25 percent fare discount on BART for airline employees.

The 8.2-mile extension would add tracks running from Colma, where the system now ends, to South San Francisco, San Bruno, SFO and Millbrae.

Construction is expected to take four years.

## BART officials sign agreement that allows airport extension

Times staff

OAKLAND — Bay Area Rapid Transit officials signed an agreement Thursday that secures funding for BART's extension to San Francisco International Airport.

The transit agency was the final party to sign the agreement, which sets the standard for how the airline industry, the airport and BART will work to complete the extension.

BART's OK was needed to secure the \$750 million in federal funding for the airport extension.

BART had agreed to make a \$2.5 million annual payment over the 50-year life of the project and offer a 25 percent discount to airline employees who use the transit system.

The airline industry agreed to pay \$113 million for the BART station and structures on airport property.

## **BART signs fund pact for S.F. airport service**

Bay Area Rapid Transit officials signed an agreement Thursday that secures funding for BART's extension to San Francisco International Airport.

The transit agency was the final party to sign the agreement, which sets the standard for how the airline industry, the airport and BART will work to complete the extension.

BART's approval was needed to secure the \$750 million in federal funding for the airport extension.

BART had agreed to make a \$2.5 million annual payment over the 50-year life of the project and offer a 25 percent discount to airline employees who use the transit system.

The airline industry agreed to pay \$113 million for the BART station and structures on airport property.

Friday, March 21, 1997

# **BART officials relent, will sign letter to FAA for SFO station**

**By Ronna Abramson**  
STAFF WRITER

After weeks of haggling, BART and the airlines Thursday agreed to the final details of a deal that is critical for the transit system's eventual extension to San Francisco International Airport.

Surrendering to the airlines' demand, Bay Area Rapid Transit announced that a letter to the Federal Aviation Administration will be signed. That letter, which BART refused to sign two weeks ago, will call for a national policy limiting how much airlines can pay for transit projects on airport property.

Airlines insisted on that letter because they want to pay as little as possible for rail improvements around the nation, such as a billion-dollar project proposed in New York, said Ed Merlis, senior vice president of federal affairs and airports for the Air Transport Association, which represents the airlines.

BART Director Dan Richard previously suggested that signing the letter was tantamount to buying into the airlines' philosophy.

Without an agreement, BART's \$1.2 billion extension to the airport would continue to be opposed in the Capitol, where a key U.S. Senate transportation subcommittee is holding up \$750 million in federal funds for the project.

Federal approval now is the last hurdle for BART. Merlis said Thursday he would lobby federal lawmakers on behalf of the extension, under terms of the agreement.

Two weeks ago, BART agreed to the airlines' economic terms. It will pay \$2.5 million a year for 50 years to rent airport land for a BART station, and give airline employees a 25 percent discount. The discount will cost BART \$1.5 million a year.

The airlines would pay a total of \$113 million for the BART station and structures on airport property, and BART would pay a total of \$87 million.

BART spokesman Mike Healy said that before agreeing to the airlines' terms, the district needed some "very strong assurances" that all sides would help push for federal approval for the 8.2-mile project.

In a statement issued Thursday, BART Director Margaret Pryor said that San Francisco Mayor Willie Brown has guaranteed the airport will make room for the new station even if the project is delayed again.



## Judge Affirms Ruling Against SFO Contract

*By Ken Hoover  
Chronicle Staff Writer*

A San Francisco judge yesterday affirmed his earlier ruling that set aside the city Airports Commission award of a \$137 million contract to Mitsubishi Heavy Industries Inc. for a light-rail "people-mover" project connecting airport terminals.

Superior Court Judge William Cahill, amplifying on his February 10 ruling, said the city Human Rights Commission must make a new finding of whether Mitsubishi has complied with the city's affirmative action regulations.

Although the judge ruled against the firm, the latest opinion heartened Mitsubishi, which contends the judge gave the city room to find in its favor. Company spokesman John Mullane cited a footnote in the ruling saying there is evidence to support the airport commission's determination that Mitsubishi followed regulations.

Mullane said Cahill "prescribed a course of action that can lead to a sensible resolution of this issue."

Last month, Cahill ruled that the Human Rights Commission has the sole power to determine whether the bid complied with the regulations. The commission's executive director told the Airports Commission that Mitsubishi used minority subcontractors who were unqualified and appeared to be fronts for white-owned businesses. Airport commissioners awarded the contract to the firm anyway, believing the Human Rights panel had only advisory power.

The losing bidder, ADB Daimler-Benz, also known as ADtranz, sued. ADtranz's bid was \$19 million higher than Mitsubishi's.

Cahill said in his opinion yesterday that the Human Rights Commission has the discretion to make a recommendation or a "finding" in the matter. Airport commissioners are free to disregard a recommendation but must abide by a finding, he said.

## BART to Sign Deal With SFO Airlines

Former opponents could turn into joint lobbyists

By Benjamin Pimentel  
Chronicle Peninsula Bureau

BART has agreed to sign an agreement with the airlines that had opposed its planned extension to San Francisco International Airport, removing a major hurdle in its effort to get the controversial project off the ground.

BART had already accepted the economic terms in the proposed deal but balked at the airlines' demand that the rail agency sign a separate letter to the Federal Aviation Administration asking for a policy change.

BART officials announced yesterday that they now accept all the terms in the agreement, which has already been signed by Mayor Willie Brown, the airlines and airport officials.

The agreement means that the bitter feud between BART and the airlines could turn into an odd alliance of sorts, as the former adversaries could end up lobbying Congress to pay for the project.

"This has been a long hard road," said BART spokesman Mike Healy. "But we believe that this project is way too important not to be done."

The deal calls for the airlines to contribute \$113 million to the \$1.2 billion project through higher airport fees, although their contribution will be limited to \$7.5 million a year. BART would pay \$2.5 million in annual rent to SFO for 50 years and offer a 25 percent fare discount for airline employees. The rest of the money for the project's construction cost on airport prop-

erty will be shouldered by San Francisco International Airport through means that do not involve the airlines — such as raising concession fees and cutting costs.

In addition, BART officials have agreed to sign a joint letter to Congress and the federal government.

In the proposed letter, the airlines will endorse the signing of a federal agreement that will guarantee up to \$750 million in federal dollars for the BART extension. BART has been waiting for this agreement for months and has accused the airlines of lobbying against its approval in Washington.

In the same letter, the airlines want BART to support their demand that the FAA change its policy regarding the use of airport revenue for transit projects.

The airlines want the FAA to return to an earlier policy that strictly limits the use of airport revenue to items and systems owned and controlled by the airport. The policy was modified in October to accommodate the BART project.

BART officials initially refused to sign the letter, saying it is not proper for a regional agency to tell the federal government to change its rules.

But Healy said the agency changed its position after a meeting last week with Mayor Brown.

Ed Merlis, senior vice president for government affairs of the Air Transport Association, the lobbying group representing the airlines, welcomed the change. He said the airlines, which BART had accused of lobbying behind the

scenes against the airport extension, were ready to help the rail agency get congressional support.

BART Board President Margaret K. Pryor said reaching the decision was difficult for the agency's negotiators "because we needed to bring to our colleagues something beyond a warm, fuzzy feeling about this to get their support."

But at least one of her colleagues had a bad feeling about the whole thing.

BART Board Vice President James Fang lambasted the deal as a "sellout," saying the agency has given in to too many airline demands. "I strongly disagree with this deal," he said. "We've sold out what we believe in in the hopes that something good will happen in Congress. I really don't believe in the airlines' good faith. To capitulate in this manner is embarrassing."

LETTERS

## **BART too expensive in many ways**

**Editor:**

Mr. Quigg's defense of the BART extension to Millbrae (guest opinion, March 5) was well scripted but there are specific points that must be addressed.

The third Millbrae BART Advisory Committee overwhelmingly voted against BART's extension into Millbrae. That they selected a particular alternative if BART were forced on the community does not change the fact that all three committees, after an intense review of the various plans, generally opposed the BART/SFO extension or the Millbrae station.

Plans call for a Millbrae station with parking capacity for 3000 cars, double the size of the 1500-car Colma garage. To get a realistic view of the completed structure, Millbrae residents may wish to visit that imposing structure and imagine a larger one in their midst.

As for traffic, I have no confidence that any circulation plan will lessen the impact of a BART station, a 3000-car parking facility, and an estimated 30,000 vehicles entering and exiting Millbrae Avenue. Adding movie theaters, hotels, and other high density projects to that very small space between El Camino and 101, can only exacerbate the situation. A trusted Peninsula traffic engineer recently told me that a BART station will severely impact traffic in Millbrae and create gridlock on 101, and he has serious doubts that the BART extension will achieve its lofty goals.

It is laudable that the city negotiated a myriad of concessions from BART and other local agencies to mitigate the impact of a BART station. However, these agencies can be generous in their agreements as the majority of the funds for the BART extension comes from the federal government. There is no doubt that expected federal funding will be reduced and/or construction and operation costs will run far more than projected.

While many claim that Peninsula voters supported a BART extension, those voters were not informed of the true cost and scope of the project. And I am ceaselessly amazed that my fellow citizens still consider federal (state, local) funding manna from heaven. Surely we have come to the realization that every federal dollar comes with a heavy price tag to be paid by generations of taxpayers to come.

Only when one has to live with planning decisions does one realize that pretty drawings and rosy figures often paint a false picture and by then it is too late. A BART extension to Millbrae will inevitably change the character of this city forever and cost us far more than we ever imagined.

**Sandra Mangold  
Millbrae**

LETTERS

**Millbrae officials  
show foresight**

**Editor:**

I begin this letter by praising the leadership of Millbrae for having the foresight to make our city the terminus of the largest mass transit project ever attempted in the Bay Area, extending BART from Colma to Millbrae via South San Francisco, San Bruno and the airport.

Our city planners have selected land well removed from the main residential and retail business area to be the site of this new terminal. In doing so, they have given the citizens of Millbrae something they can feel proud of and something that will add greatly to their economy. In the interest of the public welfare, a plan that will do this, along with improving the air quality, creating jobs, reducing highway and bridge gridlock, and facilitating the flow of traffic to and from one of the busiest airports in the county, should be implemented immediately.

It is a shame to allow obstructionists in Washington representing the interest of those not directly affected by the positive benefits of a mass transit system to lobby against something that could be so beneficial to all of us who live here. Furthermore, it would be a greater shame to lose the funding that has been appropriated towards this project. The sooner the money is released, the sooner we can begin the project. Let's get BART started now!

**Paul Bridges  
Millbrae**

## LETTERS TO THE EDITOR

### Incredible opportunity

**I WANT** to express my support for the BART extension to San Francisco International Airport.

I am disappointed that the project has been delayed again, and angry that some of our elected officials in Washington seem more concerned with protecting airline profits than the public good.

Longtime Peninsula residents will agree that our streets and highways are getting more congested each year.

We need more mass transit, and this project provides it. The BART-SFO extension may not be perfect, but it's been studied thoroughly and enjoys widespread support.

I think it's about time we move forward with it. This is an incredible opportunity to expand mass transit on the Peninsula. Let's not let it slip away unfilled.

**Sylvia Thompson**  
San Mateo

# Regional Snafu — Oakland Balks at BART-to-SFO

Just when it looked like BART-to-the-airport was about ready to be cleared for takeoff, San Francisco has run into yet another delay from a most unlikely source — Oakland.

For days, San Francisco officials have been scratching their heads over why BART directors from Oakland were balking at signing a key letter to get BART rolling into SFO.

Now comes the thread that unravels the mystery: It seems that some BART officials fear that the San Francisco project could doom their chances of getting \$171 million to build a monorail extension from BART to the Oakland airport.

For months now, BART Board President Margaret Pryor, Oakland Mayor Elihu Harris and a number of other East Bay officials have been trying to drum up support for a monorail system to replace the bus shuttle that runs between the BART stop at the Oakland Coliseum and the nearby airport.

The problem is, the East Bayers have only a fraction of the money needed for the project.

One likely source of money would be to tap into airline landing fees — which is what San Francisco is doing to get its \$1.2 billion BART project rolling.

But the airlines — a very big voice in Washington — have been dead set against allowing airports to use airline landing fees for things like BART extensions.

In fact, the only way they'll let SFO use landing fees for their rail line is if BART signs a letter saying this is a one-time deal and shouldn't be allowed elsewhere — like, say, Oakland.

But so far, BART won't sign. That's led to an impasse that could kill the SFO-BART deal, or at least

---

## MATIER & ROSS

---

lead to costly delays in the entire San Francisco airport expansion now under way.

On Friday, a frustrated Mayor Willie Brown called BART representatives into his office for a session lasting nearly 2½ hours. Word is Brown all but handed them an ultimatum: Sign the papers or kiss off the \$750 million that Senator **Dianne Feinstein** and Representative **Nancy Pelosi** worked so hard to get.

A delicate compromise effort is said to be in the works, but it may not come easy.

As East Bay Assemblyman **Don Perata** sees it, there are some Contra Costa and Alameda officials — including himself — who would just as soon see the SFO deal go up in smoke.

Perata said that for all the money being spent, BART to SFO would only be a "marginal benefit" to his voters, whereas money spent for BART extensions around the bay would be much more beneficial.

"There has been a subtext for some time that all of BART's attention has gone into the San Francisco extension," Perata said. "Meanwhile, Oakland can't get any support for the monorail from the Coliseum. Now that San Francisco has suffered a setback, some people who wouldn't make any noise before are now digging in.

"This is another one of those fights over geography and turf."

So much for regionalism.

**STRONG ARM:** Sure he was upset about the use of public money, but



Perata



Kopp

# San Francisco Chronicle

Wednesday, March 19, 1997

Pg. 2

Cont...

MATIER & ROSS:

as much as anything, it was the "strong-arm" tactics of his longtime friend **Jack Davis** that prompted State Senator **Quentin Kopp** to come out against the 49ers stadium this week.

As one source close to the action told us: "For months, Quentin's gut had been telling him the deal was bad, but he kept waiting and waiting for more information to change his mind, largely out of deference to Jack."

All that changed last week when stadium backers started whispering that the ever-ethical Kopp had gotten himself mixed up in a conflict of interest.

Kopp, you may recall, was carrying a bill that would speed up building of a new ballpark for the San Francisco Giants.

The supposed conflict: Since Kopp is a regular paid commentator on KTVU-TV's morning show and KTVU-TV owns a piece of the Giants, Kopp in effect was carrying a bill to favor his employer.

"Beneath comment," was how Kopp described the charge.

Kopp is also miffed over how Davis is trying to spin it that Kopp's opposition to the stadium is all part of a grudge match with Mayor **Willie Brown**.

"I always had a cordial relationship with Brown when he was speaker," Kopp said.

So why the grudge spin?

"It's a craziness (Davis) gets into when things aren't going well," Kopp said.

Davis' reaction: "Quentin's economic assumptions about the deal are wrong, and when the voters get the facts, they'll agree he's wrong."

In the meantime, the 20-year ties between Kopp and Davis may be history. "I don't consider him a friend anymore," Kopp says.

---

*Chronicle columnists Matier and Ross can be heard on KGO Radio on Monday, Wednesday and Thursdays. Phil Matier can also be seen regularly on KRON-TV. Their e-mail address is MatierandRoss@SFGATE.com*

# LETTERS

## Extension good for all

**Editor:**

I read the articles regarding the BART/SFO extension. I agree. I support the BART extension. Certainly the airport should support this extension, and pay their fair share of the cost involved in the construction of the extension. The airlines will certainly benefit from this station; the traffic problems and the parking problems at the airport will be alleviated. The majority of the people using this BART extension will be flying in or out of the airport, so the airport should be willing to back this project.

