

1986 News Releases

1986 NEWS RELEASES

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- 86-04 TOP WINNERS IN BART CONTEST ANNOUNCED (Pix Cap)
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- 86-06 COMMUNITY MEETING PLANNED FOR MARCH 19, 1986 BART'S LIVERMORE-
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- 86-27 BART FLEET NOW CLEAN AND SHINING LIKE NEW
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- 86-32 BART MID-DAY PARKING HOURS TO CHANGE
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- 86-36 BART BOARD ADOPTS A PREFERRED ALIGNMENT FOR THE LIVERMORE-PLEASANTON-DUBLIN-CASTRO VALLEY EXTENSION
- 86-37 CINCO DE MAYO CELEBRATION TO BE HELD AT BART HEADQUARTERS MAY 2
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- 86-39 BART BOARD TO BEGIN REVIEW OF DISTRICT'S FIVE YEAR PLAN
- 86-40 BART'S CHIEF ENGINEER TO RETIRE
- 86-41 BART TO REFURBISH ESCALATORS THROUGHOUT THE SYSTEM
- 86-42 NEW BART PARK AND RIDE LOT IN NORTH CONCORD
- 86-43 GRAN FIESTA--VENGAN TODOS!* (*Translation---Y'All Come)
- MAY 86-44 BART'S NEW CARS TO GO ON PUBLIC DISPLAY, THURSDAY, MAY 8, 1986
- 86-45 GET THE EDGE --- TAKE BART TO THE RACE "BAY TO BREAKERS" SPECIAL TRAINS TO OPERATE ON RACE DAY - MAY 18
- 86-46 BAY BRIDGE ACCIDENT BRINGS 13,000 EXTRA RIDERS THIS MORNING TO BART
- 86-47 BART BOARD ALLOCATES \$2 MILLION TOWARDS HIGHWAY 4 CONSTRUCTION
- 86-48 IF YOU PLAN TO BART TO "BREAKERS RACE"...BUY YOUR TICKET IN ADVANCE
- 86-49 BART WILL HAVE NEW TRANSIT CARS ON DISPLAY AGAIN
- 86-50 BART'S BAY TO BREAKERS SPECIAL TRAINS TO OPERATE SUNDAY, MAY 18 BEGINNING AT 6:00 A.M.
- 86-51 ADVISORY: PHOTO AND INTERVIEW OPPORTUNITY
BART'S NEW "C-CAR" TO BE DISPLAYED AT OAKLAND 12TH STREET/CITY CENTER STATION TUESDAY, MAY 20 - 1 P.M. TO 3:30 P.M.

1986 NEWS RELEASES, cont.

- 86-52 PITTSBURG-ANTIOCH CORRIDOR ALTERNATIVES ANALYSIS STUDY TO GET UNDER WAY
- 86-53 "PIX CAP" SPECIAL TO RAILWAY AGE
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- 86-55 BART PRESIDENT OPPOSES GOVERNOR'S PLAN
- 86-56 PRELIMINARY BUDGET PHAMPHLET AVAILABLE NOW
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- 86-57 BIANCO ELECTED TO CHAIR PITTSBURG-ANTIOCH STUDY
- 86-58 BART DIRECTOR JOHN GLENN CALLS FOR PUBLIC PARTICIPATION AT ALAMEDA COUNTY TRANSPORTATION COMMISSION'S PUBLIC HEARING IN FREMONT ON MAY 28
- 86-59 BART BOARD TO HOLD EARLY MEETING THURSDAY, MAY 29
- 86-60 PARKING CONTROL PROGRAM AT ORINDA BART STATION STARTS MONDAY, June 9, 1986
- 86-61 PLEASANT HILL BART STATION PARKING RECONSTRUCTION TO START ON MONDAY, June 2, 1986
- JUNE 86-62 "BART AND BUS IT" TO FESTIVAL AT THE LAKE IN OAKLAND
- 86-63 AT ORINDA BART STATION NEW PARKING CONTROL STARTS ON MONDAY, June 9 (Parking Citations Will Be Issued)
- 86-64 BART PARKING CONTROL SYSTEM NOW IN EFFECT AT ORINDA STATION
- 86-65 BART TO HOLD PUBLIC HEARING JUNE 12 for '86/87 OPERATING BUDGET
- 86-66 BART TO CONDUCT EMERGENCY PROCEDURES DRILL AT THE 24th STREET BART STATION IN SAN FRANCISCO ON SUNDAY, JUNE 22 (Red Cross Mission Service Center to Participate)
- 86-67 BART PARKING CONTROL AT ORINDA IS APPARENTLY DOING THE JOB (Parking Tickets to be issued beginning Monday, June 16, 1986)
- 86-68 BART TO PROVIDE EXPRESS BUS SERVICE TO ALAMEDA COUNTY FAIR
- 86-69 ADVISORY: BART TO CONDUCT EMERGENCY DRILL AT 24TH STREET STATION SUNDAY, JUNE 22
- 86-70 BART TO PROVIDE LONGER TRAINS FOR STEVIE WONDER CONCERT AT THE OAKLAND COLISEUM AREA (Saturday, June 21, 1986)
- 86-71 BART PATRONS CAN WIN TWO TICKETS TO THREE OAKLAND A's GAMES
- 86-72 BAY AREA TEENS TO WORK IN BART'S SUMMER YOUTH PROGRAM
- 86-73 BART BOARD ADOPTS PLANS FOR THE NEXT FIVE YEARS
- 86-74 BART ADOPTS BUDGET FOR COMING YEAR
- 86-75 BART BOARD ADOPTS EAST BAY EXTENSION FINANCIAL PLAN
- 86-76 BART'S JULY 4 SCHEDULE

1986 NEWS RELEASES, cont.

JULY

- 86-77 BART BOARD ADOPTS PLANS FOR THE NEXT FIVE YEARS
- 86-77a NEW BART EXPRESS BUS SERVICE FROM ANTIOCH TO CONCORD BART STATION STARTS JULY 28, 1986
- 86-78 BOARD DIRECTOR WILFRED USSERY PROPOSES A NEW CONCEPT FOR FINANCING BART EXTENSIONS
- 86-79 PORTIONS OF PLEASANT HILL BART PARKING LOT WILL BE CLOSED THE WEEKEND OF JULY 12-13
- 86-80 BART BOARD PRESIDENT APPOINTS MAYOR MENESINI TO BOARD OF CONTROL OF EXTENSION STUDY
- 86-81 ON SATURDAY, JULY 26, BART WILL AUCTION OVER 700 BOXES OF ITEMS FOUND ON BART TRAINS, IN BART STATIONS, AND IN PARKING LOTS
- 86-82 BART BOARD OF DIRECTORS TO HOLD SPECIAL MEETING AT 8:00 A.M. WEDNESDAY, JULY 23, 1986
- 86-83 ADVISORY: BART AUCTION JULY 26
- 86-84 ADVISORY: BART TO DEDICATE NEW "PARK AND RIDE" FACILITY WEDNESDAY, JULY 23
- 86-85 BART'S OPERATING FLEET NOW FIREHARDENED
- 86-86 WORK BEGINS ON \$6.5 MILLION ESCALATOR REFURBISHING PROGRAM AT FOUR BART STATIONS
- 86-NU FIRST PHASE OF PARKING IMPROVEMENT PROJECT AT FREMONT STATION COMPLETED
- AUGUST 86-87 PITTSBURG-ANTIOCH STUDY BOARD SELECTS THE BECHTEL TEAM AS CONSULTANTS
- 86-88 BART IS THE WAY TO GET TO HAYWARD ART & WINE FESTIVAL
- 86-89 "C-CAR" MODEL ON DISPLAY
"BART GOING PLACES" EXHIBIT AT CALIFORNIA STATE FAIR AUG. 15 TO SEPT. 1
- 86-90 ADVISORY - PRESS EVENT
LAST GIRDER OF BART DALY CITY TURNBACK PROJECT GOES INTO PLACE AUGUST 14 AT 2 P.M.
- 86-91 ONE ESCALATOR AT MONTGOMERY STREET BART STATION TO BE CLOSED FOR REFURBISHING
- 86-92 BART COMMITTEE APPROVES STATION PLATFORM EDGE SAFETY PROJECT
- 86-93 ALL OF BART'S CARS ARE NOW THE MOST FIRE-SAFE TRANSIT VEHICLES IN THE NATION
- 86-94 BART TRAINS TO OPERATE ON A SATURDAY SCHEDULE ON THE LABOR DAY HOLIDAY
- 86-95 BART PROPERTY TAX RATE IS REDUCED FOR COMING YEAR

SEPTEMBER

- 86-96 BART ENTERS ITS FIFTEENTH YEAR OF SERVICE
- 86-97 INCREASE FOR DUBLIN RAIL STUDY
- 86-98 JOINT DEVELOPMENT OPPORTUNITIES
- 86-99 FIRST ANNUAL LAW ENFORCEMENT JOB FAIR TO BE HELD TUESDAY,
NOVEMBER 18, 1986
- 86-100 TWO MORE MILESTONES IN BART'S PITTSBURG - ANTIOCH EXTENSION
STUDY ACHIEVED
- 86-101 BART APPROVES PITTSBURG/ANTIOCH CONSULTANT AGREEMENT
- 86-102 ADVISORY: BART PAAL COMMITTEE MEETING CANCELLED
- 86-103 BART BOARD JOINS DIRECTOR NELLO BIANCO IN OPPOSING DUMP SITE
IN WEST PITTSBURG
- 86-104 LONGER BART TRAINS IN SERVICE TONIGHT TO THE COLISEUM'S 20TH
BIRTHDAY PARTY
- 86-105 ~~BART TO ADD TWO TRAINS DURING COMMUTE HOURS~~
- 86-106 JOHN DALY BOULEVARD ENTRY TO DALY CITY BART STATION TO BE
CLOSED FOUR HOURS ON SATURDAY, SEPT. 27
- 86-107 BART BOARD HONORS AC TRANSIT DIRECTOR JOHN L. MC DONNELL
- 86-108 BART ENTERS FINAL STAGE OF LAND PURCHASE FOR FUTURE WARM
SPRINGS STATION

OCTOBER

- 86-109 WORK ON MONTGOMERY STREET BART STATION ESCALATORS DELAYED
- 86-110 BART ADDS EXTRA TRAINS FOR UC BERKELEY GAME
- 86-111 BART DRAWING FOR ICE CAPADES TICKETS
- 86-112NU ~~WORK ON MONTGOMERY STREET BART STATION ESCALATORS DELAYED~~
- 86-113 BART POWELL STREET ESCALATOR REFURBISHING COMPLETED
- 86-114 BART ADDS EXTRA TRAINS FOR WEEKEND EVENTS
- 86-115 BART DIRECTOR GARFINKLE LAUDS DISTRICT COMMITTEE ACTION ON
EXTENSION STAGING POLICY
- 86-116 BART DIRECTORS TO BE ON BOARD WHEN ADDITIONAL TRAINS ARE
PUT IN SERVICE NOV. 3
- 86-117 BART RIDERS TO BE TREATED ON HALLOWEEN
- 86-118 BART TO ADD MORE THAN 1200 SEATS TO COMMUTE HOURS BEGINNING
MONDAY, NOVEMBER 3, 1986

