



Fleet of the Future

New Train Car Model

For more information, visit bart.gov/cars



Times & Locations

San Francisco—Justin Herman Plaza

(Near Embarcadero Station)

April 16, 2014 | 11:30am–7:00pm

West Oakland Station

April 18, 2014 | 2:00–7:00pm

Fremont Station

April 21, 2014 | 2:00–7:00pm

Pittsburg/Bay Point Station

April 23, 2014 | 2:00–7:00pm

San Francisco—Civic Center Plaza

(Fulton Street near Civic Center Station)

April 25, 2014 | 11:00am–7:00pm

North Berkeley Station

April 29, 2014 | 2:00–7:00pm

Milpitas/San Jose—Great Mall

Main Transit Center

(Great Mall Parkway & S. Main Street)

May 2, 2014 | 2:00–7:00pm

Dublin/Pleasanton Station

May 5, 2014 | 2:00–7:00pm

Fruitvale Station

May 7, 2014 | 2:00–7:00pm

Concord Station

May 9, 2014 | 2:00–7:00pm

A New Era Begins

BART is running the oldest big-city fleet in the United States. The average age of a BART train car is more than 30 years old, and most have been carrying customers for more than four decades. The technology in these old cars is outdated, particularly in the areas of propulsion, communications and failure monitoring. To prevent breakdowns and delays caused by worn-out parts, new train cars will be phased into the existing fleet beginning in 2017. The Fleet of the Future will meet a 66% Buy America standard, and final assembly will be done in the United States.

New Train Car Model

Over 17,000 customers have provided BART with valuable feedback on the design of the new train cars via email, surveys, and public events, including the interior train car model at MacArthur station in summer 2013 and the Seat Prototype events at 10 Bay Area locations in fall 2013.

We are pleased to bring you another opportunity to check out the Fleet of the Future design. New train car builder Bombardier Transportation has built a life-sized model of the interior and exterior of approximately half of a train car for public viewing. BART would like you to walk through and tell us what you think. Your observations will help define the BART experience for years to come.

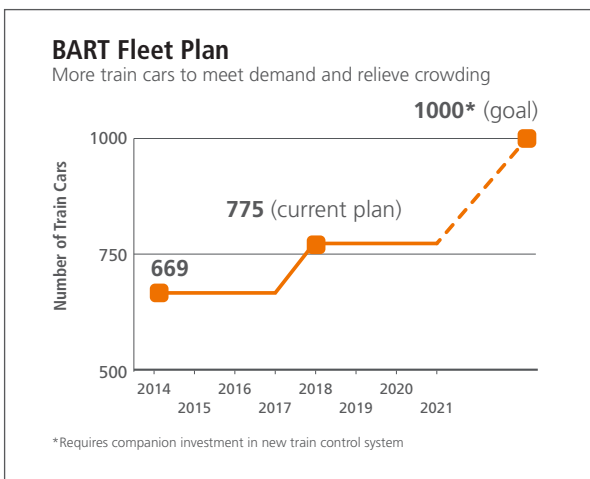
“In an inspired, yet practical move, BART’s Board of Directors has decided that the design should be informed by the riding public. Those who use the BART train system can give their input on their needs by visiting BART.gov.”

—Reuters

New Features

By popular demand, the new cars will be:

- **Quieter:** “micro-plug” doors will help seal out noise
- **Cooler:** cooling systems will distribute air directly to the ceilings, making it more comfortable for standees on hot days
- **Comfortable:** padded seats will have lumbar support and will be covered with wipeable fabric for ease of cleaning
- **Easy to use:** routes will be color coded like the BART system map, and next stop information will be readily available via automated announcements and digital screens



BART’s goal is to order 1,000 new train cars, increasing the number of seats in the fleet by approximately 38% to alleviate crowding during peak periods.

ACCESSIBILITY

All events will have a wheelchair lift (weight limit 750lbs.), except North Berkeley, which will have a ramp.

If you need language assistance services, please call (510) 464-6752 at least 72 hours prior to the date of the event.

Si necesita servicios de asistencia en otros idiomas, llame al (510) 464-6752, 72 horas antes de la fecha del evento.

如果您需要语言援助服务，请于活动日期前至少 72 小时致电 (510) 464-6752。

언어 지원 서비스가 필요하시면 행사 개최일 72시간 전까지 (510) 464-6752로 전화해 주십시오.

Nếu quý vị cần các dịch vụ hỗ trợ về ngôn ngữ, xin vui lòng gọi số (510) 464-6752 ít nhất 72 tiếng trước ngày của dịp tổ chức.

Fleet of the Future



Accessibility Features

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Accessibility Features

Exterior

- Three doors per car, making getting on and off faster and easier
- “Micro-plug” doors to help seal out noise
- Inter-car barriers for the safety of sight-impaired passengers

Interior

- Bold priority seat color provides visual cue to yield seats to seniors and people with disabilities
- Embedded symbol in the floor reminds customers to yield wheelchair area
- Seats are higher off the floor, making it easier to sit down and stand up
- Bike rack located at middle door to minimize interference with end door wheelchair areas
- More handholds to grab onto for shorter people and those with mobility impairments
- Tripod pole position shifted and aisles widened to improve wheelchair accessibility
- Tripod branches raised to eliminate pinch points for wheelchair users
- Decals on tripod pole to improve contrast for people with sight impairments
- Intercom directly across from wheelchair area mounted at ADA height

Signs & Information

- Interior displays showing the next stop and other passenger information
- Icons and translations for non-English speakers
- Exterior digital displays that show route color and the train’s destination
- Automated announcements and improved PA
- Testing of an induction loop system for riders with hearing aids and cochlear implants

Fleet of the Future



Sustainability Features

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To reduce weight and improve efficiency, BART's new train cars will offer a variety of sustainable features that reduce energy use and pollution.

- Lightweight aluminum exterior reduces energy use, and the aluminum can be recycled when the train cars are eventually retired and dismantled
- Floors use environmentally responsible pigments and natural adhesives
- Seats are 74% recyclable
- White roofs deflect heat and lessen the load on the interior cooling system
- LED lighting reduces energy consumption
- Improved regenerative braking returns electricity to the power distribution system where it is used by other trains
- 100% electric — currently, over two-thirds of BART power comes from clean hydro and renewable sources

By increasing the size of the BART fleet, the new cars will enable more riders to leave their cars at home and travel throughout the Bay Area.

- A peak-hour BART rider gets the equivalent of 249 miles per gallon, far more than even the most efficient hybrid vehicles
- Moreover, just one commuter using BART each weekday instead of driving saves over 300 gallons of gas and nearly 6,000 pounds of CO₂ in a year