The airlines should stop trying to get something for nothing and support, rather than delay, the inevitable. I agree — let's get it done.

**Patricia Cook  
Belmont**



## LETTER TO THE EDITOR

### A project to be proud of

**I WANT** to praise the leadership of Millbrae for having the foresight to make our city the terminus of the largest mass transit project ever attempted in the Bay Area, extending BART from Colma to Millbrae via South San Francisco, San Bruno and San Francisco International Airport.

Our city planners have selected land well removed from the main residential and retail business area to be the site of this new terminal.

In doing so, they have given the citizens of Millbrae something they can feel proud of and something that will add greatly to their economy.

In the interest of the public welfare, a plan that will do this, along with improving the air quality, creating jobs, reducing highway and bridge gridlock and facilitating the flow of traffic to and from one of the busiest airports in the country should be implemented immediately.

It is a shame to allow obstructionists in Washington representing the interests of those not directly affected by the positive benefits of a mass transit system to lobby against something that could be so beneficial to all of us who live here.

Furthermore, it would be a greater shame to lose the funding that has been appropriated towards this project — \$750 million — to another area of the nation.

The sooner the money is released, the sooner we can begin the project. Let's get BART started now.

**Paul Bridger**  
Millbrae

## LETTERS TO THE EDITOR

### Let's see some cost models

**IN RESPONSE** to your recent editorial about BART and the airlines, perhaps a mathematical cost model should be developed to prove to the airlines that it would be in their best interests to "ante up" the \$197 million.

The model would illustrate landing fees vs. passenger arrivals/departures at SFO vs. similar costs/revenues at other airports.

Then a similar model should be developed as to cost to extend BART to SFO vs. increased riders vs. possible use of the CalTrain tracks as a rented right-of-way vs. any environmental impact such as the wildlife in the swampy areas west of Highway 101.

In the interests of safety, the airlines must realize this will result in significantly less vehicle traffic on 101, thus fewer accidents and injuries and less air pollution.

**Arnold Carey**  
Belmont

## LETTERS TO THE EDITOR

---

### Why should airlines pay for BART?

**I HAVE** been a subscriber for about 25 years, and though there have been many times I have not agreed with you, this is the first time that I have been so upset with your commentary that I am compelled to write.

Your editorial on airlines stonewalling the BART project into the airport was the most ridiculous I have read. It is obvious that you are not familiar with the many alternate proposals that were presented and the associated costs.

Making the airlines pay for BART doesn't make sense. Are you also going to ask that they support Bay Bridge construction, or new buses, or new freeways or other means of getting people to the airport?

The idea of BART into the airport has been a political boondoggle. It is heavily supported by Sen. Quentin Kopp, and he wants someone to fund it rather than his constituents.

I have been paying for BART for 25 years, and it hasn't started operating into Pleasanton yet. If the city of San Francisco and the peninsula cities want BART into the airport, then let them develop the funds and pay for it just like we have been doing for all these years. Don't forget that they also have a commitment for federal funds.

**Lynn Hales**  
Pleasanton

## LETTERS TO THE EDITOR

# Grand Jury addressed the problem

**IN A** recent letter, a writer discussed the advantage of CalTrain over BART.

He suggested that a Times reporter "could easily figure out that CalTrain could quickly be upgraded for a fraction of the cost of extending BART beyond Colma," thus increasing transit service significantly for San Mateo County.

The 1995 San Mateo County Grand Jury did just that. After careful research, it found that the cost of extending BART to SFO would be approximately \$1.150 billion to \$1.269 billion.

The cost to upgrade CalTrain by increasing its frequency, electrifying it, connecting it with SFO's light rail system and extending it into downtown San Francisco would be approximately \$705 million, a little over half as much as the cost for BART's extension.

Such a CalTrain upgrade would increase transit service significantly for San Mateo County, and would provide a better alternative to the automobile in many instances.

Further, the Grand Jury pointed out that voters were not given sufficient information to make informed judgments about a BART extension.

As a result of its report, the 1995 San Mateo County Grand Jury was castigated by politicians along with name-calling and innuendoes, probably meaning that the report was correct.

**Evelyn Ballard de Ghetaldi**

Foreman, 1995 San Mateo  
County Grand Jury

## Public must learn about mass transit

**OVER THE** past several months, there has been considerable press detailing the commuter problems, limitations and potholes (pardon the pun) that plague the Bay Area.

As a Peninsula resident working in downtown San Francisco, I read and listen to these grim chronicles and wonder just what it will take for us all to understand and believe that an integrated public transportation system, efficiently connecting all points of the area, is the key to the problem.

I alternate between SamTrans and CalTrain to get into the city and then connect to Muni to reach my office.

In the process, I see countless cars with a single occupant. Are they unaware of public transportation, is it inaccessible, or do they just not care?

While I am not naive enough to suggest that a quick fix is available, I believe that the Metropolitan Transportation Commission must focus on making public transportation convenient and available to all areas of the region, and then focus on helping and encouraging people to use it.

Extending BART to Millbrae and eventually to the airport makes sense as part of an overall regional approach to mass transit.

The citizens of San Mateo County have overwhelmingly expressed their desire to extend BART throughout The County. Let's move forward with it.

**Diane Butler**  
San Mateo

## OPEN FORUM

# SFO — Investing in Diversity

By Henry Berman

**A**S PRESIDENT of the commission for the premier airport on the West Coast, it is my duty to oversee policy in all areas of operations at San Francisco International Airport. It is a responsibility I take very seriously.

Recently, a dispute has arisen between Mitsubishi Heavy Industries America and ADTranz, two companies competing for a \$132 million contract to build a people mover at SFO. At issue is minority and female subcontractor representation in the winning contractor's bid. Unfortunately, this dispute has given some people the impression that SFO is less than committed to fairness and opportunity for minority and women-owned businesses. Nothing could be further from the truth.

Let's consider the facts:

The airport's Minority and Women Business Enterprise Program, established in 1982, exceeds the minimum requirements mandated by San Francisco's Minority/Women/Local Business Enterprise Ordinance, in construction, architectural and engineering work and other related professional service areas. The Airports Commission has awarded to minority and women-owned businesses approximately 47 percent of the design and construction management projects and more than 28 percent of construction contracts under the airport's \$2.4 billion Master Plan Construction Program.

Twenty-six of the 42 terminal retail and specialty shops are operated by minority and/or women-owned businesses, generating annual revenues of more than \$16 million. Twelve food and beverage facilities, representing 33 percent of the total square footage, are operated by M/WBEs, generating \$13 million in gross revenues.

SFO has received numerous civic awards, including the Human Rights Commission's Department of the Year in 1994, the Asian American Architects and Engineers' appreciation award in 1995



Diversity

M. Berman

and the San Francisco Black Chamber of Commerce's annual performance and excellence award in 1994.

Although SFO has done a great job of ensuring minority and women-owned business participation, there are many obstacles faced by such contractors in competing for city contracts. Thus, we have gone beyond numbers and goals to create programs geared toward removing these obstacles.

### *In the people-mover debate, many have overlooked what the airport is doing for minorities and women*

For a small construction firm (and most minority- and women-owned construction firms fall into this category), the primary obstacle to bidding on construction contracts is the inability to obtain the cash collateral required to secure surety bonds. Through the airport's Surety Bond Program, SFO works directly with sureties and banks to encourage the extension of credit to minorities, women, and small businesses competing

for airport contracts. The ultimate goal of the program is to help firms improve their qualifications so that they can eventually access lending and surety markets without airport assistance. Since the program's inception, minority, women and small businesses have secured 40 surety bonds totaling \$38 million.

**T**he Owner-Controlled Insurance Program is also aimed at helping small, minority and women-owned businesses. Through this program, the airport purchases insurance coverage for all construction firms working on the Master Plan program. This alleviates the pressures on small companies that generally do not qualify for the high limits necessary when working on projects this large.

It is disappointing that the recent media coverage has not told the whole story about how the airport has been able both to look out for the bottom line and to reach out to minority and women-owned businesses. San Franciscans should be proud of the airport's leadership on this issue — not swayed by public relations campaigns by others looking to make, and pass, the buck.

Henry Berman is president of the San Francisco Airports Commission.

# Federal bill could aid BART plan

---

## Clinton proposes \$175 billion

---

FROM STAFF AND WIRE REPORTS

WASHINGTON — The Clinton administration Wednesday proposed a six-year, \$175 billion bill to improve the nation's highways, bridges and mass transit.

"This bill will literally be our bridge to the 21st century," President Clinton said.

Dubbed the National Economic Crossroads Transportation Efficiency Act, or NEXTEA, the bill would increase transportation spending by \$17 billion. That would be 11 percent more than a previous measure, the Intermodal Surface Transportation Efficiency Act, authorized in 1991.

The administration's major problem as Congress rewrites the country's basic surface-transportation legislation this year is a growing movement on Capitol Hill and in the states to step up spending for transportation infrastructure.

Locally, officials say it is too early to tell how much of the funding would go to Bay Area projects, but the proposed BART extension to San Francisco International Airport could be among the beneficiaries.

Major Bay Area transportation projects such as the \$1.2 billion BART extension to the airport could receive funds through the federal transportation program, said William Hein, deputy executive director of the Metropolitan Transportation Commission.

Highway projects such as the proposed Devil's Slide tunnel also could receive funds, he added.

The program could help finance the Tasman Light Rail project in Santa Clara County and capital investments for other public transit agencies, such as SamTrans and AC Transit.

The legislation affects the lives of almost every voter, from repairing potholes to building bridges. Tiny changes in funding formulas can make the difference in almost every lawmaker's pet project.

Major battles lie ahead over how to distribute the money to individual states and between highway builders and environmentalists.

The administration's bill would allow states greater flexibility in spending federal dollars — it includes Amtrak passenger trains and intercity buses for the first time — and would spend 30 percent more than the last six-year bill for air quality and congestion mitigation.

Funding also would be increased for bike paths, pedestrian walkways and other "transportation enhancements" that have been derided by

highway builders.

Hank Dittmar, executive director of the Surface Transportation Policy Project, said he "basically" is pleased with the bill, and that by boosting funding for the Congestion Mitigation and Air Quality Improvement Program, "they're putting some money where their mouth is."

## BART airport extension gets boost

FROM STAFF AND WIRE REPORTS

WASHINGTON — The Clinton administration Wednesday proposed a six-year, \$175 billion bill to improve the nation's highways, bridges and mass transit.

"This bill will literally be our bridge to the 21st century," President Clinton said.

Dubbed the National Economic Crossroads Transportation Efficiency Act, or NEXTEA, the bill would increase transportation spending by \$17 billion. That is 11 percent more than was authorized in 1991 by a previous measure, the Intermodal Surface Transportation Efficiency Act.

The administration's major problem as Congress rewrites the country's basic surface-transportation legislation this year is a growing movement on Capitol Hill and in the states to step up spending for transportation infrastructure.

Locally, officials say it is too early to tell how much of the funding would go to Bay Area

projects, but the proposed BART extension to San Francisco International Airport could be among the beneficiaries.

Major Bay Area transportation projects such as the \$1.2 billion BART extension to the airport could receive funds through the federal transportation program, said William Hein, deputy executive director of the Metropolitan Transportation Commission.

Highway projects such as the proposed Devil's Slide tunnel also could receive funds, he added.

The program could help finance the Tasman Light Rail project in Santa Clara County and capital investments for other public transit agencies such as SamTrans and AC Transit.

The legislation affects the lives of almost every voter in basic ways, from repairing potholes to building bridges. Tiny changes in funding formulas can make the difference in al-

most every lawmaker's pet project. Major battles lie ahead over how to distribute the money to individual states, and between highway builders and environmentalists.

The administration's bill would allow states greater flexibility in spending federal dollars — it includes Amtrak passenger trains and intercity buses for the first time — and would spend 30 percent more than the last six-year bill for air quality and congestion mitigation.

Funding also would be increased for bike paths, pedestrian walkways and other "transportation enhancements" that have been derided by highway builders.

Hank Dittmar, executive director of the Surface Transportation Policy Project, said he "basically" is pleased with the bill, and that by boosting funding for the Congestion Mitigation and Air Quality Improvement Program, "they're putting some money where their mouth is."

# The Oakland Tribune.

AND THE *Alameda Times-Star* EDITION

THURSDAY, March 13, 1997

## LETTERS TO THE EDITOR

### A better way for BART and SFO

**IS IT** really worth over a billion dollars to bring BART all the way into the San Francisco airport? That would include discount rides for airport employees. We would pay higher rates for airport employee benefits.

It would be so much cleaner and cheaper to just run BART by SFO and let people transfer to the new light rail they are putting in. The BART trains would not have to slow for the funny turns and then back out of the terminal, slowing everything down.

It is supposed to be rapid transit, not some convoluted corkscrew.

**Mark Hendricks**

Oakland



## BART's inaction threatens funds for airport extension

SAN FRANCISCO — San Francisco airport officials say slow action from Bay Area Rapid Transit officials could ruin the chance to secure \$750 million in federal funding for a BART-to-airport extension.

At issue is a letter that BART officials have been asked to write to the Federal Aviation Administration. The letter would support the airlines' belief that use of airport money for transit projects should be sharply limited. In return for the letter, airline industry officials have said they will withdraw their opposition to federal funding for the BART extension.

But BART officials haven't written the letter.

"The letter represents a big problem for us," BART spokesman Mike Healy said, though he declined to discuss why.

Airport Director John Martin asked that the matter be concluded by 4 p.m. Tuesday. But that deadline came and went with no action.

"I am very concerned that we are losing a window of opportunity to conclude a deal," Martin warned in a letter to BART this week. "BART's action threatens to derail the agreement."

# BART holding up SFO funding plan

## Transit agency balks at asking FAA to redo money rules

By Erin McCormick  
OF THE EXAMINER STAFF

A week after BART publicized its "generous" offer to settle the dispute over funding BART-to-the-airport, San Francisco officials say the transit agency's refusal to agree to the deal is threatening to derail the project.

"The ball is clearly in BART's court," Stuart Sunshine, an aide to Mayor Brown, said Tuesday. "We think this project should move forward, and we think that depends on BART."

Brown, San Francisco International Airport officials and airline industry representatives have all signed an agreement aimed at ending the airlines' opposition to BART's plan to use airport money for the SFO extension.

But BART officials are holding up the deal over a term that requires them to write a letter to federal officials supporting the airlines' belief that use of airport money for transit projects should be sharply limited.

In a letter to BART Monday, Airports Director John Martin warned that time might be running out for the project, which has been stalled for a month by an airline industry lobbying campaign that has kept Congress from approving \$750 million in federal funding.

"I am very concerned that we are losing a window of opportunity to conclude a deal," Martin wrote.

"BART's action threatens to derail the agreement."

Martin asked that the parties try to conclude negotiations by 4 p.m. Tuesday. But that deadline came and went with no action.

"There are no negotiations going on right now," BART spokesman Mike Healy said Tuesday.

The 8.2-mile extension would add tracks from Colma, where the system now ends, to South San Francisco, San Bruno, SFO and Millbrae.

The \$1.2 billion project is expected to take four years and create 10,000 jobs.

The deal that was supposed to have ended the dispute was worked out in a month-long round of negotiations organized by Sen. Dianne Feinstein, D-Calif.

But San Francisco officials say BART board President Margaret Pryor signed the deal only after crossing out three key words, a change that made it unacceptable to the airlines.

The deletion eliminated the requirement that BART co-sign a letter to the Federal Aviation Administration asking the agency to revamp its policy on when airport money can be spent on public transit projects.