1986 NEWS RELEASES, cont.

OCTOBER

86-119 PRESS EVENT ADVISORY
BART TO INAUGURATE ADDED TRAIN SERVICE (WIRE ONLY)

86-120 PRESS EVENT ADVISORY
BART TO INAUGURATE ADDED TRAIN SERVICE

86-121 BART REVISES EXTENSION STAGING POLICY

NOVEMBER

86-122 BART COMMUTERS ENJOY FIRST DAY OF MORE TRAINS

86-123 PIX CAPTION: BART DIRECTOR BARCLAY SIMPSON OF ORINDA

86-124 PIX CAPTION: BART DIRECTOR BARCLAY SIMPSON OF ORINDA

86-125 PIX CAPTION: BART DIRECTOR'S RIDE NEWLY ADDED COMMUTE HOUR TRAINS

86-126 PIX CAPTION: BART DIRECTORS WERE OUT IN FORCE

86-127 PIX CAPTION: BART DIRECTOR JOHN GLENN OF FREMONT

86-128 PIX CAPTION: BART DIRECTOR JOHN GLENN OF FREMONT

86-129 BART TRAINS TO OPERATE ON REGULAR WEEKDAY SCHEDULE ON TUESDAY, NOVEMBER 11

86-130 BART TRAINS TO OPERATE ON REGULAR WEEKDAY SCHEDULE ON TUESDAY, NOVEMBER 11
(THIS RELEASE WAS SENT OUT ON PR AND BUSINESS WIRE AGAIN ONLY)

86-131 OAKLAND HOLIDAY ACTIVITIES ARE AS CLOSE AS YOUR NEAREST BART STATION

86-132 DUBLIN PARK-RIDE LOT IS SUBJECT OF PLEASANTON COMMUNITY MEETING
THURSDAY, NOV. 20

86-133 TRANSBAY TUBE CLOSED AS SAFETY PRECAUTION DURING MORNING COMMUTE

86-134 BART THANKSGIVING HOLIDAY SCHEDULE

86-135 BART TO AUCTION USED VEHICLES

86-136 BART TO RUN "SHOPPER SPECIALS" DURING HOLIDAY SEASON

86-137 RIDE BART AND AC TRANSIT USING A SINGLE TICKET - STARTS IN MID-JANUARY 1987

86-138 BART TO PARTICIPATE IN ALTERNATIVE POWER SOURCE STUDIES

86-139 BART TO INCREASE SERVICE FOR THE BIG GAME ON SATURDAY
(Was only distributed on Wire Service, Phone Center, Central & BPS)

86-140 BART JOINS U.S. MARINE CORPS IN "TOYS FOR TOTS" DRIVE

DECEMBER

86-141 BART TO ADD EXTRA CARS TO TRAINS FOR 49ERS GAME TONIGHT

86-142 BART SEES INCREASE IN RIDERSHIP ON SUNDAY, "SHOPPERS SPECIAL"

DECEMBER

- 86-143 BART BOARD ELECTS NEW OFFICERS
- 86-144 CONTRACT TO INSTALL EDGE SYSTEM IN BART STATIONS AWARDED.
- 86-145 NEW DEADLINE SET FOR SUBMITTING PUBLIC COMMENTS ON BART'S DUBLIN/PLEASANTON PARK-RIDE PROJECT
- 86-146 BART TO HOLD ANNUAL "SAFE HOLIDAYS" PROGRAM
- 86-147 BART DIRECTORS APPROVE 65 SEAT CONFIGURATION FOR NEW TRANSIT VEHICLE
- 86-148 BART HOLIDAY TRAIN SERVICE
- 86-149 BART TO STAY OPEN LATER ON NEW YEAR'S EVE.
- 86-150 BART TO CONDUCT MEETINGS TO DISCUSS PROPOSED STREAMLINING OF EXP.BUS SERV.

JANUARY

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

January 10, 1986

86-1

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BART EMPLOYEES TO CELEBRATE MARTIN LUTHER KING BIRTHDAY

On Wednesday, January 15, from 11 a.m. to 1 p.m., the birthday of Martin Luther King, Jr., will be celebrated at a ceremony to be held in the BART Board Room in the transit district's Administration Building located at 800 Madison Street in downtown Oakland. The celebration was organized by a committee of BART employees, including Glenda Coates, a telephone center information clerk, Stanley Howard, a BART Station Agent, Pat Carter, legal secretary, and Brenda Robinson, a secretary in BART's budget office.

Music and speeches will make up the celebration of Martin Luther King's birthday in a ceremony which has been coordinated by a committee of BART employees. BART Board President Nello Bianco and BART Directors Margaret K. Pryor and Wilfred Ussery will join with General Manager Keith Bernard, who will lead the speakers at the celebration.

Mayor Lionel Wilson of Oakland and The Reverend Amos Brown of the Third Baptist Church in San Francisco are also scheduled to speak.

Speakers from various BART employee groups are also scheduled to make presentations. Among these speakers will be Sadie Geli-Williams; Hank White, President of the Amalgamated Transit Union, Division 1555; Milt Waalkens, Chairperson of the United Public Employees Union, Local 790; and Martha Taylor, President of the Black Managers and Professional Association at BART.

Music for the Martin Luther King, Jr. birthday celebration at BART will be provided by Usef Rasheed and Lady Jay.

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NEWS RELEASE



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CONTACT: Sy Mober, Manager
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January 13, 1986 86-2

FOR IMMEDIATE RELEASE

PIX CAPTION

SAN FRANCISCAN WINS FIRST PRIZE IN BART CONTEST

Jay Davidson (R), of San Francisco, was the Grand Prize winner in the "BART Goes Shopping, Too!" drawing which ended on December 15, 1985. Davidson is shown here with BART Director Robert S. Allen, as he receives the certificate which entitles him to a trip for two to Honolulu, courtesy of World Airways, which includes round-trip air fare from San Francisco and hotel accommodations for three nights and four days. Davidson is a second grade teacher in the Hillcrest School in San Francisco.

Since December 2 through December 15, BART users could have picked up an entry form in the contest at any BART station. Then, when they made their daily trips between the hours of 10 a.m. and 4 p.m., they were to pick up a "BART 10-4 SHOPPER" sticker to be applied to the entry form. While the "BART Goes Shopping, Too!" promotional program is designed to attract riders during the non-commute hours, it was not necessary to ride BART to enter the competition. Winners of the major prizes were announced on KGO-TV's "AM San Francisco" show, and all winners were notified by mail, and have 30 days in which to claim their prize.

Thousands of dollars in prizes were donated for the BART contest. Other prize winners included Iwan Tunggal, Oakland, who won a weekend for two at Lake Tahoe; Verna Lin, Oakland, who won a \$250 shopping spree at any Emporium Capwell store; and Mateo Kierule, Oakland, who won a weekend for two at the Hotel Bedford in San Francisco.

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NEWS RELEASE



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January 10, 1986

86-3

PIX CAPTION

HEALDS STUDENT WINS LAKE TAHOE TRIP IN BART CONTEST

Iwan Tungall, a student at Healds College in Oakland, receives his certificate, which entitles him to a weekend for two at Lake Tahoe, including hotel accommodations, food and beverage, from Robert S. Allen, BART Director. Tungall won his prize as part of the "BART Goes Shopping, Too" grand prize drawing which ended on December 15, 1985. Tungall received his gift certificate on Friday, December 27.

Since December 2, and through December 15, 1985, BART users could have picked up an entry form in the contest at any BART station. Then, when they made their daily trips between the hours of 10 a.m. and 4 p.m., they were to pick up a "BART 10-4 SHOPPER" sticker to be applied to the entry form.

While the BART Goes Shopping, Too promotional program is designed to attract riders during the non-commute hours, it was not necessary to ride BART to enter the competition. Winners of the major prizes were announced on KGO-TV's "AM San Francisco" show, and all winners were notified by mail.

Thousands of dollars in prizes were donated for the BART contest. Other major prize winners were: Jay Davidson, San Francisco, who won the Grand Prize of a trip for two to Honolulu, donated by World Airways; Verna Lin, Oakland, who won a \$250 shopping spree at any Emporium Capwell store; and Mateo Kierule, Oakland, who won a weekend for two at the Hotel Bedford in San Francisco.

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NEWS RELEASE



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January 10, 1986

86-4

FOR IMMEDIATE RELEASE

PIX CAPTION

TOP WINNERS IN BART CONTEST ANNOUNCED

Major prize winners in the BART Goes Shopping, Too, grand prize drawing are shown here with BART Director Robert S. Allen (C), as they receive their prize certificates. From left to right, the winners are:

- Verna Lin, Oakland, who won a \$250 shopping spree at any of the Emporium Capwell stores in the San Francisco Bay Area. Ms. Lin runs a Chinese Translation Service in San Francisco.
- Iwan Tunggal, of Oakland, who won a weekend for two at Lake Tahoe, including hotel accommodations, food and beverage.
- Jay Davidson, of San Francisco, who won the Grand Prize of a trip for two to Honolulu, courtesy of World Airways, including airfare and hotel accommodations (three nights and four days.)
- Director Allen
- Mr. and Mrs. Mateo Kierule, of Oakland, who is retired and works as a volunteer in an Oakland Senior Center. The prize was a weekend for two at the Hotel Bedford in San Francisco.
- Barney Gooch, of Alameda, a retired Alameda Naval Air Station employee, who won a \$100 shopping spree at the Southland Shopping Center in Hayward.

Since December 2, and through December 15, BART users could have picked up an entry form in the BART Goes Shopping, Too, contest at any BART station. Then, when they made their daily trips between the hours of 10 a.m. and 4 p.m., they were to pick up a "BART 10-4 SHOPPER" sticker to be applied to the entry form.

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While the BART Goes Shopping, Too, promotional program was designed to attract riders during the non-commute hours, it was not necessary to ride BART to enter the competition. Winners of the major prizes were announced on KGO-TV's "AM San Francisco" show, and all winners were notified by mail, and have 30 days in which to claim their prize.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

January 15, 1985

CONTACT: Sy Mouber, Manager
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FOR IMMEDIATE RELEASE

1985 WAS A YEAR OF PATRONAGE GAINS AND STEADY PROGRESS FOR BART

For yet another year, patronage continued to dominate the achievements of BART during 1985. A record 61,413,406 trips were taken on BART last year, which represents a three percent increase over 1984's total.

Last year, about 85 percent of BART's total patronage occurred on weekdays, and nearly 50 percent of all weekday trips occurred during the four peak hours of the morning and afternoon commute period. BART's peak hours are defined as 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m., Monday through Friday.

