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said TRAC Board Member Dan McNamara. "Since 1990, four new trains have started that go most of the way between the Bay Area and Southern California, but not one goes all the way."

"This is the first proposed schedule that could be extended to San Francisco, and we understand that Caltrans has plans to run dedicated bus connections through to the Bay Area. That's great, but we think Caltrans should be more forward thinking and find the resources to run this train all the way," said McNamara. "If California can support San Joaquin and Capitol schedules that cover only 25 percent of their out-of-pocket costs from passenger revenues, then it should be able to afford trains which get better than 50 percent revenue cost ratios, like every Bay Area-Los Angeles train in its history, including the *Spirit of California*."

"In the long term, the subsidy on this train would clearly be less if it ran all the way through to the Bay. San Francisco is a much more attractive destination than Emeryville or Oakland for tourism," said McNamara. "Can you imagine the response from the California public if you could finally take a train from Los Angeles direct to Silicon Valley and Peninsula stops such as Santa Clara, Mountain View, Palo Alto, SFO/Millbrae or even to get off a block from SBC Park for an evening Giants' game?"

Legislative supporters of the train are hopeful that the segment as far as San Luis Obispo will start running this summer, so as to get a strong start from peak season tourist revenues.

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S.F. Terminal Wins Round

by Richard F. Tolmach

A 3:00 a.m. decision June 30 by the San Francisco Board of Supervisors unanimously approved environmental review documents required to start the long-awaited Transbay Terminal replacement. Transbay backers are jubilant, but skeptical that staff of the Metropolitan Transportation Commission and other forces opposing the project have given up just yet.

Attorney Tim Tosta, representing the 80 Natoma project and land speculator Jack Myers, posed the biggest threat. Tosta hinted he would block the project with litigation unless bought off with an "accommodation" or cash settlement rumored to be in excess of \$140,000,000. "It certainly is going to be better for the city ... than to spend the next two and a half years in court," said Mr. Tosta.

"Mr. Tosta, we'll see you in court," said Supervisor Chris Daly later in the meeting.

However, San Francisco Mayor Gavin Newsom and other city officials appear to be taking the side of the private developers. Newsom's spin on Transbay was blatant. Despite the Supervisors' unanimous vote, Newsom told KFOG just hours later that Transbay, "cannot happen because for whatever reason as we were planning for this redeveloping project at the Transbay Terminal, no one paid any attention to one of the largest condo projects ever on the West Coast to the Mississippi that got fully entitled at 80 Natoma Street where the train track literally runs right through the project."

Emeryville Vice-Mayor Ken Bukowski wrote to San Francisco Supervisors raising the issue of the Mayor's improper role in the debate. "In Emeryville, if the Mayor was so personally involved in the decision making process for a private developer, it would be a signal of immediate suspicion."

Bukowski criticized the Mayor's words "fully entitled" as being prejudiced toward the developer's side, given the discovery by Transdef attorney Alice Barkley that permits for 80 Natoma had apparently expired.

Citizen supporters of Transbay indicate there has been constant pressure on the Transbay project from the Mayor's office to defer to 80 Natoma. At this point, Myers does not appear to have a case for a financial settlement, despite the Mayor's statements.

Other threats remaining to the project are that of affordability and suits over the exclusion of feasible and much cheaper alternatives from the environmental process. Lock Holmes, attorney for a group of residents, architects and engineers opposing the project referred to "obvious deficiencies in the environmental impact report" specifically the fact that the city "eliminated consideration of the principal alternative."

Restoration of train service to Transbay Terminal at Mission and First streets has

been actively discussed since 1975, but the current plan is a massive project that would discard almost every element of the historic terminal, take nearly a decade to build, and cost nearly \$4 billion dollars.

According to a *Sacramento Bee* report, getting Caltrain to a replacement Transbay Terminal would require a tunnel costing nearly \$1 billion. "The terminal itself would require another billion dollars and financing expenses may total \$1.8 billion." A *San Francisco Chronicle* column by Matier and Ross incorrectly depicted the project as dead without high speed rail funding.

Terminal funding sources have been identified, but a few of these are unsteady. The most secure are sale of Transbay parcels not required for the project and passenger ticket surcharges for Terminal users.

Unfortunately, sales tax revenues and toll bridge revenues face major competition. Recent Benicia and East Span Bay Bridge cost overruns totalling well over a billion dollars threaten to wipe out tolls as a source.

High-speed rail funds are also uncertain, but Transbay supporters say the extension could easily be built without pricey features like the 1300 foot straight platforms demanded by high-speed rail officials.

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