"The letter represents a big problem for us," said Healy, who declined to discuss why.

If the FAA revamped its policy, it could limit the amount of airport money that can be used by transit projects around the country trying to link to airports. One project that could be affected is BART's plan to build a monorail to Oakland International Airport.

The airline industry is concerned that airport revenue, which comes mainly from airlines, could be raided by cash-strapped local governments. Airline officials insist that they will not agree to a deal without the letter to the FAA.

"BART is asking us to go to Congress and help them get a full funding agreement," said Ed Merlis of the Air Transport Association, an airline industry group. "I don't think it's too much to ask them to sign a letter."

The sides already have agreed to the weightier issue of how much airport money should be devoted to the project. In the negotiations, the airport's contribution was reduced from \$200 million to \$113 million. In addition, BART agreed to pay \$2.5 million a year to the airport for 50 years and give a fare discount to airline employees.

## LETTERS TO THE EDITOR

---

### Rulers always get their way

**THE SAN** Mateo County Supervisors have clearly shown that they are the political elite who control transportation in The County.

When Tom Huening wants a bike trail, all our rulers concur regardless of the safety hazard, increased costs for CalTrain and the objections of citizens.

To avoid city objections, they had to sneak around to find CalTrain property in an unincorporated part of The County so they could impose their will.

Even though United Airlines contributes more to The County than any batch of supervisors ever will, it is not above our elite to resort to threats.

When BART wants to spend an extra \$200 million to prevent CalTrain from connecting directly to SFO, our rulers use CalTrain property that was bought for "CalTrain improvements."

In the 4½ years since taking over the right of way, SamTrans and the Transportation Authority have made no improvements to service. SamTrans has claimed for years that it can't afford time or money to improve tracks or train frequencies, but all of a sudden they have money for the supervisors' bike trail.

CalTrain fares and ridership are up due to pent-up demand. The Joint Powers Board with (until last month) two Daly City representatives and none from cities along the CalTrain routes, has complied with all of BART's wishes while preventing CalTrain improvements.

When was the last time the authority, the JPB or SamTrans defied our rulers?

**Vaughn Wolfe**  
San Mateo

# 'transit hub' plan meets skepticism

## CITY HALL

### SB losing patience with developer

BY SHERI BAKER RICKMAN  
Staff Reporter

Bruno officials are becoming increasingly skeptical about a proposed plan to bring hotels and a multi-transit station to the city limits.

Christian Frere of the development firm GEST, Inc. first proposed placing three hotels and a multi-transit station connecting CalTrain, Bay Area Rapid Transit, Airport Light Rail and the proposed high speed rail in San Bruno last December.

Only days before a presentation of project details scheduled for Feb. 3, Frere cancelled his public meeting with the city's Business and Economic Development Committee saying he needed more time to prepare.

Mayor Ed Simon said cancelling the meeting on such short notice has made him question the credibility of the proposal and the developer.

Frere has lost a lot of credibil-

ity with me," said Simon during a recent council meeting.

Simon later said Frere has not contacted the city since then, nor has he made presentations to any other cities or agencies that may be affected by the proposed project.

Simon also said Frere originally wanted to give a private presentation for only city officials. Simon rejected the idea.

"If this proposal has any credibility, then it should be shown to everyone," Simon said. "There will be no closed meetings, especially on this topic."

The mayor said even though he has doubts about the proposal, he still favors allowing Frere to make a presentation to the city.

"We haven't withdrawn the invitation [to make a presentation]," Simon said. "But if [Frere] wants to make a presentation, he will make it in front of everyone and all the council."

Frere said modifications have been made to his original proposal, however more information is still needed before a detailed presentation can be made to the city.

Simon speculated that Frere may have postponed the meeting

with San Bruno officials so he could first meet with transit agencies.

"He probably wants to work things out with BART, CalTrain, and Airport Light Rail before he talks to us," Simon said.

Frere said he is presently preparing to bring a high speed rail delegation to the Bay Area to meet with local agencies and BART on March 28.

It was after the California Intercity High Speed Rail Commission designated the Peninsula as a possible target for future tracks that Frere said he decided to make his proposal to San Bruno officials.

The proposed high speed rail, if built, would link several California cities from San Diego to Sacramento.

## Airlines need BART

### Editor:

Buried beneath the quagmire of fiscal wrangling over BART into San Francisco International Airport ("SFO") is the vital need the project fulfills, a need which won't diminish even if project funding does. BART into the airport wasn't conceived on a whim; it was conceived — and approved twice by voters — because of the dire necessity of providing rail transit to an increasing population of people.

The following facts illustrate the fundamental importance of BART into the airport:

- SFO has undertaken a \$2.4 billion master plan implementation program. The centerpiece of the airport's construction program is the new 24-gate international terminal, which is anticipated to accommodate the increased demand of 11 million international passengers, up from 5.5 million in 1995.

- After Chicago, Los Angeles, Dallas, and Atlanta, SFO is the nation's fifth busiest airport (seventh worldwide after London and Tokyo), serving 38,500,000 passengers in 1996 or nearly 100,000 passengers daily. More than half of those passengers began or ended their trip at SFO. Applying an aviation industry estimate that, for each air traveler, 1.5 persons visit the airport as well-wishers, meeters and/or greeters, the average daily airport usage rises to nearly 250,000 persons or over 86 million annually. The airport's annual payroll is more than \$1 billion supporting over 28,000 employees.

- More than half of the airport's perimeter is bounded by water (San Francisco Bay), the other half by Highway 101; such geographic features limit passenger access alternatives and plans for future expansion. Because 74 percent of all visitors

to San Francisco arrive by air, rail transit access is essential to the airport.

- SFO is the single largest generator of traffic on the San Francisco Peninsula freeways; currently more than 72 percent of air passengers and 88 percent of airport employees drive to the airport. The airport's annual air traffic projected increases will generate an additional 65,000 to 70,000 cars per day. Traffic on Peninsula freeways near SFO regularly exceeds highway capacities, particularly during peak commute periods. Opportunities to increase highway capacity are completely constrained by right of way and environmental obstacles, rendering BART virtually the only alternative for materially increasing access capacity.

- More than 70 percent of SFO's active property is surrounded by water and most of the balance is segregated by Highway 101. The airport occupies 5,171 acres, of which only 2,300 acres have been developed for airport use. The remaining 2,788 acres are tidelands. SFO has the highest number of passengers originating or terminating their trip, on a per-acre basis, of the top 10 airports in the United States today. SFO's phenomenal growth in the recent past, coupled with the projected growth in flights destined for the Pacific basin, vis-à-vis its constrained locational characteristics, demand development of rail rapid transit access to ensure survival of its high passenger level-of-capacity, reliability and passenger convenience. SFO forecasts more than \$1 million annual enplaning passengers in the year 2010. Rail transit access significantly improves reliability of on-time airport ground transportation by

providing an alternative free of the highway access system.

Given the facts, it's clear that BART into the airport is supremely indispensable. Such is why elected officials, BART officials and airport officials have worked assiduously for more than a decade to ensure fruition; it's why San Mateo County and San Francisco voters have overwhelmingly approved it; it's why the airlines — despite their fiscal objections — will benefit from it and must pay their fair share. Most importantly, it's why BART into the airport mustn't be thwarted by special interests whose obstructionist behavior, if successful, will yield innumerable appalling results which all Bay Area residents will bear.

**Senator Quentin L. Kopp  
(Independent — San  
Mateo/San Francisco)**

## LETTERS TO THE EDITOR

### This isn't good transit

A RECENT writer said the Bay Area needs good, sound, regional transit. I know of no one who disagrees. The writer is mistaken in thinking that and BART are one and the same.

Good, sound transit does not destroy affordable housing where it's in critically short supply. Nor does it increase traffic congestion and air pollution, elevate crime, stick stations where convenient access is only by car, wear an albatross of \$1 billion in deferred maintenance, cost \$150 million per mile when federal funds are shrinking, suck money from other transit, leave large transit needs unmet due to an inability to serve them economically or drop travelers far from their flights at SFO — all of which characterize BART and its would-be Millbrae extension.

At an average of 37 miles per hour, BART is not even rapid transit.

As for an "orchestrated campaign" against BART, I say what's in my mind, not someone else's. Orchestration takes money and political power, two things BART's pushers have far more of than do opponents like me.

**James W. Kelly**  
San Bruno

### Who will use this transportation?

I AGREE with the letter to the editor regarding BART to SFO. I, too, have long wondered who will use this type of transportation to or from San Francisco.

Travelers with normal amounts of luggage will not want to be taken from the airport by BART to the city and then be dumped off at a BART station, struggle with their luggage to the street level and then seek out another means of transportation to their final destination.

Likewise, can you imagine a tourist attempting to taxi to a BART station, struggle with his luggage through a BART station and then board a BART train to the airport and again struggle with luggage while attempting to reach an airline ticket counter?

The practicality of this entire scenario is beyond my comprehension. Can someone please describe to me how all this will work?

Oh, yes, and where does one store luggage on a BART train? I have tried this style of transportation once in my foreign travels — never again.

**John H. Sherratt**

### Looking for unbiased answers

THE ELECTED officials and appointed staff people in favor of the BART-SFO extension flood the media with half-truths.

These people are intent on the BART experience even when questions are raised about BART south of the airport and financial backing.

Local officials appear to follow all information from BART and look no further for less biased details.

The BART system is outdated, and existing rails and trains desperately need repair.

Many of us wonder how BART has been given this almost sacred place and why the media don't thoroughly investigate. It confuses those of us who belong to groups that are not pro-BART.

What is that keeps the readers uninformed about the true facts of BART's costs? Where do we look for an unbiased description of the transit issues?

**Patricia Burke**  
South San Francisco  
Burlingame

## Student Discounts on BART

**N**OW THAT BART is willing — even eager — to offer a 25 percent discount to San Francisco International Airport employees, it is fair to inquire why the directors are so resistant to giving a fare break to teenage students.

Granted, the transit system is doing everything it can to appease the airlines that oppose the proposed \$1.2 billion BART-to-

---

**Why are  
BART  
directors so  
resistant to  
a student  
discount?**

---

the airport project, and offering an SFO employee discount is a nice lagniappe to grease the negotiating skids. BART is also offering to cut the airlines' share of the construction costs by \$87 million. And we don't begrudge it.

But if BART can toss around big cash bonuses to airlines, the least it could do is give its 171,000 paying teenage riders a break, as do most of the other area transit systems, including AC Transit, the San Francisco Municipal Railway, CalTrain and SamTrans.

Currently, BART provides a 75 percent discount for children, ages 5 through 12, but teenagers are required to pay full fare.

**S**chool boards in San Francisco, Alameda and Contra Costa counties have each passed resolutions calling for the same discount to school kids, an increasing number of whom are commuting out of their neighborhoods and beyond their districts.

BART spokesman Mike Healy said such a discount would cost between \$1 million and \$2 million a year. But that's chicken feed for the system that carried a record 74.2 million passengers last year and took in \$157 million.

The BART board of directors heard arguments for the discount fares on February 20, then left the matter to languish in committee, "while the board awaits further information," said Healy.

While the board waits, the directors should reflect on the fact that many of the 256,760 daily passengers are students and parents of students.

A student discount would be a proper reward for passenger loyalty as well as a shrewd public relations move for BART, which needs all the support it can get for its struggling BART-to-the-airport campaign.

---

## BART opposition out of touch

**WHEN WILL** the rights of voters be accepted? I am most curious as to how many of the people in San Mateo County opposed to BART to SFO and Millbrae have ever ridden on BART, or, for that matter, ever driven into San Francisco, be it for business or pleasure, and have been stuck in traffic time and again.

It seems clear that those opposed to the BART-SFO extension are out of touch with the majority of the residents in The County. How else to explain why so few people signed a ballot petition aimed at stalling the project?

Organizers of the initiative carried petitions for six months, and still managed to gather only 6,000 of the 22,000 signatures needed to put the matter to a vote.

That's a pretty bad misjudgment by folks who claim to know what's best for our communities.

What appears to have happened is that common sense prevailed over a steady stream of misinformation meant to create alarm and concern.

Ordinary men and women, taxpayers and voters, recognized the importance of moving forward with this project. The overwhelming majority of people in The County want an expanded BART service.

They want BART to go to the airport. They want a BART-Cal-Train connection in Millbrae.

Let's hope the message gets back to Washington, D.C. before it's too late. Let's get on with this project.

**Mary L. Hunt**  
Burlingame



## BART agrees to meet airlines' demands

By **ROBERT OAKES**

Staff writer

OAKLAND — After months of bitter negotiating, BART officials agreed late Thursday to meet demands of airlines that opposed a \$1.17 billion rail extension to San Francisco International Airport.

If airlines approve, the offer would remove one of the last remaining obstacles to construction of the airport line. Airline representatives reached Thursday said they had not seen the proposal and would not comment.

Other representatives couldn't be reached.

BART agreed to pay \$2.5 million a year in rent to the city-owned airport, plus give a 25 percent train fare discount to airline employees.

The Air Transport Association, an industry group, and United Airlines

had objected to previous terms and said airlines were being asked to pay too much in higher landing fees. The BART line will include a station inside a new international terminal, currently under construction.

"Though we had to swallow hard on the payment provision, this project is too important to the people of the Bay Area not to reach agreement," said BART board president Margaret Pryor.

"We trust this deal will end airline opposition to the project."

BART announced the offer after Air Transport Association offices in Washington, D.C., had closed.

A spokesman could not be reached for comment.

A tentative deal fell through in late February, but negotiations continued.

Under the BART plan, the airlines' share of project costs would

drop from \$200 million to \$113 million.

Tony Molinaro, a United Airlines spokesman, said he hadn't seen the BART proposal and couldn't comment.

United is the major carrier at San Francisco and also operates a 144-acre aircraft maintenance facility on airport property.

San Francisco is the nation's fifth-busiest airport with about 33 million annual passengers.

BART and the San Mateo County Transit District, a funding partner in the extension, will determine how to make payments to the airport.

Payments would be made for 50 years.

"All we're saying is BART has gone the extra mile to reach an agreement and meet the airlines' demands," said BART spokesman Mike Healy.

# Airport lawsuit goes to judge

## Firm argues panel had no authority to ignore human rights requirement

By Eric Brazil  
OF THE EXAMINER STAFF

Admittedly weary after three intense hours of brain-befogging legal argument, Superior Court Judge William Cahill began pondering anew whether San Francisco's Human Rights Commission has the power in practice that it seems to have on paper.

At issue is whether a \$137 million bid by Mitsubishi Heavy Industries America Inc. to build a "people mover" at San Francisco International Airport was properly awarded by The City's Airports Commission.

The commission, on a 3-2 vote, awarded Mitsubishi the contract in December, despite a finding by Human Rights Commission Executive Director Marivic Bamba that its bid was defective because two minority subcontractors were mere conduits for bigger, non-minority owned firms.

Mitsubishi's bid was \$19 million lower than that of its competition, ADB Daimler-Benz Transportation, Inc., known as Adtranz. The company petitioned the court to throw out the bid as invalid.

On Feb. 10, Cahill ruled in Adtranz's favor, ruling that departments such as the Airports Commission "do not have the power to override" the Human Rights Commission and make "independent determinations."

In an unusual move, The City and Mitsubishi went back before Cahill Friday to urge him to reconsider.

### Arguments for reversal

The City argued that Cahill had misread the 1996 City Charter and that the Airports Commission had properly exercised its jurisdiction. Mitsubishi said the Human Rights Commission's finding was "indelibly sullied" because Adtranz had hired former Chief Deputy District Attorney David Millstein, shortly before Millstein left office, to lobby commission staffers "to sabotage (Mitsubishi's) bid."