At an average 105,134 trips, BART's peak-hour patronage was about the same in 1985 as it was in 1984. Off-peak patronage, however, jumped five percent in 1985, which meant that on the average, 107,469 persons rode BART during off-peak hours on weekdays. Combining the two figures (peak and off-peak), BART's average weekday patronage for 1985 was 212,603, a two percent increase over 1984's average.

Weekend ridership was up nearly 6 percent, with the year's patronage averaging out to 88,950 trips on Saturdays and 50,931 trips on Sundays.

More patronage records were set in 1985 than in any other year, and most of those records came as a result of people who rode BART to special events. The highest patronage ever reached on a Friday - 231,745 trips - occurred on April 12, 1985, when the California Angels were in town to play the Oakland A's' first game of the season. In May, the annual "Bay to Breakers" footrace in San Francisco generated more than 18,000 trips on BART, which was nearly three percent higher than the number attributed to the race in 1984. But the best example of extra

(more)

trips generated by a special event occurred on Sept. 18-19 when rock superstar Bruce Springsteen appeared at sold-out concerts at the Oakland Coliseum Arena. With 238,866 trips recorded on the day of Springsteen's first performance and 240,242 trips recorded the following day, they remain the two highest patronage days in BART's history. On each of the two days an estimated 25,000 trips were attributed to persons who rode BART to and from the concert. This meant that BART carried about 25 percent of the concerts' paid attendance. While the patronage seen on the days of Springsteen's concert is now the exception, it is projected that before the decade is over, BART will have surpassed those figures as its average daily ridership.

In addition to the gains made in patronage, this past year BART saw many achievements made in its capacity expansion program which, when completed in 1989, will increase BART's passenger carrying capacity nearly 85 percent. The first of these achievements occurred in January, with the completion of the welding of rails for BART's Daly City Turnback and Yard project. One month later, on February 11, 1985, ground was broken for the construction of the Daly City Turnback project, marking the start of the single largest construction project undertaken since the completion of the BART system in 1974.

Another milestone occurred in July, when work was begun on the final phase of BART's "K-E" track, a new track through downtown Oakland. During the time that train control equipment was being installed on the new track, trains had to travel through the work area at reduced speeds. Although trains were dispatched two minutes ahead of schedule to compensate for the reduced speeds, the work on the K-E track, combined with the work being done at Daly City, had a direct impact on BART's on-time performance record. Though BART's performance loss was greatest during the last quarter of the year when work on the two projects was taking place, BART's overall on-time performance record for the calendar year was 9 percent, down from the 95. percent on-time record set in 1984.

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In early November, four prototypes of 150 new transit vehicles BART has on order arrived at the transit district's Hayward maintenance yard to begin extensive testing and inspection. Following BART's acceptance of the final prototype, SOFERVAL, the French company contracted to manufacture the cars, will begin production work on the vehicles.

In September, late evening commuters returning home from San Francisco to stations on the Richmond and Fremont lines were given one additional hour of direct service to their stations. The extended hour of direct service on the Richmond/Daly City and Fremont/Daly City lines is being offered on a trial basis; in March 1986, BART will look at the patronage of the added service to see if the district can continue to offer it.

BART's joint development policy took hold in 1985, when in November an agreement was signed with Embassy Suites, a Texas corporation, to build a 300-room hotel at the Pleasant Hill Station. Under BART's joint development policy, the district will profit from this and other commercial developments at BART stations through revenues received from lease fees and additional ridership the developments are expected to generate.

BART is also in the process of investigating development potential at five other stations - MacArthur, Richmond, El Cerrito Del Norte, Ashby and Fremont - though no definite plans have been established.

Before the year came to a close BART riders at the Concord, El Cerrito Plaza, El Cerrito Del Norte, Civic Center, Montgomery, Embarcadero and Glen Park stations had a little color and convenience added to their trips on BART, when flower stands were opened at those stations. Eventually, 13 different vendors will operate flower stands at 23 BART stations.

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NEWS RELEASE



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January 16, 1986 86-5
FOR IMMEDIATE RELEASE

BART TO OPERATE REGULAR SERVICE ON MONDAY, JANUARY 20,
MARTIN LUTHER KING, JR., BIRTHDAY HOLIDAY

On Monday, January 20, the Martin Luther King, Jr., official holiday celebration, BART will be operating on a regular weekday schedule. In order to accommodate those planning to attend the Martin Luther King, Jr. birthday celebration march and rally, BART will be operating longer trains on the Richmond/Daly City, Concord/Daly City, and Fremont/Daly City lines during the midday hours.

The Martin Luther King, Jr. primary parade form-up area will be on Spear Street, south of Market, in San Francisco. There is an entrance to the Embarcadero BART Station at Spear and Market.

The march, which is scheduled to start at 11 a.m., will follow a route up Market Street to the Civic Center Plaza, where the celebration is scheduled to begin at 1 p.m.

BART is continuing to provide one hour of extra service during the weekdays on the Richmond/Daly City and the Fremont/Daly City lines. This means that the last direct trains will leave at 7 p.m. from Daly City to Richmond and Fremont. The last trains on this extended service will arrive at downtown San Francisco stations between 8:06 p.m. and 8:13 p.m. bound for Richmond, and between 8:21 and 8:26 p.m. bound for Fremont. Special extended hours of service schedules are available at all BART stations.

For additional information about BART train and BART Express Bus schedules, patrons should call BART's telephone information center at (415) 465-BART, or the toll-free information telephone numbers listed in local telephone directories.

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NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

January 27, 1986 86-06

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

COMMUNITY MEETING PLANNED FOR MARCH 19, 1986

BART'S LIVERMORE-PLEASANTON EXTENSION STUDY FINAL DRAFT REPORT AVAILABLE

BART's extension to Livermore and Pleasanton will be the subject of a community meeting to be held on March 19, 1986, at 7:00 p.m. in the Livermore-Pleasanton Municipal Court Building, 39 South Livermore Avenue, Livermore. A Technical Advisory Committee, comprised of staff representatives of the planning department of the cities of Dublin, Pleasanton and Livermore, Alameda County, and the California Department of Transportation (Caltrans), is assisting BART in the preparation of the Livermore-Pleasanton Extension (LPX) Study Supplement Analysis Final Draft Report, which is to be discussed at the March 19 meeting.

Now available for public review and comment is the LPX final draft report from the planning departments of the participating agencies and in the reference sections of the libraries of Castro Valley, Dublin, Pleasanton and Livermore. The report reviews conceptual design features of seven new BART route alternatives extending from the eastern city limits of Pleasanton to downtown Livermore. These alignments are evaluated as alternatives to the routes identified in BART's 1983 LPX update analysis.

Also contained in the draft report is an update on the status of local land use plans and policy decisions made in the study area since 1983, as well as patronage projections, construction costs and anticipated revenues which may be generated by the proposed extension.

BART'S LIVERMORE-PLEASANTON EXTENSION STUDY FINAL DRAFT REPORT AVAILABLE

Marianne Payne, BART's LPX Project Coordinator , announced that the Technical Advisory Committee plans to meet early in February to review technical aspects of the Final Draft Report.

"Those persons wishing to provide technical comments should do so no later than February 13, 1986, by contacting members of the advisory committee, since the final report is to be completed and distributed for public comment during that last week of February in preparation for the March 19 meeting," Payne said.

Payne stated that the BART staff will develop alignment recommendations based on the public comments received at the March 19 community meeting. These recommendations will be submitted to the BART Board's Engineering and Operations Committee for consideration early in April 1986. The recommendation of this committee will then go to the full BART Board of Directors for final approval.

Additional information can be obtained by contacting Marianne Payne at (415) 464-6173 or by writing her at BART, P.O. Box 12688, Oakland, CA 94604-2688.

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NEWS RELEASE



AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

January 28, 1986

86-07

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BART TO INSTALL ADDED FIRE PROTECTION IN TUNNEL BETWEEN
WALNUT CREEK AND LAFAYETTE BART STATIONS

Beginning on Monday, February 3, 1986 at 9:30 p.m., work will commence in the BART tunnel between Lafayette and Walnut Creek BART stations for the installation of a wet standpipe system, which is a water line with fire hose connections for fire-fighting purposes. The construction work, which will take about four weeks to complete, will mean that trains operating in the tunnel will use only one track to insure the safety of the workers installing the standpipe system.

"Single tracking," the use of a single trackway for the movement of trains in the tunnel, will add about 15 minutes of extra travel time for passengers going from Lafayette to Walnut Creek stations and beyond to Concord. All trains will leave on schedule from the Concord BART Station. However, nine trains beginning at about 9:00 p.m. will arrive about 15 minutes late. In order to insure the maintenance of the southbound schedule, extra trains will be standing by to be used if needed.

The wet standpipe system is a water pipe, six inches in diameter, and will have two fire hose connections at seven locations in both sections of the tunnel about 200 feet apart. The construction affecting trains service is expected to be completed by the beginning of March 1986 and will cost \$108,000. The contractor is Monterey Mechanical Co. of Oakland.

The schedules of all BART Express Buses serving the Walnut Creek and Concord stations will be coordinated to insure connections with trains.

For additional information about train and bus schedules affected by this construction work, call BART's telephone information center at 465-BART, or the toll free telephone number listed in local telephone directories.

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NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

January 28, 1986 86-08

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

NEWS EVENT

BART AND U.S. NAVY TO SIGN LEASE ON NORTH CONCORD/MARTINEZ FUTURE STATION SITE

Nello Bianco, BART Board President, today announced that on Thursday, January 30, 1986, at 11 a.m., BART Directors and representatives of the U.S. Navy will hold a lease signing ceremony for property on the U.S. Naval Weapons Station. The property will eventually be the site of the future North Concord/Martinez BART Station and will now be developed as a 538-space park/ride facility on the BART Express Bus route serving eastern Contra Costa County.

The signing ceremony will take place in the BART Board Room of BART's Administration Building located at 800 Madison Street in downtown Oakland, CA.

Joining BART President Bianco will be other BART Directors and representing the U.S. Navy from the Naval Weapons Station will be Captain G.G. Mays, Commanding Officer, Commander Clayton T.K. Ching, Public Works Officer, and Dan Tikalsky, Manager Public Affairs. Signing the agreement for the Navy will be Charles Williams, Director, Real Estate Division, Western Division Naval Facilities Engineering Command, San Bruno. With Mr. Williams at the ceremony will be Dana Sakamoto, Manager Planning Implementation Branch, and Beverly Fritas, Real Estate Department, both of the Naval facility in San Bruno.

At the BART Board of Directors's meeting of Thursday, January 23, 1986, by unanimous vote, BART's General Manager Keith Bernard was authorized to execute a 20-year lease with the U.S. Navy for a seven acre site, and a one-year license on an additional 22.7 acres in the southeast quadrant of the Naval Weapons Station. The property to

BART AND U.S. NAVY TO SIGN LEASE ON NORTH CONCORD/MARTINEZ FUTURE STATION SITE

be leased is located at the intersection of Port Chicago Highway and State Highway 4.