Cahill commented several times Friday on the intensity of the debate and how tired he and several of the participants were. He gave

no indication of when he would rule.

The Human Rights Commission is empowered to implement The City's affirmative action ordinances, including the law setting out standards for minority- and women-owned businesses.

But Deputy City Attorney Dennis Atergut argued that the power to award contracts at the airport was "vested by city law exclusively in the Airports Commission."

The Human Rights Commission has many powers, but "the power to make the (contract) determination reposes in the departments," he said. "The Human Rights Commission can jump and scream and do many things after the award is made."

### It's plain, Adtranz says

Adtranz attorney Gayle Athanacio said the plain wording of the City Charter empowered the Human Rights Commission to invalidate a bid if the bidder failed to comply with the ordinances it was charged with implementing.

"For Adtranz to be right here,

everybody else has to be wrong," Atergut said.

"But they could have been wrong forever, couldn't they?" Cahill replied.

Adtranz is the first bidder to challenge The City's practices.

Adtranz has a virtual monopoly on building people movers in the United States. The SFO contract would be Mitsubishi's first in this country.

The people mover, a light-rail shuttle system that will transport passengers and workers to terminals, is a key feature of SFO's \$2.4 billion expansion plan. Airports commissioners envision it as a 52-month project, and they're worried about the delay that the litigation is causing, although Airports Director John Martin says the fight won't slow the rest of the expansion.

Even with the delay, commission chairman Henry Berman said after Friday's hearing, "\$19 million is worth fighting about."

## BART, Airlines Reach Agreement on Extension

By Benjamin Pimentel  
Chronicle Peninsula Bureau

After weeks of bitter squabbling, BART and the airlines opposing its planned extension to San Francisco's airport have finally agreed on how much money each side is supposed to pitch in for the \$1.2 billion project.

But the deal could be threatened if BART decides not to join the airlines in signing a letter to the Federal Aviation Administration that asks for a policy change.

BART officials announced yesterday that the transit agency has accepted the airlines' major economic demands, including an annual \$2.5 million in rent for 50 years and a 25 percent fare discount for airline employees. The transit agency had hoped to keep the payments to 30 years, and not provide the discount — valued at \$1.5 million — at all.

"Though we had to swallow hard on the payment provision, this project is too important to the people of the Bay Area not to reach an agreement," BART Board President Margaret Pryor said in a statement. "We trust that this deal will end airline opposition to the project."

The airlines, which include United Airlines, one of the largest employers in the Bay Area, are represented by the Air Transport Association in Washington, D.C. They have agreed to contribute \$113 million to the 8.2-mile extension, to be paid through higher airline rates and charges. The air-

lines' contribution will not exceed \$7.5 million a year.

The rest of the money for the project's construction cost on airport property will be shouldered by SFO through means that do not involve the airlines, such as raising concession fees and cutting costs.

The airlines were satisfied with the financial plan, said Ed Merlis, the transport association's senior vice president for government affairs. But he said they also want BART to sign a critical joint letter to Congress and the federal government.

In the proposed letter, the airlines will endorse the signing of a federal agreement that will guarantee up to \$750 million in federal dollars for the BART extension. BART has been waiting for this agreement for months, and has accused the airlines of lobbying against its approval in Washington.

In the same joint letter, the airlines want BART to support their demand that the FAA change its policy regarding the use of airport revenue for transit projects, Merlis said.

The airlines want the FAA to return to an earlier policy that strictly limits the use of airport revenue to items and systems owned and controlled by the airport. The policy was modified in October to accommodate the BART project, he said.

BART officials appeared troubled by this demand, although spokesman Mike Healy said they are considering it.

BART board member Dan Richard said he hoped the airlines would be satisfied with their economic concessions, adding that he did not think it was BART's role to ask a federal agency to change its rules.

"What we focused on was what the airlines said they wanted in terms of dollars," he said. "It isn't our place to tell the FAA how they should handle this policy."

However, Merlis made it clear that the letter is a big deal for the airlines, which fear the BART extension could set a precedent that could lead to airlines paying millions of dollars for transit projects in other cities.

State Senator Quentin Kopp, independent-San Francisco, said he thought the request was improper, adding that he applauded BART for resisting the demand to sign the letter.

# The Oakland Tribune.

AND THE Alameda Times-Star EDITION

FRIDAY, March 7, 1997

## On-again, off-again airport BART back on again

By **Ronna Abramson**  
STAFF WRITER

BART's extension to San Francisco International Airport moved a step closer Thursday, but it will be far more costly for taxpayers because the transportation agency has surrendered to financial demands of the airlines.

In accepting the airlines' terms, BART officials said they would:

► Pay a \$2.5 million annual rental fee to the airport for 50 years for the BART station on airport property. BART had wanted a 30-year payment period.

► Agree to the airlines' proposal of a 25 percent ridership discount for airline employees, which would cost the transit district an additional \$1.5 million a year.

"BART has made the decision to capitulate to the airlines' terms and put in a financial contribution so that we can get this moving and create a transit system for the Bay Area," said BART Director James Fang, who likened the airlines' tactics to "blackmail."

Blackmail or not, BART's move was seen primarily as one to gain airline support to break loose \$750 million in federal funding that has been stalled in a U.S. Senate transportation subcommittee. The airlines have been working against the funding.

Thursday's announcement, however, does not end negotiations between the airlines and the Bay Area Rapid Transit. There still are differences between the two on issues unrelated to financing.

With BART's rental fee payments increased, the airport's previous pledge of \$200 million toward the 8.2-mile extension would drop to \$113 million. Landing fees could increase only by \$7.5 million a year, limiting airlines' financial exposure.

The economic terms, said Ed Merliss, senior vice president of federal affairs and airports for the Air Transport Association trade group, are "part of a package." Adding a note of caution, Merliss said to "drop out elements of the package . . . is not going to move this forward."

The remaining point of contention centers on a letter to the Federal Aviation Administration recommending national policy be set to address how airport revenues can be used for transit projects. BART refuses to sign the letter, which BART Director

Dan Richard said was never agreed to in a key Valentine's Day meeting.

Further, Richard said, it is not up to BART to "tell the federal government and everyone else that this should be national policy."

BART and the San Mateo County Transit District, a partner in the project, have not yet determined how to cover the \$2.5 million rental fee, but a surcharge on tickets is clearly a possibility, BART officials said.

"Basically, it is BART's problem," said San Mateo County Supervisor Mike Nevin, adding SamTrans will work with BART on finding an answer.

# BART agrees to airlines' demands

## Transit officials hope latest offer will help airport extension fly

By **ROBERT OAKES**

Staff writer

OAKLAND — After months of bitter negotiating, BART officials agreed late Thursday to meet demands of airlines that opposed a \$1.17 billion rail extension to San Francisco International Airport.

If airlines approve, the offer would remove one of the last remaining obstacles to construction of the airport line. Airline representatives reached Thursday said they had not seen the proposal and would not comment. Other representatives couldn't be reached.

BART agreed to pay \$2.5 million a year in rent to the city-owned airport, plus give a 25 percent train fare discount to airline employees.

The Air Transport Association, an industry group, and United Airlines had objected to previous terms and said airlines were being asked to pay too much in higher landing fees. The BART line will include a station inside a new international terminal, currently under construction.

"Though we had to swallow hard on the payment provision, this project is too important to the people of the Bay Area not to reach agreement," said BART board president Margaret Pryor. "We trust this deal will end airline opposition to the project."

BART announced the offer after Air Transport Association offices in Washington, D.C., had closed. A spokesman could not be reached for

comment.

Under the BART plan, the airlines' share of project costs would drop from \$200 million to \$113 million.

Tony Molinaro, a United Airlines spokesman, said he hadn't seen the BART proposal and couldn't comment. United is the major carrier at San Francisco and also operates a 144-acre aircraft maintenance facility on airport property.

San Francisco is the nation's fifth-busiest airport with about 33 million annual passengers.

BART and the San Mateo County Transit District, a funding partner in the extension, will determine how to make payments to the airport. Payments would be made for 50 years.

# BART offers airlines an \$87 million break.

## SFO would pay far less in system's new proposal for funding \$1.2 billion project

By Erin McCormick  
OF THE EXAMINER STAFF

After a month of talks aimed at ending the airline industry's fierce opposition to the BART-to-the-airport project, transit system officials say they will agree to the airlines' financial demands and knock \$87 million off the airport's share of the costs.

The concession, they say, should eliminate the airline's biggest concerns — and pave the way for final congressional approval of BART's \$1.2 billion plan to extend trains to San Francisco International Airport.

"Even though it's not the final agreement, I think this is the turning point," BART spokesman Mike Healy said Thursday, adding that some non-monetary issues still need to be worked out. "We've really gone the extra mile to address the airlines' concerns."

Originally, BART asked the airport to contribute \$200 million to the construction costs of the project — money that essentially would come directly from the airlines. Under the new BART pro-

posal, the airport would pay \$113 million and BART would reimburse the airport \$2.5 million a year for 50 years.

BART would also give airline employees a 25 percent fare discount.

Airline industry representative Ed Merlis, of the Air Transport Association, said he had not yet seen the full terms of the agreement BART is willing to sign.

"It sounds wonderful," Merlis said. "But I don't know what it is. Are they talking about the agreement we proposed or have they modified it?"

He said he would welcome an end to the dispute, at which point the Air Transport Association would call off its lobbying campaign, which has stalled the project's federal funding.

"We're fully willing to pay \$113 million and walk arm in arm with BART up Capitol Hill to get them a funding agreement," Merlis said.

BART hopes to start construction on the extension later this year if the federal funding comes through. The line to the airport and Millbrae would open sometime after 2000.

Merlis said one remaining hitch could be the airlines' demand that BART send a letter to the Federal Aviation Administration, asking the agency to change its policy on how much airports are allowed to

pay for public transit projects.

He said the airlines, which fear that this project could set an expensive precedent in other cities, would insist that BART write such a letter before they sign any agreement on the SFO extension.

But BART officials said they had offered plenty of compromise.

"After difficult negotiations, our agreement to make an annual payment for this project and offer an employee discount should close the deal," BART board President Margaret Pryor said. "Though we had to swallow hard on the payment provision, this project is too important to the people of the Bay Area not to reach agreement."

# Delay of CalTrain station will make it more expensive

---

But railroads' board hears money may be available

---

By Eve Mitchell  
SPECIAL TO THE EXAMINER

---

**SAN CARLOS** — Delaying groundbreaking for a new CalTrain station in downtown San Francisco until 2005 would push its price tag to nearly \$1 billion but probably make it easier to fund, according to an environmental impact report.

The funding issue is one of the major findings of the report outlined Thursday before the tri-county Peninsula Corridor Joint Powers Board, which runs the commuter rail service between San Francisco and Gilroy.

The nine-member board took no action on the report, which is expected to be made available to the public sometime next week. It will be debated at two public meetings in April in San Francisco and San Carlos.

The project calls for extending service from the current CalTrain

terminal at Fourth and Townsend streets to a new downtown underground station at the site of a razed Transbay Terminal at First and Mission streets.

In 1995, total project costs were estimated to be \$656 million, with funding coming from federal, state and local sources, project manager Andy Nash said. Based on 3.5 percent yearly inflation, that figure jumps to more than \$800 million for a project that starts in 1999 and is completed in 2004.

The price tag goes up to \$960 million for a project that begins in 2005 and is finished in 2009.

Because federal transportation dollars have already been pledged to buy new BART and Muni light-rail cars through 2004, the CalTrain extension project would have only about half the money needed if construction starts in 1999, Nash said. It would be short only 20 percent of the total if work doesn't start until 2005, he said.

The projected price tag calls for a six-track station, which would be able to accommodate future plans for high-speed rail.

San Francisco is planning to build a new street-level bus terminal at Mission, Main and Beale

streets. The bus station would be connected by an underground concourse to the proposed CalTrain station.

"The importance of this (CalTrain) project is that it connects all the regional transit systems in the heart of downtown San Francisco," Nash said. "It's a policy and political decision as to what happens next."

Mayor Brown said last year that he would not support a downtown CalTrain extension, saying it would be too costly and too disruptive to The City's businesses.

# The Oakland Tribune.

AND THE *Alameda Times-Star* EDITION

Friday, March 7, 1997

## LETTERS TO THE EDITOR

### Penalties needed

**REGARDING THE** false lion attack which Sean Dean Cauthen filed, will he be required and/or ordered to reimburse the state of California for all the costs incurred in the investigation, such as the police units, Fish & Game Department, laboratory services, etc.? Our tax dollars are already stretched.

In addition, why would someone want to jeopardize his reputation?

Many thanks to you and to the entire staff at the Oakland Tribune for providing such an excellent, well-organized paper. Please pass on my personal gratitude for the color Coffee Break section; humor is one of the best ways to enjoy life, which is too short. I read this section while traveling home on another great service — the BART.

**Kathleen Ross**

Hayward



## BART extension to SFO gets 2-party support

Staff and wire

WASHINGTON — Bay Area officials said they're optimistic after a meeting Tuesday with a key senator who raised last-minute questions about a proposed BART extension to San Francisco International Airport.

Sen. Barbara Boxer, D-Calif., asked nine executives from Bay Area businesses to meet with Sen. Richard Shelby, R-Ala., chairman of the Senate Appropriations Subcommittee on Transportation. Shelby said he was concerned about \$750 million in federal funds BART wants to help build the \$1.17 billion extension.

"I think the ground has shifted a little bit in our favor," Boxer said after the meeting in Washington, D.C.

Boxer said Rep. Tom Campbell, R-Campbell, participated in the session and helped show bipartisan Bay Area support for the project.

BART needs funding approval soon from Congress to break ground on the extension.

Business representatives said the Bay Area economy will benefit from the project, under discussion for more than 20 years.

"We're frustrated it's been so long in coming," said Russ Hancock of the Bay Area Council, a business-backed public policy group.

---

*'We're frustrated it's been so long in coming.'*

— Russ Hancock of the Bay Area Council.

---

# San Francisco Chronicle

Thursday, March 6, 1997

---

## LETTERS TO THE EDITOR

---

### **BART-SFO Misinformation**

Editor — An Open Forum article by Pam Rianda of Belmont, published February 24, with a headline, "Blame BART for SFO-Extension Fiasco," was flat-out wrong when it stated that BART planned to run one train an hour into the San Francisco International Airport. But then this is typical of the misinformation and distorted facts being put out by opponents of the BART/SFO project, such as COST.

In fact, the level of service for initial airport operation will translate into a train carrying passengers into the airport from the north every 13.5 minutes. This service level was presented in the project's Environmental Impact Report, which the opponents are certainly very familiar with. Additionally, a shuttle train will also depart the Millbrae station from the south approximately every 15 minutes. The service level will be increased as the demand grows in the years to come.

The rest of the op-ed piece is the same old misinformation we have been hearing and seeing right along from these small factions of project opponents. The

main distortion that has been consistently put forth is that BART will compete with CalTrain and ultimately put CalTrain out of business. Nothing could be further from the truth.

It should be well understood by now that the BART/SFO project is not just about going into the airport, it is in fact about linking up with CalTrain at Millbrae to create an optimum intermodal transportation hub in partnership with SamTrans and CalTrain.

Also, the new tack by opponents seems to be to call for making the station in the airport the end-line terminus. Not only would the airport not allow it, it would not serve the people of San Mateo County well, primarily because there would be no access and no parking.

Put simply, it's time to knock off all the nonsense and build this long-awaited extension.

**RUBEN BARRALES**  
Supervisor, District 4  
San Mateo County

## LETTERS TO THE EDITOR

### Huge impact on County riders

**YOUR POSITION** supporting BART in its one-sided turf battle against CalTrain is hard to understand.

State Sen. Quentin Kopp's position, I understand. He represents San Francisco interests, and the small part of San Mateo County he represents isn't a big CalTrain user.

However, The County from San Bruno south to Menlo Park has been served faithfully by CalTrain for 100 years. Currently, the better part of the 20,000 daily riders work or live in this area. The Times position ignores the impact on these people.

BART seeks to force these passengers to transfer to BART for a longer, costlier commute. This is not increasing public transit capacity. It is robbing Peter to pay BART.

I would think The Times would have one objective reporter who could easily figure out that CalTrain could quickly be upgraded for a fraction of the cost of extending BART beyond Colma and, in the process, take thousands of commuters off the highway all across The County.

The same person could quickly verify the figures that it would be far less expensive to provide free shuttle service between Colma and SFO forever than to extend BART to the airport.

**G.R. Green**  
Belmont

### Divert BART money to Bay Bridge

**WHILE THE** Bay Bridge carries 274,000 cars a day, it desperately needs a new, earthquake-resistant span built, costing about \$1.7 billion.

But money seems to be hard to find, despite the bridge's expected vital role in case of a disaster.

Meanwhile, we are just about ready to squander about \$2 billion on a BART extension to San Francisco International Airport which might serve a few thousand passengers a day.

And oh yes, we would also pledge to subsidize forever every ticket purchase to the tune of \$5 for each dollar the passenger spends, just to cover the real operating expenses.

Are we also going to buy \$600 military toilet seats for BART?

So why not just divert the BART money to the Bay Bridge and use the interest on the savings to provide free Colma to airport or home to airport shuttle services direct to the airline counters free to all?

**Thomas K. Jona**  
Redwood City

### Let's get this job done

**YOUR RECENT** editorial was right on target. The airlines using SFO are certainly benefiting from the airport's expansion and must therefore contribute to mitigating the resulting traffic impact to our community.

Anyone using BART to SFO most certainly will be involved in the airport operation, vendor or employee.

I agree that all parties should get back to the table and work this out. We've waited too long. Let's get it done.

**Tim Auran**  
Burlingame

# BART opponents misinform public

BY DANIEL P. LOIGU  
Millbrae Mayor

As Mayor of Millbrae, I am dismayed at the misinformation to which our residents have recently been subjected in the form of fliers regarding the BART Extension, distributed to the homes of citizens by the group called COST.

I have received many complaints from citizens about the fliers, which have been irresponsibly thrown onto our lawns and walkways, and have been illegally placed in mail boxes in violation of federal law.

Free speech protection precludes us from dealing with this litter problem. However, we have informed the local postal authorities of the misuse of private mail boxes, and they will deal with that appropriately.

## Fliers contain misinformation about Millbrae's public review process

The Coalition for a One Stop Transit (COST) organization has implied in the fliers that the City Council is acting in an irresponsible and hasty manner with regard to the BART Extension Project and in the consideration of a Draft Comprehensive Agreement with BART.

The fliers have accused the Council of acting behind closed doors. This is clearly not the case, as the record of meetings will indicate. The following is a schedule of dates when the City Council has met in noticed meetings and reviewed the Comprehensive Agreement with BART. All meetings were noticed in accordance with the Brown Act.

## Schedule of noticed public hearings for review of draft comprehensive agreement

- **October 30, 1996**  
Noticed Council Study Session
- **December 17, 1996**  
Regularly Scheduled and Noticed Council Meeting
- **January 21, 1997**  
Noticed Council Study Session
- **February 3, 1997**  
Noticed Council Study Session with Counsel Meyers
- **February 11, 1997**  
Regularly Scheduled and Noticed Council Meeting (Issue deferred - not discussed)
- **February 20, 1997**  
Noticed Council Study Session
- **February 25, 1997**  
Regularly Scheduled and Noticed Council Meeting

## Ongoing Opportunity for Public Participation in Project Review

Citizens who are interested in reading one of the eight drafts which have been reviewed by the Council are welcome to come to City Hall and get a copy, where all the drafts have been available as they have been developed. Your comments will be carefully considered. The Council has already painstakingly considered public comment which has been made to date and has incorporated significant publicly proposed amendments.

## Responses to COST fliers

The baseless charges of COST are addressed below in detail. The bottom line is that Millbrae is responsibly and transparently trying to maintain the upper hand for the interest of the

community in the face of a strong and motivated transit organization which wields significant power to develop and extend its system. We think Millbrae will be the better for our vigilance and ongoing efforts to control and shape the project rather than just say no and wait for BART to steam into town.

## • "Why is our city in such a rush to cut a bad deal with BART"

The City Council has worked steadily over the past four years to ensure that the proposed BART Alternative VI-A does not negatively impact the City of Millbrae. Significant effort was made to gain proper mitigations in the environmental process and the effort to review the plans and specifications for the project are a massive ongoing effort being carried out by staff, consultants and Council. If the Council is able to return a Comprehensive Agreement draft favorable to the City prior to full funding of the project, the City may have more leverage to ensure the project is suitable to Millbrae.

## • "Our council continues to hide its dealings"

The City Council has met to discuss the Comprehensive Agreement in the above noted publicly noticed meetings, which were all noticed in accordance with the Brown Act. The City Council has met repeatedly on this important issue and has attempted to turn the Agreement around quickly for resubmittal to BART while ensuring that the Agreement

p. 2  
Cont....  
BART:

properly represents Millbrae's interests. No discussion of the issues has occurred outside the publicly noticed hearings, which have all been attended by members of the public.

• **" Special council meetings have been called on the shortest of notices"**

All meetings have been scheduled and publicly noticed in accordance with the Brown Act. The Council's intention has been to craft an Agreement suitable to Millbrae's interests and return the Agreement before full funding of the project to increase the City's leverage to get what is right for Millbrae.

• **" Why is our city so anxious to cut a deal with BART?"**

It is in the interest of the City of Millbrae to put pressure on BART to agree to terms suitable to Millbrae before full funding is in place. BART has less motivation to agree to our terms after full funding has been granted. BART's sovereign powers to build and operate this project are granted by the State of California, are superior to try to bring them to agreement while we have leverage, before the full funding agreement is approved. With this in mind, the Council has been meeting repeatedly to work this Agreement out for the benefit of the City of Millbrae.

• **" Millbrae Citizen's Advisory Committee overwhelmingly voted against BART"**

The Citizens Committee voted in the following fashion:

1. The Committee voted 14-4 in favor of BART being extended to the Airport.

2. The Committee voted 14-3 against BART entering Millbrae.

3. The Committee voted 17-1 in favor of Alternative VI, if BART was to be extended to Millbrae.

4. The Committee voted 14-0 (4 abstentions) for the City's Station Area Concept Plan, if BART comes to Millbrae. (Meeting of Feb. 22, 1997, 19 members present, Chair Mason (not voting).

• **" Five years of maximum gridlock on Millbrae Ave."**

The City's new Overpass has more than sufficient capacity to property handle traffic during construction of the BART project. In addition, BART construction plans call for entry to the proposed station area by construction vehicles from the east, but very little east to west travel across the overpass. BART's haul routes are proposed to be established under the overpass, and out Adrian to Millbrae Ave. eastbound, then onto the US 101 southbound.

• **" Permanent gridlock on and around Millbrae Ave. when the station is finished"**

The City has worked hard to ensure that traffic and circulation facilities are more than adequate around the station. The City fought for and got \$3.4 million in financing from BART for the Millbrae Ave/US 101 interchange reconstruction. That project is being sponsored by Millbrae and is designed and under review by CalTrans already. ~~BART is also contributing \$5.1 million~~ for traffic improvements and mitigations on the west side of the station area. The City insisted that BART include a second exit for the station, under the overpass and out to US 101 for the evening peak traffic hour. This plan is included in the proposal. West side circulation around the station is being reviewed

and improved by SanTrans, the JPB, BART and the City. The City has carefully studied these traffic issues and has included standards for all these mitigations in the Comprehensive Agreement.

• **" A 15.1 acre station with three sets of tracks above ground, three stories high"**

The station will have two CalTrain tracks and three BART tracks. The station itself is about 220 feet wide and 750 feet long. The station is about 82 feet high. The garage is four stories, containing 2,200 parking spaces. 800 more surface spaces will be provided in the 15 acres station, as well as circulation roads and a bus terminal.

• **" A 3,000-space parking garage is planned for 4 stories high"**

The garage will be four stories high and contain 2,200 spaces. 800 additional surface spaces will be provided.

• **" City-financed planning and economic studies concluded that the economic development surrounding a BART station was unlikely and unrealistic"**

The City's Millbrae Ave. Station Area Concept Plan concludes the exact opposite, and lays out a conceptual plan for the City to take maximum advantage of the hotel, office, entertainment and retail markets to generate revenues for the City, while containing the impacts of the proposed station.

g. 3  
Cont....  
BART:

The City's comment of the environmental document was based fully on the Concept Plan, and the City has earmarked funding to develop a Specific Plan to detail and control development and infrastructure improvements.

The Millbrae BART Citizen's Advisory Committee voted overwhelmingly that if the project were to be built in Millbrae it should be built according to the Concept Plan to take advantage of economic opportunities.

**Millbrae has carefully studied the project for years**

Since 1987, when a San Mateo County-wide vote of the people indicated approval for a BART project into the county to the San Francisco International Airport, the Millbrae City Council has been grappling with ways to ensure that whatever alternative project is proposed and built will not radically impact the City in a negative fashion.

Untold hours of study and negotiation and public meetings, hearings and testimony have occurred, as the Council has attempted to steer a prudent course in the community between qualified support for a properly designed and mitigated project and outright opposition to this major urban transit system.

The BART Citizen's Advisory Group held 26 meetings to provide advisory information to the Council which has provided a basis for Council decision making regarding the project.

**Millbrae Avenue Station Area Concept Plan**

In looking for a solution to this project which would be acceptable to the City and its citizens, the City of Millbrae helped initiate Alternative VI, with an intermodal station with CalTrain in the rail corridor north of Millbrae Avenue. The City commissioned the Millbrae Avenue Station Area Concept Plan to identify both suitable mitigations to the project and opportunities for economic development around the station.

With the seemingly insurmountable issues such as endangered species and wetlands replacement set aside, it was felt that other alternatives proposing west of Bayshore intermodal stations, with or without parking assets, would have a severe impact on Millbrae streets and neighborhoods without providing any economic opportunity whatsoever, and would be unacceptable to the citizens of the city.

**Millbrae continues to review the project today**

Today, the BART Extension project hangs in the balance of national funding priorities, yet the Millbrae City Council continues to look to the interests of the community by carefully reviewing and developing the Comprehensive Agreement with BART to establish ground rules for the construction of the project and the protection of the City of Millbrae. In the seven publicly noticed meetings mentioned

above, over the past four months the Council has painstakingly crafted an Agreement to deal with the impacts of the project.

The consideration of this Agreement is not a precipitous action taken under pressure to placate BART. It is clearly in the City's interest to try to establish ground rules on its own terms, rather than deal with BART after the project is funded and no further local support is necessary for the construction of the project.

**Citizen participation crucial to the process**

The Millbrae City Council always welcomes and encourages the participation of the people of Millbrae. Please attend our meetings and make your views known and help us shape the future of the City.

## **BART — get on with it!**

**Editor:**

Over the past several months, there has been considerable press detailing the commuter problems, limitations and potholes (pardon the pun) that plague the Bay Area. As a Peninsula resident working in downtown San Francisco, I read and listen to these grim chronicles and wonder just what it will take for us all to understand and believe that an integrated public transportation system, efficiently connecting all points of the area, is the key to the problem.

I alternate between SamTrans and CalTrain to get to The City, and then connect to Muni to reach my office. In the process, I see countless cars with a single occupant. Are they unaware of public transportation, inaccessible, or do they just not care? While I am not naive enough to suggest that a quick fix is available, I believe that the Metropolitan Transportation Commission must focus on making public transportation convenient and available to all areas of the region, and then focus on helping and encouraging people to use it.

Extending BART to Millbrae and eventually to the airport makes sense as part of an overall regional approach to mass transit. The citizens of San Mateo County have overwhelmingly expressed their desire to extend BART throughout the county. Let's move forward with it!

**Diane Butler  
San Mateo**

## **We shouldn't pay for BART parking**

**BART IS** not in the rail transit business. It is in the parking lot business.

This is made evident by its own spokesman, Mike Healy, who said BART will not work without parking.

Do I, as a taxpayer, have to pay for a BART commuter's free parking space?

If you go to San Francisco, there are no freebies. You pay \$10 to \$15 a day to park your car there.

I do not think the federal government should give rail transportation money to BART to build these massive parking lots which, in turn, cause many traffic problems, crime, etc., for the cities they are located in.

This also costs the cities to hire more police and street maintenance workers. Why do we need huge parking lots if BART is only going to go to the airport?

During the morning and evening commute hours, the users still have to drive their autos to and from the parking lots.

In 1987, San Mateo County voters were lied to in a voter pamphlet which stated there would be no increase in taxes and that no homes or business properties would be impacted. BART is now going past the airport to Millbrae and Burlingame, taking out some housing units.

The airport station would be outside the airport west of Highway 101. BART says now the station is BART only inside the airport.

It's \$1.2 billion for only eight miles of track. Those massive parking lots must be costing more money than the rail line.

BART could build 30 miles down the center of Interstate 280 and service more cities for the same amount of money.

**Henry W. Crosby  
San Bruno**

## **Pull BART from bog**

**Editor:**

It seems so logical to include the BART extension in the San Francisco International Airport Expansion project and so backward to see this opportunity for an essential component of a world class public transportation system get bogged down in Washington, D.C.

But what can we expect when we have a government system which allows the issues represented by special interest groups to supersede the greater good?

Let's continue to urge our congressional representatives to influence key legislators before delays cause the cost of this important extension to skyrocket. Or worse yet, for the opportunity to be entirely lost.

**Jill Gooding Opperud  
San Mateo**

## Leaders push for BART in Washington

By Ronna Abramson  
STAFF WRITER

Bay Area business leaders lobbied a key senator in the nation's Capitol Tuesday, pushing the \$1.2 billion BART extension to San Francisco International Airport.

It remains uncertain whether U.S. Sen. Richard Shelby, R-Alabama, will give the final go-ahead on the project and dislodge it from the transportation subcommittee he chairs.

In a 30-minute meeting with Shelby, a contingent of 11 business leaders from such companies as The Gap and Bechtel touted the 8.2-mile extension as a key ingredient to Bay Area economic development, U.S. Sen. Barbara Boxer said at a press conference following the morning meeting.

Boxer, D-Calif. and a member of Shelby's subcommittee, organized the group to help win Shelby's approval of the project.

Shelby has asked the Federal Transit



*We're back on track with BART to the airport."*

**Sen. Barbara Boxer, D-Calif.**

*member of the transportation subcommittee*



Administration to hold off on approving \$750 million in federal funding for the extension while he reviews the project.

Staff in Shelby's office did not return calls Tuesday seeking comment.

However, Rep. Tom Campbell, R-San Jose, also at the meeting, said Shelby raised fears that Bay Area Rapid Transit would need more federal money in later years of construction, when inflation could cause costs to escalate.

Campbell said he assured Shelby the

federal share would be capped, and any cost overruns would have to be paid locally. That presumably would mean by either BART or SamTrans.

Boxer, however, took a more optimistic view of the meeting, calling it a "turning point," and adding, "we're back on track with BART to the airport."

Also still unresolved is an agreement between BART and the airlines, which have been lobbying heavily against the project.