The lease and licensing agreement negotiated between BART and the U.S. Navy provides for the use of 29.7 acres of land during the construction of the park/ride facility. The park/ride lot will be constructed on approximately seven acres, with an additional ten acres graded for future expansion, if needed. The remaining 12.7 acres will be used as storage for excavated earth for the graded portion of the site.

Cost of the BART/Navy lease is \$28,000 per year, which will be adjusted to annual consumer price index over the 20-year period. The rental will also be subject to reappraisal by the Navy at five-year intervals beginning on July 1, 1991. Funding for the lease was contained in BART's 1985-86 operating budget.

In addition, the BART Express Bus route serving the North Concord/Martinez park/ride facility will also provide bus service from the Naval Weapons Station main gate to the Concord BART Station. During the day this service will be a part of the PE line and the P2X line at night and on weekends. The express bus service to be provided will be monitored by BART to ensure that it is being utilized, and maybe reduced if appropriate.

The contract for construction of the 538-space park/ride facility at the North Concord/Martinez Station site, and a bus stop at the Naval Weapons Station, will be advertised in February 1986, and construction is scheduled to begin in June 1986 and as now planned, the work will be completed in November 1986. The cost of this construction project is estimated to range from \$850,000 to \$1 million, and is funded by the State of California. The North Concord/Martinez park/ride lot will provide satellite parking for patrons in eastern Contra Costa County and will relieve parking problems in the Concord BART Station.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs
(415) 464-7110

January 29, 1986

86-09

FOR IMMEDIATE RELEASE

BART TO HONOR MARVIN LEWIS

BART President Nello Bianco will preside at a special ceremony Thursday, February 6, at 11 a.m., in BART's Embarcadero Station, honoring San Francisco attorney, Marvin E. Lewis, for his early efforts toward the development of regional rapid transit in the bay area. Bianco will help unveil a large stone wall engraving which pays tribute to Mr. Lewis for his pioneering and perseverance to bring about a regional rapid transit system.

"Marvin Lewis was instrumental in forming the original Bay Area Transit Commission back in the late '40s and early '50s, which ultimately resulted in the building of BART," Bianco said. He said he believed the inscription honoring Marvin Lewis, though long overdue, is still very timely, as BART prepares for a new era of growth and expansion.

BART Board Vice President Eugene Garfinkle of San Francisco, who has been very active in bringing about the Marvin Lewis Tribute, said he was very pleased by the fact that this event was made possible because of private donations as well as honors a distinguished San Franciscan who contributed so much to the creation of BART.

The stone wall engraving will be dedicated on the concourse level of the Embarcadero Station, which is located at the foot of Market Street. Several officials and dignitaries, including Mayor Dianne Feinstein and San Francisco Supervisor Quentin Kopp, are expected to be in attendance at the ceremony.

This special tribute to Marvin Lewis is being co-sponsored by BART and a special "Marvin Lewis Tribute" committee headed by former San Francisco mayor, George Christopher, and San Francisco's distinguished citizen, Cyril Magnin.

#

FEBRUARY

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

February 11, 1986

86-10

CONTACT: Sy Moubert, manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BART C-CAR SAVINGS

BART Director John Glenn of Fremont, who chairs the Transit District's Engineering and Operations Committee, today announced that BART will save \$37.5 million on its contract to purchase 150 new transit cars.

The new transit cars, called the C-Car, were ordered from a French firm, Soferval, for a price of \$279,000,000, which included a built-in escalation over the estimated five to six-year life of the procurement process. When the contract was signed in October 1982, the escalation was based on prevailing inflation, and estimated to be about 41 percent over the life of the contract.

According to Glenn, the actual inflation rate applied through fiscal year 1984/85, the first three years of the contract, has worked out to be ten percent, thus accounting for the savings. The contract is now estimated to come in at \$241,460,000.

Glenn noted that other savings were due to the careful management of the contract, which resulted in no cost overruns.

"I'm very pleased with this development," Glenn said. "It's a real achievement in this day and age to be able to come in with a cost 'underrun' instead of an overrun, which is what we usually hear about with contracts of this magnitude.

General Manager Keith Bernard noted that further savings may be realized through the remaining years of the contract. He said he now hopes to get the approval of the federal Urban Mass Transportation Administration (UMTA), which has provided about 40 percent of the funding so far, to reapply their share of the savings to another critical BART project.

2-2-2-2 BART C-CARS

Bernard said, BART would like to fund the "wayside train control" improvement project with about \$8 million of the savings. The wayside train control project is another important element of BART's overall capital improvement program which will result in many more trains being operated on the system at one time than at present.

BART received the four prototypes of its new car this past summer and is currently testing them on the transit district's Hayward test track. Replacement prototypes are expected in September 1986. Actual delivery schedule for the production cars will be determined once the testing is complete.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

CONTACT: Mike Healy, Department Manager
Public Affairs
(415) 464-7110

February 6, 1986 86-11

FOR IMMEDIATE RELEASE

BART HONORS TRANSIT PIONEER

BART President Nello Bianco today, Thursday, February 6, presided over a special ceremony honoring San Francisco attorney, Marvin E. Lewis, at BART's Embarcadero Station in San Francisco.

Bianco, along with his fellow directors and other BART officials, joined with several leading Bay Area citizens, including city, state and federal officials, to unveil a special 5-foot by 4-foot stone wall engraving recognizing Mr. Lewis for his pioneering efforts to bring about regional transit.

During the post-war years when freeways and cars were burgeoning in the Bay Area, Mr. Lewis, as a member of the San Francisco Board of Supervisors, was instrumental in forming the original Bay Area Transit Commission. Ultimately, the commission's recommendation to the state legislature resulted in the creation of the Bay Area Rapid Transit District.

In his opening remarks, Bianco set the tone for the event by reflecting briefly on the challenges that BART faced over the years since the time when it was no more than the dream of a few individuals, such as Marvin Lewis, and then went on to touch on the system's accomplishments and future.

The tribute to Marvin Lewis, which lasted about an hour, was co-sponsored by BART and a special "Marvin Lewis Tribute" committee, headed by former San Francisco mayor, George Christopher, and San Francisco's distinguished citizen, Cyril Magnin.

Over 100 people attended the event.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

February 12, 1986 86-12

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BART TRAINS WILL OPERATE ON A "SATURDAY SCHEDULE" ON PRESIDENT'S DAY

On President's Day, Monday, February 17, 1986, BART trains will operate on a "Saturday schedule," which means trains will operate 20 minutes apart from 6 a.m. to midnight.

All four lines (Fremont-Daly City, Concord-Daly City, Richmond-Daly City and Richmond-Fremont) will be in service until 6 p.m. After 6 p.m. and continuing until closing, only two lines will be in service: Concord-Daly City and Richmond-Fremont.

BART administrative offices will be closed; however, the transit district's telephone information center will remain open on the holiday. For travel and fare information call 465-BART or one of BART's toll-free numbers found in telephone directories.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

February 13, 1986

86-13

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BART BOARD APPROVES SALARY INCREASES OF TOP OFFICERS >

The BART Board of Directors today (February 13, 1986), approved salary increases of the transit district's four statutory officers, including BART General Manager Keith Bernard.

The salary increases, which are retroactive to January 1, 1986, range from five percent to 9 percent over the officers' present salaries.

Bernard's annual salary will be \$97,339, an increase of five percent above his current salary of \$92,704. Also receiving a five percent increase was BART General Counsel Malcolm Barrett, whose annual salary was raised from \$80,401 to \$84,421, and BART District Secretary Phillip O. Ormsbee, whose salary went from \$57,852 to \$60,744.

BART Controller Treasurer William Goelz will be paid \$72,415 annually, nine percent more than his present salary of \$66,436.

The BART statutory officers are appointed by the BART Board of Directors, which reviews their salaries periodically. The salaries of the BART statutory officers were last reviewed in 1985.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

February 13, 1986

86-14

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BART GENERAL MANAGER TO APPEAR BEFORE
BUDGET COMMITTEE HEARING FEB. 14 IN SAN FRANCISCO

BART General Manager Keith Bernard is scheduled to appear tomorrow, Feb. 14, 1986, before the Congressional Budget Committee hearing, which will be held in the Ceremonial Room of the Federal Building, 450 Golden Gate Ave., San Francisco. The hearing is scheduled to begin at 9 a.m. and will be chaired by Congressman William Gray (D) of Pennsylvania who heads the congressional committee.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

CONTACT: Mike Healy, Department Manager
Public Affairs
(415) 464-7110

February 20, 1986

FOR IMMEDIATE RELEASE

CONCORD LINE BART TRAINS RESUME NORMAL NIGHT SERVICE

BART trains which have only been able to use one track during the late evening through the Walnut Creek area will resume normal service beginning Saturday, Feb. 22.

Since Feb. 3, workers have been installing a standpipe water line through a tunnel located between BART's Walnut Creek and Pleasant Hill stations. The work, which was done only after 9:30 p.m., required closing one of the two trackways. This meant that both northbound and southbound trains had to "single track" through the construction area, which added about 15 minutes to the travel time of trains.

The schedules of BART Express Buses serving the Walnut Creek and Concord stations were altered to coincide with the delayed arrival of trains, and they too will go back to normal schedules on Feb. 22.

The wet standpipe is part of BART's fire protection system and consists of a water pipe, six inches in diameter, with two fire hose connections located approximately every 200 feet in the 1450-foot tunnel.

Monterey Mechanical Co. of Oakland was contracted to install the system at a cost of \$108,000.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

February 26, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BART TO DISCONTINUE EXTENDED HOUR OF FOUR-ROUTE SERVICE

BART's extended hour of four-route service on weekdays, which began last Sept. 9 as a six-month test program, will be discontinued effective March 10, 1986. The program extended BART's weekday commute service nearly one hour for trains operating on the Fremont-Daly City and Richmond-Daly City lines.

According to a report presented at the BART Board's Engineering and Operations Committee, (Tuesday, Feb. 25) data received through Feb. 12 indicates insufficient patronage to justify continuing the extended hour of service. Patronage increased when the test began and then decreased as the test continued. Because of this, BART decided to discontinue the program at the end of the service on Friday, March 7, completing the six-month test period.

When BART trains go back to their regular schedules on Monday, March 10, the last direct train to Richmond and Fremont will leave Embarcadero Station at ^{7:12} 7:54 p.m. and ^{7:12} 8:13 p.m., respectively. The last direct trains to Daly City will leave Fremont and Richmond at 5:51 p.m.