BART and the airlines still are debating how long BART should pay a \$2.5 million rental fee to cover at least a portion of the \$200 million the airport has agreed to pay for the project. They also have yet to resolve whether airline employees should receive a 25 percent discount on BART, which would cost the transit district \$1.5 million a year.

The airport and airlines reportedly have ironed out their differences, agreeing that landing fees should cover only \$113 million of the airport's contribution. The annual payment by the airlines would be capped at \$7.5 million.



## BART extension to SFO receives bipartisan support

Staff and wire

WASHINGTON — Bay Area officials said they're optimistic after a meeting Tuesday with a key senator who raised last-minute questions about a proposed BART extension to San Francisco International Airport.

Sen. Barbara Boxer, D-Calif., asked nine executives from Bay Area businesses to meet with Sen. Richard Shelby, R-Ala., chairman of the Senate Appropriations Subcommittee on Transportation. Shelby said he was concerned about \$750 million in federal funds BART wants to help build the \$1.17 billion extension.

"I think the ground has shifted a little bit in our favor," Boxer said

after the meeting in Washington, D.C.

Boxer said Rep. Tom Campbell, R-Campbell, participated in the session and helped show bipartisan Bay Area support for the project.

BART needs funding approval soon from Congress to break ground on the extension. Business representatives said the Bay Area economy will benefit from the project, under discussion for more than 20 years.

"We're frustrated it's been so long in coming," said Russ Hancock of the Bay Area Council, a business-backed public policy group.

## GOP Pressed On Financing For BART Plan

Senate panel holds key  
to airport extension

By Carolyn Lochhead  
Chronicle Washington Bureau

Washington

Bay Area business leaders lobbied the chairman of a Senate appropriations subcommittee to urge financing for the BART-to-San Francisco airport project yesterday and left the meeting encouraged that Republicans will not stand in the way.

California Senator Barbara Boxer led the presentation to Alabama Republican Richard Shelby, who expressed concern that the BART project could wind up as an open-ended drain on the federal treasury.

The \$1.2 billion extension will require \$750 million in federal money, a major expenditure for a local transportation project. The 8.2-mile extension has also been the source of a dispute between BART and the airlines over how much each should contribute to the \$200 million needed to begin work on the project.

"I think the ground has shifted a bit in our favor," Boxer said. "It was a turning-point meeting. I knew it was different as I looked in his eyes this time. He knows more about the project, he knows it has broad community support and he knows it has bipartisan support."

The meeting was not open to the public, and Shelby was not available for comment afterward.

Boxer was taking a chapter from successful lobbying by Bay Area businesses for the Presidio Trust last year, when the show of support from a traditional Republican base appeared to convince GOP foes of the trust's merit and ultimately won their approval.

"There really is no opposition to this," said Jim Edwards, chief executive officer of ICF Kaiser. "The Bay Area has a wealth of diverse views, but anything that Pete Wilson, Willie Brown and Barbara Boxer can agree on is sort of noteworthy."

The group of executives included Walter Bell, president of a Bechtel subsidiary, and William Carlson, president of Atkinson Construction — two construction companies that would have an interest in the project.

Larry Shushan, vice president of the Gap, said his company has 3,000 employees in the Bay Area and cited concerns about traffic congestion, air quality and better mass transportation access to the airport.

Boxer said the group tried to assure Shelby that 85 percent of operating costs would be paid by fares and that no federal operating money would be sought once the extension is finished.

Edwards said the group told Shelby that what is "at stake is the development of the whole Bay Area," emphasizing that San Francisco is "the stepping-off point" for trade between the United States and the Pacific Rim. Edwards noted that a cab ride from the airport to his company in Oakland costs \$60. "To have a world-class business center you have to have a world-class transportation system," Edwards said.

Boxer also stressed that the project would relieve traffic congestion and air pollution.

## Business Leaders to Lobby Senate for BART to Airport

By Benjamin Pimentel  
Chronicle Peninsula Bureau

U.S. Senator Barbara Boxer will lead a delegation of key Bay Area business leaders in Washington today in an attempt to convince the Senate to support BART's planned extension to San Francisco International Airport.

The delegation, which includes executives from such companies as The GAP, Bechtel Inc. and Parsons Brinckerhoff Quade and Douglas Inc., flew to Washington to present their arguments for the controversial \$1.2 billion project, said David Sandretti, director of communications at Boxer's office.

"Senator Boxer is very concerned that this project moves forward, and she wants to maintain the integrity of the extension," Sandretti said in Washington.

The business delegation is scheduled to meet at noon with Senator Richard Shelby, R-Ala-

bama, the newly-appointed chairman of the Senate Appropriations Subcommittee on Transportation, which will decide how much federal money the project will get.

In January, Shelby disappointed BART officials and supporters when he asked the Federal Transit Administration to postpone the scheduled approval of an agreement that would guarantee up to \$750 million of federal financing for the airport extension.

Shelby said he needed time to study concerns about the project.

After Shelby's announcement, Boxer began organizing the Bay Area business delegation, composed of "people we think Senator Shelby will be persuaded by," Sandretti said.

He said the business leaders will outline the reasons why BART's plan to take trains to the airport and on to Millbrae will greatly benefit the Bay Area and

California.

The rail extension would make SFO, now the fifth largest airport in the country, an even more important gateway to Asia and the Pacific Rim, he said.

"We want to lay out the cost-effectiveness of this project and how productive this extension would be," he said. "There is a long list of very compelling arguments."

Today's meeting could serve as a much-needed boost to BART, which has been having a hard time convincing congressional leaders to endorse the project.

But winning Shelby over may be just the first step as other congressional leaders, most notably Representative Frank Wolf, R-Pennsylvania, and Senator John McCain, R-Arizona, have expressed concerns about the project's financial feasibility.

McCain said he was particularly concerned that the project

might violate a federal policy that prohibits the use of airport revenues on nonairport-related projects. The Federal Aviation Administration has assured him that the project would be in compliance with the policy.

## No raise for BART directors

**I**t's not bad enough that BART directors are seeking a pay raise for themselves right before a major fare increase is implemented, these folks want a whopper of an increase.

Directors want to double their pay from \$6,000 a year to \$12,000 a year. They say they work hard and deserve more compensation. That may be. But doubling their pay? Now that's a sweet deal. Who wouldn't want to have their pay doubled?

But the directors should set this wishful thinking aside for a couple of reasons. First, it's bad timing. The last of a three-year cumulative 45 percent fare increase goes into effect April 1. Seeking a raise now sends the wrong message to the public.

Then there is the issue of the amount. Does a board whose agency has been plagued with service problems and mounting customer com-

plaints really deserve a 100 percent raise? Does anybody, anywhere deserve a 100 percent pay raise?

By asking for a big raise now, directors are telling consumers that they don't care that it costs more to ride BART. They send the message that they don't care that BART isn't doing as good of a job as it should. Most of all, they are saying that they don't see a connection between pay and performance. And that's bad public policy.

That they could seek to double their pay with a straight face and that they've found a legislator (Louis Papan, D-Millbrae) to carry the legislation is astounding. If this bill finds its way to the entire Legislature, it should be voted down with gusto.

After all, these folks knew what this part-time job paid when they asked voters to elect them to it.

## Bus service feels subsidy pinch

By ROBERT OAKES

Staff writer

CONCORD — County Connection wants to raise its \$1 adult fare to \$1.25 to make up for declining state and federal subsidies.

Fares last went up in 1992, when the cost of a one-way trip rose from 75 cents to \$1.

Fares pay about 18 percent of operating costs, a typical level for a suburban bus operator. Government subsidies make up the rest.

An adult 40-trip monthly pass would remain at \$35, said General Manager Robert Patrick. Public hearings will be scheduled soon about the proposed increase, and higher prices could start in September.

Several Bay Area bus agencies have increased fares in the past few years.

"We haven't been increasing our fares as quickly as the other operators have," Patrick said. "Riders can still buy our pass at the same price, and it's a pretty good discount."

Riders said they don't look forward to paying more per ride.

"It would be a little harder for me to pay, but I don't have a car," said Raychelle Washington, a temporary worker who caught a bus Monday at the Concord BART station. "The bus is the only way to get around."

### BAY AREA BUS FARES

Adult one-way fare, regular trip:

- AC Transit, \$1.25.
- County Connection, \$1.
- Tri Delta Transit, 75 cents.
- Golden Gate Transit, \$1.25 to \$4.50.
- Livermore-Amador Valley Transit, \$1.
- San Francisco Muni, \$1.
- SamTrans, \$1.
- Vallejo Transit, \$1 to \$3.
- WestCat, 75 cents.

Source: Metropolitan Transportation Commission

"It seems like everything else costs more, I guess," said Efram Rothstein, a community college student.

County Connection earns about \$2.4 million per year from fares. The \$1.25 fare would generate about \$400,000 more annually, about the same amount the agency expects to lose in declining federal subsidies.

Congress has already slashed financial support to public transit systems, and more cuts are proposed. State transit support generated from sales taxes could also be lower than expected, Patrick said.

County Connection also plans to start new service to the Dublin-Pleasanton BART station, scheduled to open this summer. Coaches would connect Danville and San Ramon riders with the new train stop.

BART will drop some of its BART Express bus routes when new stations open, and local operators are supposed to pick up some of those lines. County Connection wants BART to provide some sort of subsidy for any routes the bus agency takes over, but that's still being discussed.

"All those things cost money," Patrick said.

The agency operates 24 bus routes in Central Contra Costa, San Ramon and Danville. Buses carry an average of 16,500 passengers each weekday.

Public transit agencies tend to lose about 4 percent of their riders for every 10 percent fare increase, according to the American Public Transit Association. The County Connection increase would be 25 percent, but ridership held steady after the last increase five years ago.

Patrick said he didn't think another increase would hurt ridership.

County Connection board members have tightened the agency's financial belt by cutting poor-performing routes and concentrating on more productive runs, Patrick said. But that won't make up for falling government support.

## Express bus service will turn to Wheels

By LISA VORDERBRUEGGEN

Staff writer

If it's April 1 and that bus rolling up to your stop does not say "BART Express" on the side, it's not a gag.

Wheels, operated by the Livermore Amador Valley Transit Authority, is taking over the BART express service next month.

The public gets a chance tonight to ask questions about the switch and make comments during a hearing.

It is part of BART's plan to get out of the bus business and save \$1.5 million a year. The BART board decided it would be cheaper to let the local bus services — which already have buses and drivers on the streets — deliver commuters to its rail stations.

The routes, pick-up times and destinations — the Hayward and Bay Fair BART stations — will remain the same. Once the Dublin-Pleasanton BART operation opens later this year, the routes will move to the new station.

Fares are going up on the same day but not because of Wheels. BART Express fares are rising, the third increase in a three-year rate hike plan.

### **BART BUS SERVICE**

**What:** BART/Wheels hearing  
**Where:** Dublin Civic Center, regional meeting room  
**When:** 7 p.m. today

The one-way fare from a stop in Livermore, Dublin or Pleasanton into a BART station will go up 15 cents to \$1.65. The return fare will jump to \$1.15.

Wheels is hiring up to 25 drivers and will put 13 buses on the streets as part of the BART takeover, said Wheels spokeswoman Merrie DuFrene. Many of the drivers will even be the same because some of the Express drivers are applying to Wheels.

"We had already purchased 12 buses in order to handle the new BART station customers after it opened, so we are ready," DuFrene said.

BART will reimburse Wheels for operations costs until July 1. Then Wheels will be eligible to collect up to \$360,000 a year in federal and state transit dollars to subsidize the service. Meanwhile, Wheels is moving ahead with its plans for a new transit center in downtown Livermore.

## LETTERS TO THE EDITOR

---

### Don't divert airport revenue

**THE TIMES** recently reported that state Sen. Quentin Kopp threatened to increase SFO airline landing fees and give money to San Francisco in retaliation for the airlines' resistance to pay for BART's extension to the airport.

This plays right into the airlines' worst fears: that unless stopped by Congress, cities will harmfully siphon off airport revenues for non-airport projects.

Kopp's efforts would be better directed to pressure the airlines to pay their fair share of reducing San Mateo County traffic congestion caused by the \$2.4 billion airport expansion that will put 70,000 more automobiles per day on our roads.

The airlines have resisted even modest proposals to loosen federal restrictions to allow spending airport revenue for gridlock-reducing improvements.

In 1992, as mayor of Belmont, I was a member of the City/County Association of Governments board that finally got some tentative promises from the airport for local transportation improvements, but only after we threatened to sue.

In 1993, Kopp sponsored legislation, at the request of the association, to compel SFO to stick to the same requirements to relieve traffic congestion as those imposed on the cities of San Mateo County.

The state Senate passed his bill, but despite the concerted efforts, the Assembly defeated it because the airlines prevailed on then-Speaker Willie Brown to kill it.

Kopp goes too far now and gives credence to the airlines' fears by demanding the airlines pay for a bloated BART project

that creates more traffic problems than it solves.

Kopp is especially wrong to attempt to divert airport revenue to San Francisco. This shows where his heart truly lies. It is not in San Mateo County.

**Gary Orton**  
Belmont

## OPEN FORUM

# Bad Law Derails SFO Light Rail

By Quentin L. Kopp

*"All truth passes through three stages. First, it is ridiculed. Second, it is violently opposed. Third, it is accepted as being self-evident."*

— Arthur Schopenhauer

**I**N THE PUBLIC POLICY struggle to correct baneful contemporary American laws that grant preferences in employment, higher education and public works contracts on account of race or gender, one should read the San Francisco Superior Court decision enjoining an award by the San Francisco Airports Commission of a multimillion-dollar contract for construction of a light-rail system as part of the \$2.4 billion airport expansion.



Kopp

In March 1996, the airport requested bids to manufacture and install the light-rail system. The request contained the customary technical specifications but also required that bidders obey the city and county's mandate covering minority- and women-owned subcontractors, which required each bidder to award subcontracts worth at least 12 percent of the bid to such firms. In calculating obedience to such a "goal," credit was awarded if the minority/woman-owned firm was bona fide, serving a commercially useful function and not acting as a mere conduit.

Two firms bid. One was Mitsubishi Heavy Industries, a Japanese company; the other was ADB Daimler-Benz Transportation (ADtranz) a German company. On August 23, the bids were opened and Mitsubishi's was lower, at \$137 million.

After the bids were announced, the airport commission staff reviewed the low bid to make sure it was in compliance with requirements, and the San Francisco Human Rights Commission began reviewing whether it met minority and

### PEOPLE MOVER GOING NOWHERE FOR NOW

San Francisco airport's light-rail system, which SFO hopes to have running by 2001, could take up to 3,100 people to terminals, car-rental agencies and a planned BART station. But the project has been stalled since February 10, when Superior Court Judge William Cahill threw out Mitsubishi's bid to build it.

Mitsubishi came in with the lowest offer, but the city Human Rights Commission ruled in November that the company did

not meet requirements for selecting minority- and woman-owned subcontractors. Despite the finding, the Airports Commission in December gave Mitsubishi the contract anyway — a move Cahill called improper.

The only other bidder, ADB Daimler-Benz Transportation (ADtranz), still wants the contract. Its bid was roughly \$20 million higher than Mitsubishi's.

gender provisions. Eventually, the HRC found that three of Mitsubishi's alleged minority- or women-owned subcontractors were shams. One subcontractor, listed to perform \$4,171,800 of concrete work, possessed only an empty office with two desks — no material, equipment or trucks were visible in its "office" — a warehouse containing an ice cream firm!

Another "minority" firm, listed for \$5,006,160, was supposed to fabricate and install steel. That company furnished the wrong address — its "unused and unoccupied office" was inside the yard of a major crane and rigging company.

In November 1996, the HRC director informed the Airports Commission that Mitsubishi's bid violated city requirements for minorities' and women's participation. She also noted there was a possibility of saving the bid. The Human Rights Commission could find that Mitsubishi made "good-faith efforts" to satisfy those requirements. Mitsubishi never even submitted the legal form necessary for that subjective finding.

Notwithstanding HRC findings, the Airports Commission awarded Mitsubishi the contract December 23. ADtranz filed suit to prevent consummation of the contract, trial commenced February 10, and Superior Court Judge William Cahill

ruled that HRC's findings supervened the airport's power to award contracts and that the Airports Commission couldn't award the light-rail system contract to Mitsubishi, notwithstanding the savings to taxpayers.

**W**hat's the lesson? That's easy: San Francisco law discriminates on the basis of race and gender. As the only supervisor who voted against that law in 1983 — a law that costs, and will continue to cost, San Francisco taxpayers hundreds of millions of dollars — I'm not surprised by the results. It produces fraudulent bids. It produces false statements by grasping contractors. It causes public officials to ignore transparent bidding deceit. It fouls the rubric of honest government.

Instead of improving the people's government, the racial and gender preference law nullifies honesty and probity in spending taxpayer funds, while complaisant supervisors and lick-spittle adherents blissfully ignore the consequences of a morally bankrupt and demoralizing system.

*State Senator Quentin L. Kopp, an independent, represents San Francisco and San Mateo counties.*



## **Suspects sought in BART shooting**

**RICHMOND** BART police are looking for one and possibly two juveniles in connection with a robbery and shooting early Saturday at the Richmond BART station, 1700 Nevin Ave.

At 1:35 a.m., a man was accosted by a youth described as about 16, 5-foot-9, wearing a hooded puffy black jacket and light blue jeans, police said. He threatened the man at gunpoint and demanded that he hand over his belongings.

The victim gave up his baseball cap and started to run away when the youth shot him twice in the leg, then ran west down MacDonald Avenue, police said. Officers believe a second juvenile may have been involved.

## Huening and Rail Safety

Editor — I am sorry, but Supervisor Tom Huening is wrong again

about rail safety. What he did not say was that the San Mateo County Transportation Authority researched how many people were hit by flying objects since the Joint Powers Board took over the commute service.

For 120 years, the commute trains were operated by Southern Pacific. Objects that were hit by trains were generally placed on the tracks by juveniles who would hide on the boundaries of the right-of-way, to see what would happen.

Today we have 80 commute trains being operated by people with enough concerns to place "Active Railroad No Trespassing" signs, at a cost of \$125,000 to the taxpayer. The penalty is a violation of the penal code.

If someone in their right mind was hit by a flying object while they were trespassing within the right-of-way, do you think they would report it to the authorities? I do not believe they would, because they would have to pay a fine for getting injured.

**JAMES BARRY**  
Brotherhood of Locomotive  
Engineers  
San Jose

## Weighing In on Extension

Editor — Here we are again with a very clear message that the majority of San Mateo County wants the BART-SFO extension.

Now, let me see: There was recently an anti-BART petition circulated for six months and only 6,000 people signed it, short of the 22,000 that are needed for it to be voted on. The county voters have already endorsed BART projects in 1965 and 1987.

I think Senator Quentin Kopp said it the way it is: "The (anti-BART) people have been achieving all the publicity while the silent majority eschews comment but certainly doesn't support their efforts."

The signal has been sent again in 1997. The taxpayers and voters realize that we must move this project ahead. We want the expansion of BART service, we want BART to go to the airport. We want a BART-CalTrain connection in Millbrae.

What is it going to take to get this project to move?

I hope Washington, D.C., is paying attention.

**CAROL TANZI**  
Burlingame

## **Connect to Millbrae**

**Editor —** Citizens of the entire Bay Area, not just those living and working on the Peninsula, would be better served by having a BART-CalTrain and SamTrans connection in Millbrae.

Not only would their travel choices be expanded by this intermodal connection, it would offer greater convenience for accessing the San Francisco Airport as well. It would additionally reduce traffic congestion on the freeways and bridges, resulting in a positive effect on air quality.

We've had years of talking, but now it's time for action. BART now!

**BILL TEN BENSEL**  
San Mateo

## **Extend BART**

**Editor —** Every station added to the BART system offers more utility to passengers from other stations and increased ridership. Each new rider reduces the unit cost of operating the system. Each new rider decreases the number of autos clogging our highways and streets.

The proposed extension of BART to South San Francisco, San Bruno, the airport and Millbrae will serve hundreds of thousands throughout the Bay Area.

Each delay in funding the proposed expansion results in unnecessary additional costs to all.

We cannot afford not to get going on this project.

**MELVIN PINCUS**  
Millbrae

## BART-to-SFO project shifts focus

### Officials eye Congress funds

By Ronna Abramson  
and Dan Seaver  
STAFF WRITERS

While officials continue to spar over financing for the BART extension to San Francisco International Airport, some of the focus is shifting to winning federal funds from Congress.

Project supporters would like to have backing from the airlines, given the industry's lobbying power in Congress, but in the face of an ongoing dispute over sharing the costs of an airport BART station, they insist it isn't crucial.

Airlines opposing the 8.2-mile extension to the airport and Millbrae appeared to have resolved their differences with

BART during a Feb. 14 meeting in San Francisco.

But that tentative agreement that had airlines sharing the cost of the airport station has since unraveled.

"I am very disappointed in tone of negotiations," BART General Manager Tom Margro said Thursday after talking with airport and airline officials. "It is very disconcerting that we are not making any progress."

Equally disappointed was Ed Mcrlis, senior vice president for the Air Transport Association, who negotiates on the airlines' behalf.

Both sides accused their counterparts of renegeing the tentative deal, and the argument over who should pay what has resumed.

Giving the slow and pessimistic tone of negotiations, some BART supporters are looking past the airlines to Congress, where final approval of the \$750 million federal share

of the \$1.67 billion project will be granted.

"It would be helpful to have the airlines' support, but the real decision is made in the halls of Congress," said San Mateo County Supervisor Tom Huening, who sits on the SamTrans board. "The inability to strike a deal does not mean an end to the airport expansion."

SamTrans is providing the local funding for the extension project.

U.S. Sen. Dianne Feinstein had urged that talks between BART and the airlines continue, but she said her support for BART does not hinge on a deal with airlines.

"I will fully continue to fight for this funding," she said.

The current funding proposal has the airport covering \$113 million of the \$197 million for construction on airport property. The airlines' portion of that would be an estimated \$7.5 million a year.

# Airlines, BART far apart on funding pact

---

Federal money will be hard to get without agreement

---

By Erin McCormick  
OF THE EXAMINER STAFF

---

San Francisco International Airport officials are trying to revive negotiations between BART and the airline industry in hopes of quelling the airlines' opposition to the BART-to-the-airport project.

But a round of telephone negotiations Thursday between Airports Director John Martin and officials of BART and United Airlines failed to make any progress toward ending the impasse, which has stalled congressional approval of the \$1.2 billion funding package for the project.

Airport spokesman Ron Wilson said talks would continue Friday. "These are really very delicate negotiations," he said.

The airlines' lobbying against the funding scheme for the project, which initially would have included \$200 million in airport revenue contributed by the airlines, has put the plan to extend BART into the airport on hold indefinitely.

BART offered to lower the airport's contribution to \$113 million. But neither side was happy with the tone of the talks, and each charged the other with underhanded negotiating.

Thursday's discussions weren't

exactly amicable.

"The talks were not productive at all," said Tom Margro, BART's general manager. "We've been trying to address the issues, but they won't budge."

Airline industry representative Ed Merlis charged that BART had moved the negotiations backward.

"We were disappointed that attempts were made to renegotiate issues that were already behind us," said Merlis, spokesman for the Air Transport Association. "In this call, issues that had been settled all of a sudden cropped up again."

BART officials argued that they never promised some of the things that the airlines are now asking for, such as a 25 percent discount on BART fares for all 40,000 airline employees at SFO.

BART and the airlines have expressed concern that the talks, which started Feb. 14, are on the verge of falling apart. Without an agreement, BART will have a tough time winning congressional approval for the airport extension.

"It may make it a little harder for us, maybe a lot harder," Margro said. "But we're not going to give up."

## LETTERS TO THE EDITOR

---

### Kopp's plan is illegal

A RECENT article indicated that state Sen. Quentin Kopp has threatened to force an increase in airline landing fees at San Francisco International Airport and pass the money along to the city of San Francisco in retaliation for the airlines' unwillingness to accede to BART's demands to pay hundreds of millions of dollars for BART's proposed extension to SFO and beyond.

Unfortunately for Kopp, his threatened action is prohibited by federal law, for good reason.

Virtually all airport revenues

---

**It is unfair to ask  
airport users to  
pay for municipal  
services which  
they don't  
benefit from.**

---

ultimately derive from air passengers. For example, federal funds come from the Airways Trust Fund, generated by taxes on passenger tickets.

Airports derive local revenues from airline landing fees, which are eventually passed on to passengers.

It is fundamentally unfair to ask airport users to pay for various municipal services that they don't benefit from.

Why should airport users pay higher airline fares in order to reduce the revenue needs of San Francisco?

Federal law requires that air-

port revenues be used for the capital and operating costs of an airport, or for transportation systems that directly benefit air passengers.

The current SFO payment to the city of San Francisco is exempt, since it existed before the federal law was passed. BART's plans do not meet this requirement.

Why should airport station patrons pay a special, added fare, a surcharge applicable only to them, that goes into BART's general revenue pot? Why should air passengers be forced to pay the entire cost of tracks passing through the airport, which may carry BART passengers to other destinations instead?

BART, with its fares and surcharges and substantial tax subsidies, expects others to pay billions for its continual expansion.

This is fundamentally unfair and Kopp still doesn't get it.

**Jon Twitchell**

Transportation Consultant  
Coalition for a One-Stop Terminal

## SFO Tries to Get BART Extension Talks Back on Track

Deal derailed by feud with airlines

*By Benjamin Pimentel  
Chronicle Peninsula Bureau*

San Francisco airport officials will hold talks with United Airlines today in an attempt to salvage negotiations with airlines opposing BART's planned extension to SFO.

SFO General Manager John Martin said the talks will be held through a series of telephone conversations and will involve mainly United and the airport — although they hope to bring in BART and other interested parties later.

"We are going to be back at the table with United, trying to move toward an agreement," he said. "After this first round of discussion, we need to bring all the parties into it."

Officials from United, one of the biggest employers in the Bay Area, could not be reached for comment yesterday.

Talks between SFO, BART and the airlines broke down this week, threatening the \$1.2 billion project that is struggling to get enough money to get off the ground.

The three had met February 14 at City Hall and agreed to share \$200 million of the cost — the amount to be used for construction on airport property.

The deal called for the airlines to pay \$113 million through higher airport fees, although their contribution will be limited to \$7.5 million a year.

BART would pay \$2.5 million in annual rent to

SFO, and the airport would raise the rest of the money needed immediately by such measures as raising concession fees and cutting costs, according to the agreement.

The airlines, represented by the Air Transport Association, a Washington lobbying group, complained that SFO was pushing a side agreement that would have made the airlines pay more than \$113 million. Martin said today's talks would try to settle that issue.

For its part, BART denounced the airlines for demanding fare discounts for their employees, which the transit agency said would have cost \$1.5 million. BART is also pushing to limit the rent period to 30 years, as opposed to the 50 years demanded by the airlines.

# BART airport talks resume after negotiations stalled

Associated Press

SAN FRANCISCO — After briefly stalling, negotiations between BART and the airlines opposing its planned extension to San Francisco International Airport are scheduled to resume.

The breakdown briefly threatened federal funding for the \$1.2 billion project. Project leaders are still struggling to get financing from Washington despite strong opposition from the airlines.

Talks broke off Tuesday, airports director John Martin said. But the airport and United Airlines planned to go back to the negotiating table today, he said.

"Everybody thought yesterday they were off," Martin said Wednesday. "But they are back on again."

"We're in a very sensitive stage of the negotiations so I can't go into details to explain what the topics of discussion are beyond saying that they obviously apply to the financial terms of the proposed agreement, which is an agreement between BART, the airlines and the airport," he added.

U.S. Sen. Dianne Feinstein, who helped convene Valentine's Day negotiations between the airlines and BART, said she had hoped an agreement could be reached that would help Bay Area congressional leaders

lobby for the project.

"I'm profoundly disappointed," the California Democrat said. "What is clear to me is that the airlines are effectively opposing BART to the airport."

The airlines and BART blamed each other for the failure of the talks.

Negotiators for the airlines said that it was agreed in the meeting that the airlines, SFO and BART would share the \$200 million cost of getting the project off the ground.

According to Ed Merlis, the Air Transport Association's senior vice president for government affairs, the deal called for the airlines to pay \$113 million through higher airport fees, while BART paid \$2.5 million in annual rent to SFO.

SFO would raise the rest of the money needed immediately by such measures as raising concession fees and cutting costs.

But Merlis said SFO also pushed a separate agreement to make the airlines pay more than \$113 million.

BART board member Dan Richard, however, blamed the airlines for making additional demands.

The transit agency agreed to pay \$2.5 million annual rent for 50 years, despite strong opposition, he said. But the airlines then added a demand that BART give about \$1.5 million in

fare discounts to airline employees.

SFO General Manager John Martin said he was "certainly not optimistic" that a final agreement could be reached.



# BART plan for line to SFO hits new snag

## Airlines, transit agency accuse each other of renegeing

By Erin McCormick  
and Larry D. Hatfield  
OF THE EXAMINER STAFF

The contentious plan to extend BART into San Francisco International Airport has run into still another roadblock with the airlines and the transit agency accusing each other of renegeing on a deal on who's going to pay for it.

Lobbying from the powerful airlines, which oppose using \$200 million in airport money for the project, has stalled congressional approval of the \$1.2 billion deal, jeopardizing the plan's future.

Now, BART officials said Tuesday night, a compromise hashed out two weeks ago with the help of Sen. Dianne Feinstein, D-Calif., and Mayor Brown has fallen apart.

BART blamed the airlines. The airlines blamed BART.

Under the deal outlined in a Valentine's Day meeting in the mayor's office, the airline industry would have dropped its protests about the project's cost if less of the construction money came from the airport's coffers, which are stocked with money paid by airlines for landing fees and rent.

BART, in turn, would have had to kick in extra money in the form of yearly payments to the airport.

But negotiations broke down over the details last weekend, BART spokesman Mike Healy said Tuesday night.

"I don't think we'd characterize the talks as falling apart — but they're not going well," Healy said. "We thought we had the makings of a deal. And they kept adding things.

"Money is the key. It's all about money."

Ed Merlis, senior vice president for government affairs of the Air Transport Association, said it was BART that kept adding things.

He said the airlines were willing to live up to what was agreed to on Feb. 14 and that it was BART that was changing the conditions.

In the meeting, he said, it was agreed the airlines, the airport and BART would share the \$200 million cost of starting the project.

The airlines would pay \$113 million in higher airport fees under the deal, he said, while BART would pay \$2.5 million a year in rent and SFO would pay the rest through higher concession fees, cost-cutting and other measures.

But the deal unraveled, Merlis said, when airport and city negotiators pushed for a side agreement to put more of the deal's costs back on the airlines.

Saying he was surprised that the airlines were being accused of renegeing, Merlis said, "We were ready to sign the term sheet agreed to on Feb. 14. We're not ready to sign the side agreement."