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Worley

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

86-17

Mike Healy, Department Manager
Public Affairs

February 26, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

FOUR "OUT-OF-SERVICE" BART TRAINS

WILL OPERATE ON SATURDAY, MARCH 1, 1986

On Saturday, March 1, 1986 between 7 a.m. and 3 p.m., BART will be operating four trains, each ten cars long, "OUT-OF-SERVICE" as part of the final testing program on the KE track, the new third track through downtown Oakland.

Four BART trains, each ten cars long, will be operating "OUT-OF-SERVICE" on the Concord/Daly City line for approximately eight hours beginning at 7 a.m. Passengers will not be permitted to board these test trains, which will be operating on line as part of the final testing of BART's new KE track through downtown.

When the "OUT-OF-SERVICE" trains arrive at stations, the platform's electronic train destination signs will read "DO NOT BOARD" and a sign in the window of the lead car of these trains will read "OUT-OF-SERVICE."

(more)

BART passengers on Saturday, are urged to watch the train destination signs and listen to station announcements which will precede the arrival of these test trains. The doors of these test trains will remain closed and the trains will remain at stations for only very short periods.

The KE track is the first new mainline track to be added to the BART system since original construction. This is a one and half mile track beginning at a third tunnel from Washington Street to 23rd Street just outside the MacArthur Station.

The new track will allow disabled trains to be taken out of service without disturbing the system. It may also function as an alternate route, through the Oakland subway, in case a disabled train on the main track cannot be removed immediately. The KE track will provide additional train storage capacity and reduce the necessity for bringing trains back to the East Bay yards, thereby reducing the time and power costs needed for the beginning of revenue service.

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It is expected that within the next month, the Bailey Road park/ride lot will be open and added as a regular stop on the BART Express Bus route.

According to Bianco, "When all of our eastern Contra Costa park/ride lots are completed in 1988, our BART Express Buses will be able to use Highway 4 all the way to Concord, providing a faster and more efficient 'rubber tire' extension of our BART rail service to eastern Contra Costa County."

#

Mike Healy
Dept. Manager
Public Affairs

NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120

February 28, 1986

86-19

FOR IMMEDIATE RELEASE

BART PRESIDENT BIANCO INVITES PUBLIC TO ATTEND OPENING CEREMONIES OF

A NEW SATELLITE PARKING LOT IN ANTIOCH

Nello Bianco, BART President, today announced that the public is invited to attend the opening ceremony, on Wednesday, March 5, at 10 a.m., of the first of five satellite park and ride facilities which will be located in eastern Contra Costa County. The ceremony will take place in a new park/ride lot located at the corner of Hillcrest Avenue and Sunset in Antioch, just off Highway 4.

The new park/ride lot will accommodate 254 automobiles, and beginning on Monday, March 10, will be served by the BART Express Bus Route "PE" and "P2X," with service every 15 minutes during the commute period carrying passengers to the Concord BART Station.

The other BART park/ride lots will be located on property recently acquired from the Naval Weapons Station near Concord on Port Chicago Highway near Highway 4; at Bailey Road and Highway 4 in West Pittsburg; at Railroad Avenue and Highway 4 in Pittsburg; and at Somersville Road and Highway 4 in Antioch. An additional park/ride facility is to be constructed in Brentwood, once the initial projects are all completed.

The new park/ride lots will permit the BART Express Bus service to become more streamlined by eliminating much of the local service, and will be more highway oriented. It is anticipated that the new route alignments will cut as much as 20 minutes off present schedules between Antioch and Concord BART Station.

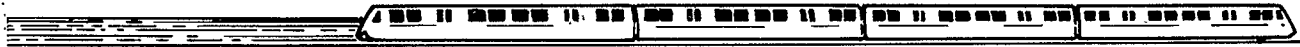
Also using the new Antioch facility will be the "County Connection," the Contra Costa Transit system, and Tri-Delta Transit.

- MORE -

MARCH

Mike Healy
Dept. Manager
Public Affairs

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120

March 4, 1986

FOR IMMEDIATE RELEASE

ADVISORY:

OPENING CEREMONY - HILLCREST AVENUE PARK & RIDE LOT, ANTIOCH, CA

On Wednesday, March 5, 1986 at 10:00 a.m., BART will hold an opening ceremony at the recently completed Hillcrest Avenue Park and Ride Lot.

BART President Nello Bianco will serve as Master-of-Ceremony. It is expected that local officials from Contra Costa County, the City of Antioch and the Eastern Contra Costa Transit Authority will also be present.

The new Hillcrest satellite parking lot is located at the corner of Hillcrest Avenue and Sunset in Antioch just north of Highway 4. Take Hillcrest Avenue interchange off Highway 4 and go north.

Beginning on March 10, 1986, BART Express Bus Route "PE" and "P2X" will pick up passengers at this lot and take them to the Concord BART station for a train connection. The Contra Costa transit system, "The County Connection" and Tri-Delta transit will also serve the new parking facility.

BART's Hillcrest Park and Ride Lot is located on what BART hopes will be the future site of an Antioch BART station and will accommodate 254 automobiles.

BART has also acquired property in the southeast quadrant of the Naval Weapons station for a Park & Ride Lot on what is expected to be the future North Concord/Martinez BART station. The construction contract for this Park & Ride facility is now out for bid. Recently the BART Board of Directors authorized construction of another park & ride lot at the corner of Bailey Road and Highway 4, a site which may become a BART station in Pittsburg.

(more)

2-2-2-2 OPENING CEREMONY-PARK & RIDE LOT

The ceremony should last no longer than 45 minutes. Refreshments will be served. The public is invited to attend. Special BART Express Buses will depart at 9:00 a.m., from BART's administration building; 800 Madison; directly to BART's Hillcrest Avenue Park and Ride lot in Antioch where the opening ceremony is to be held. If you are planning to cover this event and your representative wishes to ride this special bus, please contact BART's Public Information Office (415) 464-7120, so that arrangements can be made.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

March 5, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BART TRAINS TO OPERATE ON "WEEKDAY" SCHEDULE, SATURDAY, MARCH 8

On Saturday, March 8, 1986, BART trains will operate on a weekday schedule in order to conduct an operational exercise in anticipation of the March 17 start-up of full service on BART's KE Track, a new trackway through downtown Oakland.

The exercise will simulate BART's train scheduling program that will be in effect on weekdays once the KE Track becomes operational. For this reason, 43 trains--the maximum number of BART trains in service on weekdays--will be put on line during Saturday's exercise.

When the KE Track becomes operational, it will be the designated track for trains operating on the Concord line, with the direction of travel determined by the time of day. This will mean that trains traveling in the morning commute (7 a.m. to 8:15 a.m.) from Concord to San Francisco/Daly City will use the KE Track, which runs along Platform #3 on the second level at the 12th Street and 19th Street stations.

After 8:15 a.m., the Concord-to-San Francisco/Daly City trains will go back to using Platform #2 on the bottom level at 12th Street and 19th Street stations.

In the afternoon, beginning at about 4:15 p.m., the KE Track will be changed to a northbound track for trains returning to Concord from San Francisco. After 6 p.m., San Francisco-to-Concord trains will go back to using Platform #1 at 12th Street and 19th Street stations.

Except for Saturday, Mar. 8, on weekends trains will not be scheduled to operate on the KE Track.

When BART conducts its operational exercise on Mar. 8, public address announcements will be made to inform passengers of the correct boarding location for trains arriving at 12th Street and 19th Street stations.

Besides enabling BART to operate two southbound tracks through downtown Oakland during the morning commute period and two northbound tracks during the afternoon commute, the KE Track will yield other operational and cost benefits to the transit district. Slow moving or disabled trains can be stored on the KE Track until train traffic is reduced. The new trackway will also serve as an alternate route through the downtown Oakland subway in the event a disabled train on the mainline cannot be removed immediately. The new trackage will provide additional train storage capacity on the trackway outside the 12th Street and 19th Street subway stations. This added storage capacity will be used to store trains during midday, which will reduce the necessity of bringing trains back to the east bay yards for storage, in preparation for afternoon commute service. This translates into saving the district about \$350,000 a year in operational costs.

While the subway used for the KE Track project was part of the system's original construction, it was not completed because of financial limitations. The KE Track project included the completion of the passenger crossover platforms at 12th Street and 19th Street stations, all of the trackage, wayside train control, and electrification on the total project. Aerial structures were also constructed where needed between MacArthur and 19th Street stations.

The total cost of the KE Track project was \$25,366,000, nearly 80 percent of which was funded using federal capital grant funds, with the balance made up of BART capital improvement funds and state grants.

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NEWS RELEASE

B A R T 86-22

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

March 4, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

SERVICE TO CHANGE ON THREE BART EXPRESS BUS ROUTES MAR. 10

Beginning on Monday, March 10, 1986, service on three BART Express Bus routes will be changed. Changes on the "D" and "P" routes will be to streamline these routes and make them more highway oriented by eliminating much of the local service now being provided. This local service now will be provided by local bus operations. On the BART Express Bus "U" route, one trip will be added to the night service in order to connect with the train through the connecting BART station.

On the "U" route, service will be extended at night on an experimental basis, by the addition of one trip in order to meet the last train which arrives at the Hayward BART Station at 1:16 a.m. The additional trip is scheduled to leave the Hayward Station at 1:25 a.m. with service to Dublin, Pleasanton and Livermore. The driver will hold at the station until all those transferring from the last train are on board.

Patrons using the BART Express Bus "D" route, which provides bus service in the San Ramon Corridor from Walnut Creek BART Station to Alamo, Danville, San Ramon, Dublin and Pleasanton, beginning March 10, 1986, will use the "DX1" route, which provides service mainly on Highway 680. By using the highway, it is anticipated that about 15 minutes will be cut from the present schedule.

- MORE -

2-2-2-2 BART EXPRESS BUS SERVICE ON THREE ROUTES TO CHANGE MARCH 10, 1986

During the commute hours, 6 a.m. to 9 a.m. and 4 p.m. to 7 p.m., and during midday hours, buses on the "DX1" route will arrive every 30 minutes. After 6 p.m., buses will arrive every 60 minutes. Service on the "DX1" route operates from Monday through Friday. The "DX1" route will also serve the Bishop Ranch Business Park in Danville, with stops near major employment centers.

On February 18, 1986, the Central Contra Costa Transit Authority, "The County Connection," (CCCTA), inaugurated a new local service, Route 121 in the San Ramon corridor to replace the local service which had been previously provided by BART Express "D" route. The new "County Connection" local service will operate only Monday through Friday. On the weekends, the BART Express Bus "D" route will be in operation and will operate every 30 minutes on Saturday and every 60 minutes on Sunday.

The new streamlined, highway-oriented service on the BART Express Bus "PE" route was created by consolidating five daytime routes of the present "P" route into one route and will provide service from the Concord BART Station to Pittsburg, Antioch, Oakley and Brentwood.