Indeed, in a letter sent to Feinstein Monday by United Airlines Chief Executive Officer Gerald Greenwald, the airlines said the agreement reached in the Valentine's Day meeting "must be legally binding" and the proposed side agreement by The City and the airport violates the pact.

Greenwald proposed that either the Feb. 14 term sheet be honored or, failing that, "we should extend our 'truce' one week (until Feb. 28) in order to establish an accord, and not continue our individual lobbying effort."

The ATA, based in Washington, D.C., said it does not want a precedent set under which cities could use airport money to pay for transit projects off airport property.

In fact, opponents say, such an arrangement would violate federal laws requiring money raised by airports to be spent to improve those airports. They say BART has dramatically overestimated the costs of the parts of the project that should fall within the airport's responsibility.

BART General Manager Tom Margro said the transit system had offered to reduce the airport's share of the cost to \$113 million and agreed to pay \$2.5 million a year to the airport for 30 years.

He said the airlines had come back late last week with a counteroffer asking for BART to make payments for 50 years, plus giving airline employees 25 percent discounts on BART tickets, a benefit that Margro said would cost BART \$1.5 million a year.

"That's just not possible," Margro said. "I believe the airlines are trying to take advantage of the situation."

But if the airlines don't drop their opposition, getting the \$750 million in federal grants that have been all but promised for the project could be nearly impossible.

BART hopes to start construction on the extension later this year if the federal funding comes through. The line to the airport and Millbrae would open sometime after 2000.

# San Francisco Chronicle

MONDAY, JANUARY 13, 1997

## 'Transit-First' at SFO?

Editor — "S.F. Airport Warns Of Possible Delays" (Chronicle, January 7) begs the question of how SFO implements San Francisco's "Transit First" policy. Passengers who arrive via shuttles and buses with many folks aboard help relieve traffic congestion while "kiss and fly" drop-offs increase congestion, not only during days when airport construction activities reduce the number of lanes available but even during much of the days when all lanes are available. As those who arrive via "kiss and fly" incur no cost, they flood the airport and cause especially frustrating congestion during peak times.

As I understand it, SFO's new layout when the expansion is completed will force passengers arriving or departing on shuttles to use a transit center and transfer to SFO's new airport light-rail system. Will "kiss and fly" drop-offs still be allowed to drive right up to the terminal instead of being forced to use and pay for short-term parking? If so, they should have to pay a fee such as \$2 per vehicle for causing traffic congestion at the airport (\$5 during the busiest times of the year?) instead of using mass transit or a shuttle. This would be a much more appropriate manner to raise any money necessary for the expansion of BART into SFO than a ticket fee which hits even those being environmentally and socially responsible.

KEN NIEMI  
San Francisco

## Avoid delays to SFO by planning ahead

FROM STAFF REPORTS

Pledging to keep the traveling public informed about construction projects at San Francisco International Airport with ads and news bulletins, airport officials nonetheless suggested that the best way to avoid missing flights was to allow extra time to get to the airport.

Construction on the \$2.4 billion airport expansion, including a new International Terminal, has closed down lanes to and from passenger terminals.

Lane closures are expected to continue on and off for the next two years, as builders will construct the elevated multi-story terminal, parking garages and rail stations for BART and the airport light

rail system. Most of that project will span the roadway connecting the Bayshore Freeway with the airline terminals.

Airport officials cite several ways to find out about possible delays:

- Look for advertisements in the business and travel sections of the newspaper.

- Tune to SFO's radio station, 1610 AM, for information.

- Look for traffic information on the changeable message sign on U.S. 101.

- And leave plenty of time for travel to and from the airport, especially during peak travel hours.

Motorists can also avoid traffic delay by dropping departing passengers off on the lower arrivals level.

# San Mateo County Times

Friday, January 10, 1997

**IN** A recent letter attacking state Sen. Quentin Kopp, I-San Francisco, and BART regarding the extension to San Francisco International Airport, cardroom owner Dennis Sammut again claims to be just another concerned citizen interested only in the public good.

The reality may be far different.

Why else would he have reportedly spent more than \$200,000 to lobby against the SFO extension in Washington, D.C.?

His remarks can only be taken in the context that he has convinced himself that the adopted BART plan would negatively affect his business and real estate holdings.

Sammut claims his plan costs \$300 million less to build and \$7 million less to operate annually. That's hardly a surprise, since it doesn't include a station even near the airport, nor another stop in Millbrae.

It's hardly a surprise, since an airport extension would attract significantly more passengers.

Sammut claims that this project diverts money from other Bay Area transit needs. Nothing could be further from the truth.

This project has attracted \$750 million in discretionary federal transit dollars back to the Bay Area that otherwise would go to some other region.

There is also a substantial investment being made by San Francisco International Airport which would not have been made without the airport terminus as well as state investment.

It should be recognized that Kopp has a long and abiding interest in public transit.

A staunch BART supporter, he championed the SFO extension from the outset, and is widely credited with bringing about an agreement for an internal airport station.

**Melvin S. Pincus**  
Millbrae

## San Bruno Being Wooed As Next Bustling Hub

A Los Angeles developer is trying to entice San Bruno to prepare a master plan to build four hotels and a large retail and entertainment complex at a transportation hub near San Francisco International Airport.

**Christian Frere**, president of the development company Gest, said the San Bruno station would be similar to the great transportation hubs of Europe — a confluence of airline, auto and mass transit passengers that would draw entrepreneurs to the area.

The project could generate as much as \$4 million a year for the city in hotel tax revenue, Frere told San Bruno officials.

"I do believe the people of San Bruno have a unique chance to make something huge and make something important," Frere said in a telephone interview.

San Bruno City Manager **Frank Hedley** and Chamber of Commerce officials reviewed an informal proposal by Frere for a hotel/office/entertainment complex a month ago, and Hedley said he'll present Frere's ideas to the City Council at Monday's meeting.

**THE BULLET TRAIN:** Frere is reacting to the recommendation last month by the state Intercity High Speed Rail Commission that a high-speed train system be built to run from San Diego to Sacramento, with stations at Los Angeles and San Francisco and a stop at SFO.

The \$20.7 billion rail project — expected to come to the public for a vote by 2000 — would have trains traveling at speeds of 220 mph and carry an estimated 20 million passengers a year.

That would include 5 million passengers in and out of SFO, Frere said.

Frere's concept calls for putting a BART/CalTrain/high-speed rail station at a parcel on the eastern edge of the city, adjacent to the Bayshore and now occupied by an elementary school, a Little League field and wetlands.

But San Bruno's council, which has a contentious history over BART, is on record supporting construction of a BART station at Tanforan Park Shopping Center, and that's the hub's rub.

---

### PENINSULA INSIDER

*Mark Simon*

---

Frere's site is about a mile away from Tanforan, and even he acknowledges "we are not going to put a station at every mile."

San Bruno officials, not to mention Tanforan officials, think a BART station at the shopping center would be a dandy idea, chockablock with chances to take advantage of international air passengers who would stop en route to SFO for one last shopping binge.

But Frere said a station at Tanforan "makes no sense for many reasons. If you have a station like this, it should be connected to the other transportation modes."

**A MASTER PLAN:** The city, Frere said, should do a master plan for the area that includes a transportation depot, and then sit back and count the money.

"The minute there's a master plan like this, then all the hotel chains in the world are going to jump on it," he said.

"You can imagine the attraction and potential for San Bruno when all these transportation modes are rounded up in one station," Frere said.

Frere's proposal is remarkably similar to a transportation hub long proposed by **Dennis Sammutt**, owner of Artichoke Joe's, the San Bruno card casino.

Sammutt has been concerned that BART plans would have the train system cut through his property, and he has an extensive proposal for a massive retail complex built around a BART site just a little farther down the line.

Sammutt "wants to connect all the stations together at CalTrain, and he's right," Frere said, adding that he has no association with Sammutt.

## United's Unfriendly Skies

### Airline's Fight Against BART Extension Hurts Passengers

By Tom Huening

**U**NITED AIRLINES' skies over the Peninsula have not been friendly to the extension of BART to San Francisco International Airport. Through their industry group, the Airline Transport Association (ATA), they are trying to kill the approved BART extension directly into the airport.

With United's support, the ATA has lobbied Congress not to approve federal funds for the extension. They further lobbied the San Francisco Board of Supervisors not to approve the airport local share of the project.

Officially, United supports the old and rejected extension alternative that stopped short of the airport across the freeway. By continuing to support this unbuildable version, they try to maintain the myth of public mindedness and support for public transit.

In fact, they seem not to care how the flying public actually gets to and from their boarding gates. They seem unconcerned that the flying public is also the driving public who will be caught in ever-increasing congestion near the airport. Especially with the airport expansion under way, traffic will grind to a halt without adequate transit.

Pretending to support transit while lobbying against it and preparing to sue to stop this vital BART extension project is not in the best interest of United Airlines or its passengers. Its stance against

the approved BART extension is certainly not the action of a civic-minded corporation.

**S**trong written support to Congress for the currently approved and locally funded alternative (directly into the airport) would be strong evidence that United Airlines wants to be friendly on the ground as well as in the skies.

San Mateo County appreciates United's jobs and contributions to the community. United can show its appreciation by publicly supporting the approved BART extension plan and by publicly disavowing the position of the ATA.

---

*Tom Huening is a San Mateo County supervisor, chairman of the San Mateo County Transit District (SamTrans) and author of Measure K, which proposes BART's extension to San Francisco International Airport.*

## EDITORIALS

---

# Airlines Try to Ambush BART-to-Airport Plan

**T**HE EXHAUSTIVELY contemplated BART-to-SFO plan is fast approaching one of its most critical thresholds. Barring intervention from Congress or the Clinton administration, on January 27 the Federal Aviation Administration will finally be cleared to commit \$750 million in federal funds to extend BART to San Francisco International Airport.

If that happens, the airport would have the go-ahead to start construction, with the goal of a BART station at the nation's fifth busiest airport by the year 2000.

Not so fast, say the airlines.

Their industry lobbying group — the Air Transport Association — has been engaged in an all-out, last-ditch effort to stop the FAA from authorizing the BART-to-

to-SFO project is not really an airport project because the line would also carry passengers headed for other stops.

Their argument does not wash. This project, quite clearly, is directly related to the airport. Following their logic, the only way BART would get full federal funding would be to make the airport the end of the line. Talk about government inefficiency.

The airlines' real motive, skeptics suggest, is that they do not want to contribute to the project through higher SFO landing fees — which, by the way, are among the nation's lowest.

**J**ust to muddy the matter, the airline lobbyists have carted out assorted old arguments against bringing BART into the International Terminal. They argue for the considered-and-rejected plan to put the BART station on the west side of Highway 101, which would force passengers to take a bus or rail link to the terminals.

The latest scheme is not perfect, but it is far better than the off-site option. BART passengers will be able to walk or take a short ride on the people mover to the domestic terminals.

This plan represents *real* mass-transit service to the airport. The alternative does not. This one also represents a very arduously achieved regional consensus.

Government policymakers need to weigh the benefits of this venture — to the economy, air quality, traffic — against the narrow and short-sighted interests of the airline industry.

---

*The latest scheme is not perfect, but it is far better than the off-site option*

---

SFO funding. (See "Open Forum," next page). They have been working hard on key legislators, such as Representative Frank Wolf, chairman of the House Appropriations transportation subcommittee.

The airlines' main argument is that the project violates the federal law that airport funding cannot be used for non-airport purposes. In essence, they claim that the BART-

## LETTERS TO THE EDITOR

### Plain facts about BART and SFO

A WRITER has suggested that the BART-SFO extension is widely opposed in San Mateo County and seriously questioned in Washington, D.C. Neither is true.

The airport extension is supported by a majority of elected officials in four of the five cities along the route. The only opposition is found in Burlingame, where the City Council is split over the matter.

As to Congress, it was due to the concerns of a joint House-Senate conference committee that BART and SamTrans adopted the current plan to reach the airport by aerial guideways over Highway 101, rather than bored tunnels beneath the freeway.

The committee endorsed the change, which BART made in response to direction from the committee to cut the project's cost by \$200 million. The committee also wanted confirmation of local financing, which BART fulfilled in late October with adoption of a wide-ranging agreement with San Francisco International Airport.

So who is the opposition? The writer acknowledges the prominent role played by the owner of Artichoke Joe's, a San Bruno card room that will be impacted by the project. He also mentions the 1995 San Mateo County Civil Grand Jury and Elected Officials for Responsible Transit.

It should be noted that the grand jury report on the extension was so riven with misconceptions and factual inaccuracies that it drew a rebuke from the president of the San Mateo County Board of Supervisors and caused SamTrans to publish a special newsletter just to set the record straight.

As to Elected Officials for Responsible Transit, it is a loosely-organized group formed to oppose this project. In contrast, consider that the City/County Association of Governments, or C/CAG, which serves as San Mateo County's official congestion management and airport planning group, has deemed the BART-SFO extension to be the most effective transit improvement now on the drawing board.

Finally, the writer advocates a one-stop terminal west of the airport that could be shared by BART, CalTrain and high-speed rail, if and when that arrives.

He ignores the fact that both the U.S. Fish and Wildlife Service and the California Department of Fish and Game made clear their strong opposition to such a plan due to the presence of endangered species in the wetlands area once considered for such a station.

**Gordon L. Dito**  
Millbrae



# LETTERS

## Give the facts on BART — then a vote

### Editor:

A recent letter to the editor stated "San Mateo County voters are getting more transit service than they had expected" with the addition of the Millbrae BART station. I agree that voters are getting more than they expected.

However, given the fact that SamTrans is contributing \$230 million to the project (which may cause a serious drain on our bus services), given the fact that the extension beyond SFO costs an additional \$250 million to build and given the fact that by placing a 3,000-car parking facility in Millbrae the traffic problems may increase in that area, shouldn't the voters have the right to decide if they want it?

A lot has happened since 1987 when the people of San Mateo County voted to extend BART to a location near SFO.

When the public voted 10 years ago, they were voting on a concept. The route, the costs and the environmental impacts were not yet known. The 1987 measure was only meant to give direction with the understanding that final voter approval would be necessary at a later date.

Although Senator Kopp and I haven't agreed on much since he gave his support to the

current BART extension, we do agree that the 1996 San Mateo County grand jury's recent recommendation regarding BART was worded so vaguely that it is hard to tell exactly what it called for.

It has been said that only a small minority opposes BART's current extension plan. Where have those people been for the past 20 years?

Ever since the idea of BART extending down the Peninsula was first introduced, the city of Burlingame has objected to BART's efforts to enter its borders. COST (Coalition for a One Stop Terminal) currently has over 700 members who reside on the Peninsula and who object to the BART extension from SFO to Millbrae and Burlingame.

Peninsula Rail 2000, Train Riders Association of California (TRAC), a local chapter of the Sierra Club, a Millbrae citizens advisory group and San Mateo County's 1995 grand jury have all raised serious concerns and objections to BART's current expansion plan.

COST's concept of a one stop terminal west of SFO differs significantly from a similar plan previously rejected for environmental reasons.

In COST's model, the one stop terminal west of SFO has no large BART parking facility. It would be a "transfer only" platform between CalTrain, BART and the Light Rail. A large

parking facility near SFO would act as a "traffic magnet" and exacerbate the problem rather than help to reduce it.

By eliminating a large parking facility from the plan, the negative environmental impact to the area and on Highway 101 would be greatly reduced. Public Transit should be an alternative to the automobile!

The future of CalTrain, SamTrans, Burlingame and the Peninsula may be at stake. I will be ready to "move on" when the voters are given all the facts as well as the chance to decide.

**Glenn Mendelson  
Burlingame**