From Monday to Friday, the "PE" service will operate principally on Highway 4, offering very little local service, with buses arriving every 15 minutes during the peak commute hours at stops between the Concord Station and the Antioch park/ride lot. Every other bus during these hours will proceed to Oakley and Brentwood, which means, beyond Antioch commute service will be available every 30 minutes. During the midday, buses will arrive every 30 minutes at all stops on the "PE" route between Concord Station and Brentwood.

The "P2X" line will provide a greater level of local service in that buses on the "PE" line will operate from the Concord BART Station to Oakley and Brentwood. Buses on the "P2X" line will arrive every 60 minutes and will make all stops made by the "PE" line buses, plus some additional local stops.

3-3-3-3 BART EXPRESS BUS SERVICE ON THREE ROUTES TO CHANGE, MARCH 10, 1986

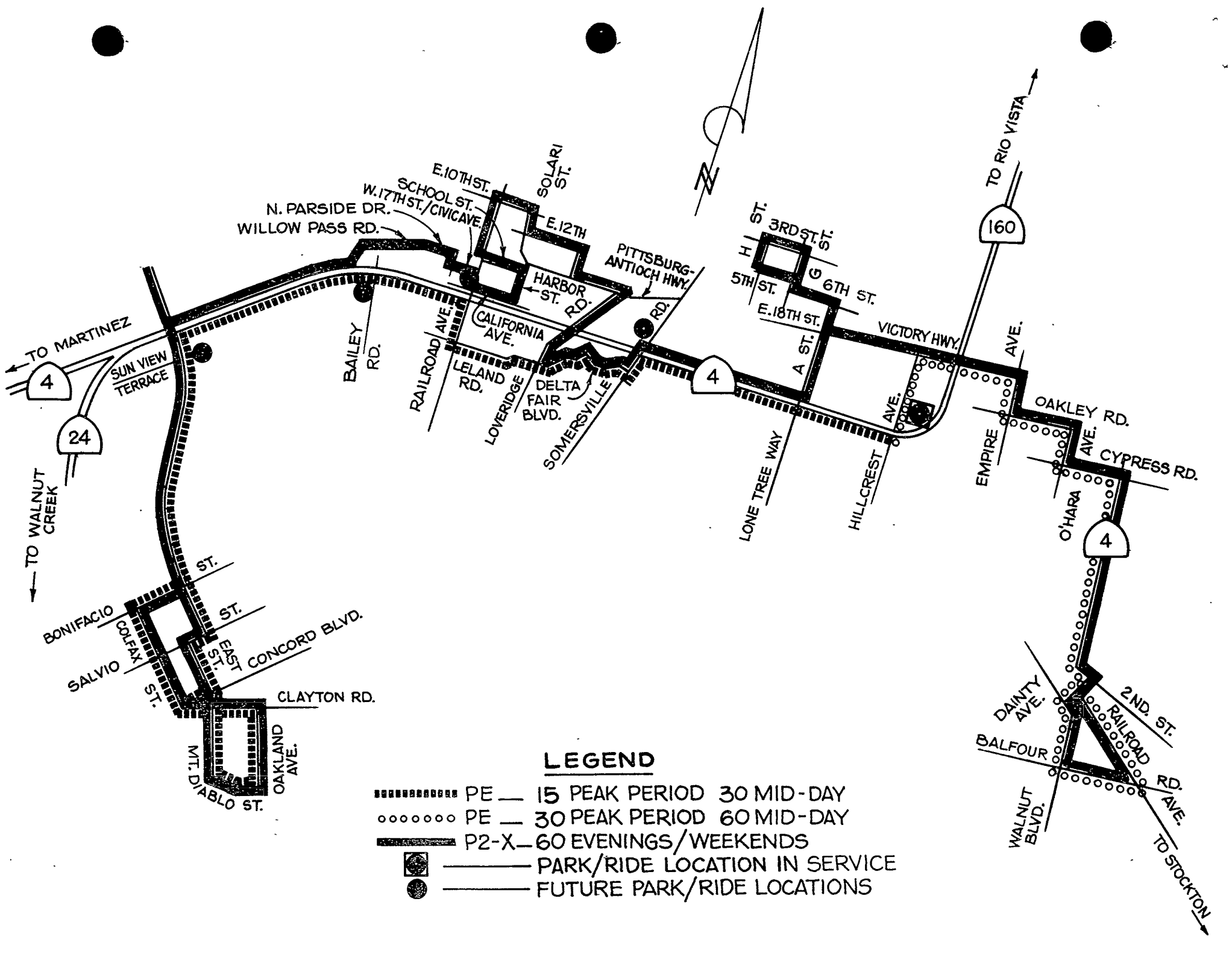
Both the "PE" and "P2X" routes will serve the new Antioch Park/Ride lot located at Hillcrest and Sunset, as well as the Bailey Road Park/Ride lot in Pittsburg when completed later this year.

Service to the main gate of the Naval Weapons Station in Concord will be available on the "P2X," with buses arriving every 60 minutes.

The streamlining of the BART Express Bus system has been under study for sometime. Several community meetings and public hearings were held about the changes on the "D" and "P" routes. The new service, which will go into effect on Monday, March 10, 1986, is the result of the public comments and concerns raised at these meetings. The routes are expected to reduce travel time to and from the Concord BART Station, while the new park/ride lots will reduce parking congestion at this station.

New timetables and route maps for the new BART Express Bus routes "D," "DX1" and the County Connection Route 121 are available at the Walnut Creek BART Station, and those for the "PE" and "P2X" routes are available at the Concord BART Station. Telephone requests for these publications, as well as information about the new BART Express Bus service, can be secured by calling BART's Telephone Information Center at (415) 465-BART or the toll free telephone numbers listed in local telephone directories.

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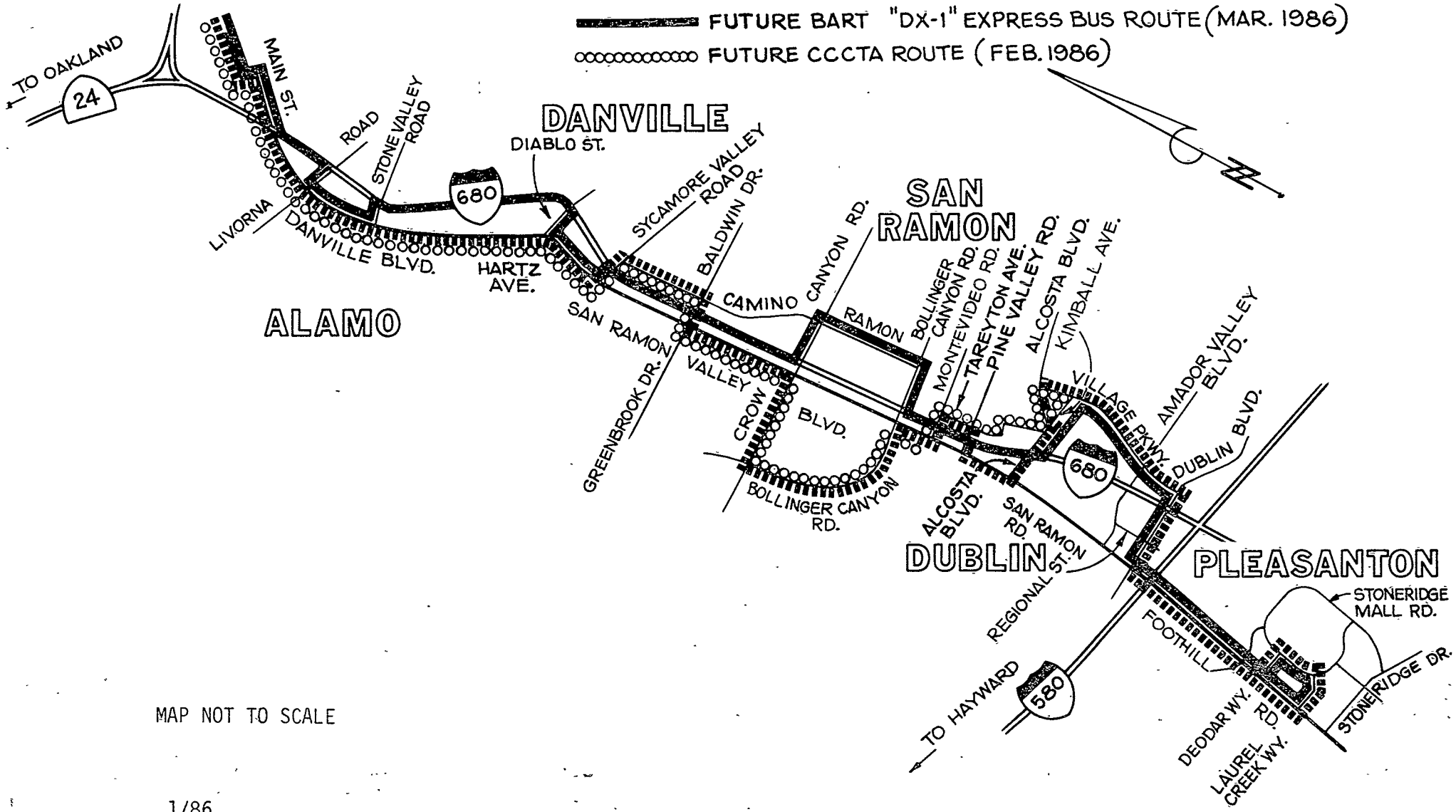
LEGEND

- PE — 15 PEAK PERIOD 30 MID-DAY
- PE — 30 PEAK PERIOD 60 MID-DAY
- P2-X — 60 EVENINGS/WEEKENDS
- PARK/RIDE LOCATION IN SERVICE
- FUTURE PARK/RIDE LOCATIONS

WALNUT CREEK

LEGEND

- EXISTING BART "D" EXPRESS BUS ROUTE
- FUTURE BART "DX-1" EXPRESS BUS ROUTE (MAR. 1986)
- oooooo FUTURE CCCTA ROUTE (FEB. 1986)



MAP NOT TO SCALE

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

March 12, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BART TO ADD EXTRA CARS TO TRAINS FOR PARADES IN OAKLAND, SAN FRANCISCO

BART will add extra cars to trains on Saturday, March 15, and Sunday, March 16, for the St. Patrick's Day parades taking place in downtown Oakland and San Francisco.

BART is only a few steps away from both parades, with BART's 12th Street and 19th Street stations located right along Oakland's Unity Parade and BART's Embarcadero, Montgomery, Powell Street and Civic Center stations located along the route of San Francisco's St. Patrick's Day Parade.

Oakland's parade will begin at noon on Saturday, March 15. The St. Patrick's Day Parade in San Francisco will begin at 12:30 p.m. on Sunday, March 16.

For fare and travel information call 465-BART or one of the following toll-free numbers:

- Fremont/Union City area..... 793-BART
- Hayward/San Leandro Area..... 783-BART
- Livermore/Pleasanton area..... 462-BART
- Oakland/Berkeley/Orinda area..... 465-BART
- Richmond/El Cerrito area..... 236-BART
- San Francisco/Daly City area..... 788-BART
- South San Francisco/San Bruno area..... 873-BART
- Lafayette/Walnut Creek/Concord area..... 933-BART
- Antioch/Pittsburg area..... 754-BART
- TTY..... 839-2220

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

March 14, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

THIRD TRACK IN DOWNTOWN OAKLAND TO INCREASE BART'S RELIABILITY

On Monday, March 17, 1986, the first new main line track to be added to the BART system since the system was originally built in the 1960's will become operational.

The new line, to be known as the KE Line, will improve BART's reliability during the morning and afternoon commute periods. The improvements will be realized since trains on the Richmond/Fremont and the Richmond/Daly City lines will no longer merge with trains on the Concord/Daly City line as they go through the downtown Oakland area.

At the 12th Street/Oakland City Center and the 19th Street BART stations, trains operating on the KE Line will arrive on Platform #3, which is located at the second level of the station. The KE Line will be the designated track for trains on the Concord line during the morning and afternoon commute hours. Beginning at 7 a.m. to 8:15 a.m., San Francisco/Daly City southbound trains from Concord will arrive on Platform #3.

Trains bound for San Francisco/Daly City and for Fremont from the Richmond BART Station will continue to arrive on Platform #2, the lower level of the 19th and 12th Street stations, as has always been the case. During the morning commute hours, trains bound for Concord and Richmond from San Francisco/Daly City, and those bound for Richmond from Fremont, will continue to arrive on Platform #1, which is on the second level of the station directly across from Platform #3.

After 8:15 a.m., Concord to San Francisco/Daly City trains will arrive on Platform #2, the lower level of the downtown Oakland stations.

With the onset of the afternoon commute period, beginning at about 4:15 p.m., trains bound for Concord from San Francisco will arrive on Platform #3, the second level of the

12th and 19th Street stations. After 6 p.m., trains bound for Concord from San Francisco will revert to using Platform #1, on the second level of these stations.

In addition to improving BART's reliability during the commute hours by eliminating the necessity of merging trains, the KE Line will yield other operational and cost benefits to the transit district. Should a train become disabled, or due to an operating system malfunction be moving very slowly, such trains can be moved off the main line or other trains can bypass such slow-moving or out-of-service trains.

A portion of the new trackway, south of MacArthur Station to the portal north of 19th Street Station, will be used to store trains during the midday, thereby eliminating the need to return these trains to the east bay yards for storage in preparation for the afternoon commute service. This storage capability will mean a savings to the District of about \$350,000 per year in operational costs.

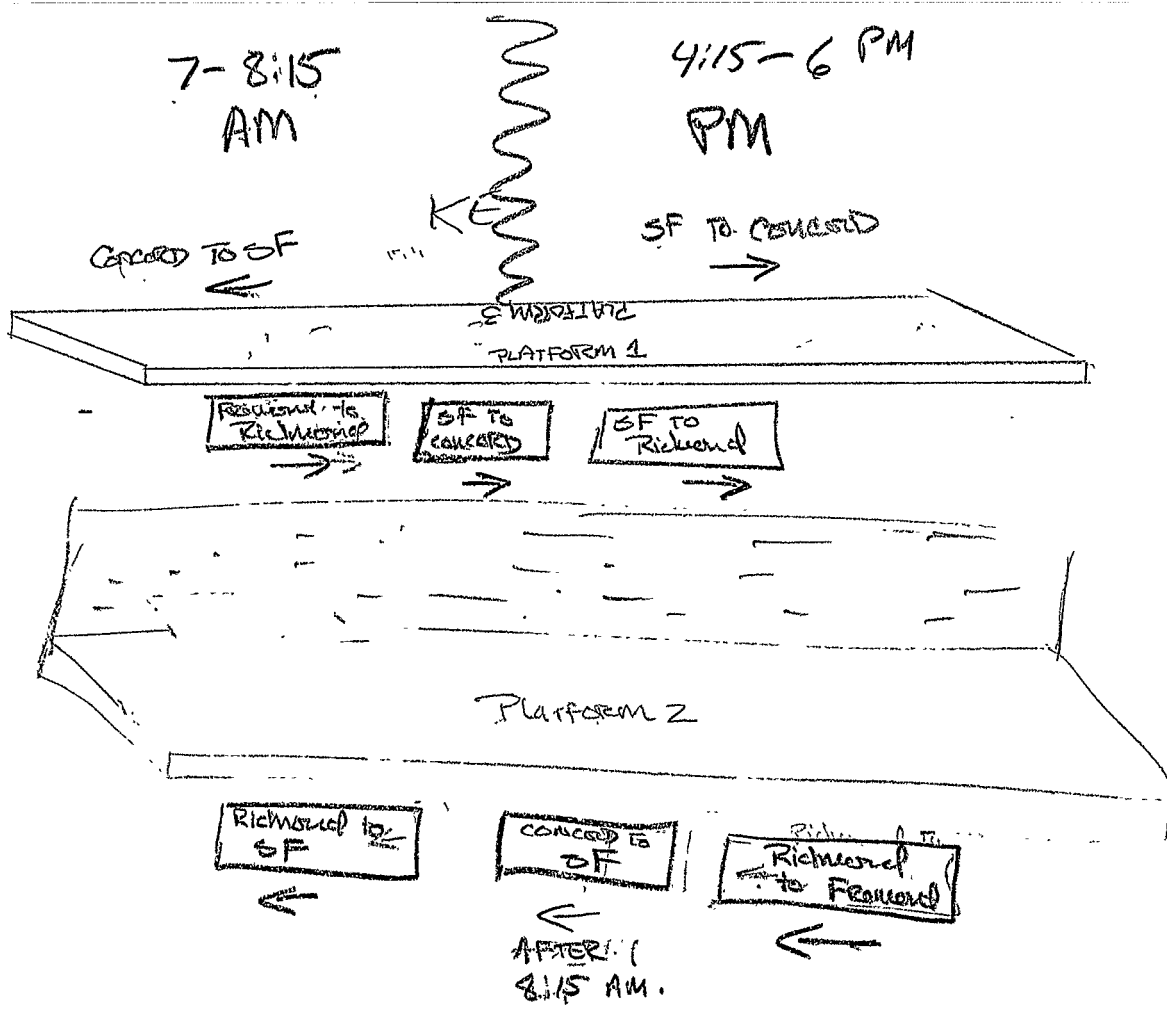
The KE Line, which is about 1.5 miles in length, begins at a point east of the Oakland West BART Station and goes through a third subway from Washington Street to 23rd Street, just south of the MacArthur Station in downtown Oakland. While this subway was a part of the system's original construction, due to financial limitations, it was not completed. Work began on the new trackway in 1980, and has required five and one-half years to complete. The KE project included the completion of the passenger crossover platforms at the 12th Street and 19th Street stations, all of the trackage, wayside train controls and electrification. Aerial structures were also constructed where needed between MacArthur and 19th Street stations.

Total cost of the KE Line Project was \$25,366,000, nearly 80 percent of which was funded using federal capital grant funds, with the balance coming from BART Capital Improvement Funds and State Grants.

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7-8:15 AM

4:15-6 PM
PM



NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

March 14, 1986

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Public Information
(415) 464-7120

IMMEDIATE RELEASE

ADVISORY TO EDITORS

BART TO HOLD COMMUNITY MEETING IN LIVERMORE ON WEDNESDAY, MARCH 19
WHERE REPORT ON LIVERMORE-PLEASANTON BART EXTENSION STUDY WILL BE PRESENTED

On Wednesday, March 19 at 7:00 p.m. in the Livermore-Pleasanton Municipal Court, 39 S. Livermore Avenue, Livermore, CA, the final report of a study on a proposed alignment for the BART extension from Dublin to Livermore and Pleasanton will be presented.

The report contains information about the conceptual design features of new route alternatives extending from the eastern city limits of Pleasanton to downtown Livermore.

Public comment on proposed alignment of rail routes in eastern Alameda County are expected. Copies of the report may be obtained from the planning departments of the cities of Dublin, Pleasanton, Livermore and the County of Alameda, as well as from BART's Planning Department. The report is also available in the reference sections of the Libraries in Castro Valley, Dublin, Pleasanton and Livermore.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120

March 25, 1986

FOR IMMEDIATE RELEASE

FEDERAL AGENCY SIGNS FULL FUNDING AGREEMENT FOR BART'S DALY CITY PROJECT

BART Director John Glenn, who chairs the transit district's Engineering & Operations Committee, today announced that the federal Urban Mass Transportation Administration (UMTA) has signed a full funding agreement for the Daly City Turnback project.

Glenn said he was pleased by the news that UMTA had signed the agreement committing the federal government to provide \$112 million, which represents about 75 percent of the entire cost of the Daly City Turnback project.

"The Daly City Turnback project is a major key to BART's service expansion program," Glenn said, "and the full funding is critical to the project's timely completion."

Ground breaking for BART's Daly City Turnback project, which includes construction of a storage and maintenance shop, was held in February 1985.

The project calls for constructing three tracks which extend south of BART's Daly City terminus a mile and a half. The turnback will help BART to move trains faster in and out of Daly City, and thus allow for more trains to be put into service on the system. The total cost of the project is estimated to be approximately \$150 million.

Other elements of BART's expansion project include the recently completed third track in downtown Oakland, the purchase of BART's 150 new "C-Cars," and the development and installation of a new integrated computer system to replace BART's current control system. BART expects to put two additional trains into service in the peak periods beginning January 1987, as part of the service expansion program. The entire program is expected to be completed over the next three years.

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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Public Information
(415) 464-7120

March 25, 1986

FOR IMMEDIATE RELEASE

BART FLEET NOW CLEAN AND SHINING LIKE NEW

If you think you are seeing new BART cars in operation, you are wrong. What you are seeing are cars that have undergone a thorough exterior cleaning process which has restored the cars to their original silver-aluminum appearance.

BART Director John Glenn, who chairs the district's Engineering and Operation Committee, on Tuesday, March 25, 1986, announced that BART's car cleaning project, which began in 1985, has been completed. The entire BART fleet of 440 cars has gone through the process and is now in service.

BART employees who were around when the original cars went into service in 1972 say the cleaned cars look as good or better than when they arrived 14 years ago.

The cleaning and exterior restoration work was done at BART's Concord maintenance facility under a contract with Kleen-Tech Building Maintenance, Inc., of Pleasanton, California.

All the BART logos and car numbers were replaced as part of the cleaning project. The cabs are being refurbished and painted by BART personnel.

While it was not possible to eliminate all the dents caused by debris striking the cars, an extra effort did eliminate much of this damage, noted Richard Demko, BART Executive Manager of Maintenance and Engineering.

Cost of the exterior restoration project on BART cars was approximately \$165,000 or about \$375 per car.

"On July 1, 1986, BART will begin an ongoing exterior car washing program using BART personnel, ensuring that our cars will remain as you now see them," Demko said.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000
Mike Healy, Department Manager
Public Affairs

March 28, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BART BOARD ADOPTS NEW PARKING POLICY FOR ORINDA STATION

The BART Board of Directors, Thursday, March 27, 1986, approved a new test parking program at Orinda Station aimed at deterring car poolers from parking their cars at that station. The policy is expected to be ready to go into effect this coming June.

Under the new program, which was proposed by BART Director Barclay Simpson of Orinda, a box containing numbered slots that coincide with numbered parking stalls will be installed at Orinda Station. People parking at that station will be required to slip a free parking permit into the slot that corresponds with their parking stall. As both the box and parking permits will be located inside the paid area of the station, a BART ticket will be required to enter through the fare gate. People parking at Orinda who do not ride BART from that station will have to purchase a \$2.60 excursion fare ticket in order to enter the station, deposit their parking permit and exit the station.

The decision to adopt the new policy was made following surveys conducted by BART Police which showed that over the past few months the number of "casual car poolers" parking at the Orinda Station has risen from 420 to 670 per day.

In addition to car poolers who park at the station, the survey report stated that 110 individuals park in the Orinda lot and walk out of the lot or are picked up.

(more)

In all, more than half of the 1250 paved parking spaces in the Orinda Station lot are being used by individuals who are not riding BART on a round-trip basis. While it is believed that in many cases the casual car poolers return home from San Francisco on BART, the practice deprives the round-trip BART rider of parking.

Total cost of implementing the program is estimated to be \$24,000, with an estimated yearly administrative cost of \$7,800. BART estimates that the parking control program will generate an additional \$422,136 in revenue per year.

BART plans to give plenty of advance notice about the new policy to passengers by distributing bulletins, posting signs, and making public address announcements at stations.

When the program goes into effect, BART will for the first two weeks issue warning notices to drivers who fail to deposit a parking permit. After that, violators will be subject to a parking citation.

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APRIL

NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000**

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Public Information
(415) 464-7120

April 3, 1986

FOR IMMEDIATE RELEASE**BART'S FY 1986/87 TENTATIVE OPERATING BUDGET GOES TO COMMITTEE FOR DISCUSSION**

BART General Manager Keith Bernard today (April 3, 1986) presented to the Administration Committee of the BART Board of Directors the district's preliminary and tentative operating budget for fiscal year 1986/87 totaling \$173.1 million. Bernard noted that the proposed budget for the coming fiscal year, which begins on July 1, 1986, represents an increase of only 5.6 percent over the current year's revised budget of \$163.9 million.

BART's current budget year is expected to end with a projected shortfall of as much as \$7 million. The shortfall is attributed to less than anticipated revenue from fares as well as sales tax receipts. Bernard said that a portion of the deficit for this year could be made up by reversing a \$4.2 million capital allocation for the Daly City turnback and yard project. This would mean that \$4.2 million less will be available for capital purposes. It is anticipated that the remaining shortfall can be reduced further by the end of the budget year through increased efficiencies.

In his budget cover memorandum to the Administration Committee, Bernard stated that power costs will increase by only 3.9 percent; non-labor costs, other than insured and uninsured liability coverage, will increase by 4.5 percent, and while contractual pay increases will be held to four percent, there will remain a deficit of about \$312,000.

He noted, however, that while the proposed budget for next year is basically balanced, the five-year projections are showing substantial unfunded deficits. Beginning in fiscal year 1987/88 through 1990/91, the forecast estimates unfunded operating deficits totaling of between \$6.8 million and \$14.2 million per year.

In referencing a recent court ruling that BART stations be continually staffed

(more)

during station agents' break periods, Bernard noted that the financial consequences of the ruling (which the district will appeal) remain open and unbudgeted. As it stands, the ruling would require BART to hire 30 new station agents at an annual cost of \$1.5 million.

Contained in the tentative budget for fiscal year 1986/87 are 2347 full time staff positions, of which the equivalent of 151 are capitalized under various service increase programs.

In order to support the expanded operating fleet as the new C-cars begin to arrive, a net of 13 new positions in maintenance and engineering are being added as well as six new positions in train operations. In addition, 13 new positions will be needed in BART's planning, finance, legal, purchasing, information systems and administrative services departments and two positions in training. The budget also calls for a reduction of one position in station operations and 10 maintenance trainee positions in the district's employee relations department. The proposed budget calls for a net increase of 23 full time positions.

Major contract expenses include about \$14 million for purchase of Express Bus and feeder service and \$22 million for power costs.

BART's Administration Committee, which is chaired by BART Director Robert S. Allen of Livermore, reviewed and discussed the district's 1986/87 tentative budget at its regular meeting on Thursday, April 3, and is scheduled to discuss it again on Thursday, April 17 before submitting the budget to the full BART Board for consideration. It is anticipated that the BART Board of Directors will review the tentative budget at its regular meeting on Thursday, April 24. On Thursday, May 8 the Board may adopt the tentative budget and set a date for a public hearing to receive public comment on the proposed budget.

The BART Board of Directors is expected to hold a public hearing on the budget in mid-June 1986, following which the budget will come before them for final adoption. This is expected to occur prior to June 30, 1986, the end of the current fiscal year.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000
 Mike Healy, Department Manager
 Public Affairs

April 4, 1986

CONTACT: Sy Mober, Manager
 Public Information
 (415) 464-7120 or
 (415) 881-2663 - after 6:00 pm or on weekends

FOR IMMEDIATE RELEASE

RIDE BART TO "BART/BAY BRIDGE SERIES" AT COLISEUM AND CANDLESTICK

Over this weekend bay area baseball fans will heed the beckoning call of "Play ball!" and take to the trains - BART trains, that is - to see their two favorite teams square off in the "BART/Bay Bridge Series," the last of the pre-season games at the Oakland Coliseum and Candlestick Park.

BART will run longer mid-day trains on the Richmond-Fremont line on Saturday, April 5, when the Oakland A's play the San Francisco Giants in a pre-season game at the Oakland Coliseum. Baseball fans going to the Coliseum from San Francisco should take Fremont bound train directly to the Coliseum. Fans coming from stations on the Concord line can transfer to a Fremont bound train at either the MacArthur BART station or the 12th Civic/Center BART Station in downtown Oakland. Extra trains will be standing by to take fans home following the game at the Coliseum.

The Coliseum Stadium is located just a short walk from the Coliseum/Oakland Air BART Station by way of an aerial walkway. The Walkway is accessible to persons in wheel chairs.

Baseball fans are urged to pick up a BART weekend train schedule, available at all BART stations, to plan their trip to these pre-season games in Oakland and San Francisco. Call 465-BART or one of the toll-free numbers listed in phone directories for fare and travel information.

On Sunday, April 6, baseball fans can take BART to the Powell Street BART Station and transfer to one of the San Francisco MUNI's "Candlestick Specials" at Fourth and Market streets. Call MUNI, 673-6864 for information about Candlestick Specials.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

April 7, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 - after 6:00 p.m. or on weekends

FOR IMMEDIATE RELEASE

BART'S THE WAY TO GET TO THE OPENING OF THE 1986 BASEBALL SEASON

BART is the safest and most convenient way to get to tomorrow's (April 8, 1986), opening game of the 1986 baseball season at the Oakland Coliseum, when the Oakland A's take on the Minnesota Twins. Game time is set for 8:05 p.m. Fans should be in the stadium earlier in order to catch the opening games activities which include the singing of the national anthem by Huey Lewis and The News, the Bay Area's own award winning combo.

BART will be operating longer trains on the Richmond/Fremont Line beginning at 6:00 p.m. Fans coming from BART stations on the San Francisco/Daly City Line can go directly to the Oakland Coliseum by boarding a Fremont bound train. The last Fremont train will depart Daly City Station and will leave Embarcadero BART Station at 7:26 p.m. This train arrives at the Coliseum/Oakland Air BART Station at 7:46 p.m. Fans coming from stations on the Concord Line must transfer to a Fremont bound train at MacArthur or 12th Street/City Center BART Station in downtown Oakland.

Extra trains will be standing by to accommodate baseball fans for their trip home following the games. Patrons are urged to use caution on the train platform and on the escalators at the Coliseum station.

(MORE)

2-2-2-2 "BART's The Way To Go To The Opening of the 1986 Baseball Season."

The A's will play The Twins in afternoon games on Wednesday, April 9 and again on Thursday, April 10 with a starting time of 12:15 p.m.

On Friday, April 11, with a game starting time of 7:35 p.m., the Oakland A's host the California Angels in the first of a three game series. Game time for Saturday, April 12 and Sunday, April 13 is set for 1:05 p.m. Longer trains will be in operation on the Richmond/Fremont Line to accommodate Oakland A's fans.

BART operates on four lines - Richmond/Fremont, Richmond/Daly City, Fremont/Daly City and Concord/Daly City - Monday through Saturday, from 6:00 a.m. to 6:00 p.m. Beginning at 6:00 p.m., train service will be available on two lines only, Richmond/Fremont and Concord/Daly City, with transfer points located in the downtown Oakland stations.

On Sundays, BART service begins at 9:00 a.m. and ends at 12 midnight and operates on two lines only, Richmond/Fremont and Concord/Daly City.

BART's timetables - daily and weekends - are available at all BART Stations and will be helpful to Oakland A's fans in planning their trip to the games. The Coliseum/Oakland Air BART Station is a short walk from the Coliseum Stadium via an aerial walkway, which is accessible to persons in wheelchairs.

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86-32

BART

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

April 7, 1986

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BART MID-DAY PARKING HOURS TO CHANGE

Effective Monday, April 14, the time restrictions in mid-day parking areas at BART stations during weekdays will change from the current "No parking 7 a.m. to 9 a.m." to new hours of "No parking 7 a.m. to 10 a.m."

BART's board of directors approved the change at its Mar. 28 meeting following a BART Police report that stated the current restricted hours were ineffective in reserving parking spaces for mid-day BART riders.

Under the new hours, BART patrons may not park their cars in the mid-day spaces from 7 a.m. to 10 a.m. The purpose of the restricted hours is to provide parking spaces for short-term riders who use BART after 10 a.m. for such reasons as shopping trips, doctor's appointments and recreational trips. According to the report, the policy is not working properly in that late commuters are using the spaces at 9 a.m. and parking all day.

BART currently has 1257 mid-day parking spaces, or five percent of its total parking spaces, district wide.

The new hours will go into effect as soon as the parking signs at stations can be changed, which is expected to happen in about three weeks. The exact date will be announced at a later time. When the new hours go into effect, BART Police will give violators a two-week grace period before issuing citations.

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NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

April 7, 1986

CONTACT; Sy Mober, Manager
Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BIANCO ANNOUNCED FEDERAL APPROVAL OF PITTSBURG-ANTIOCH CORRIDOR STUDY

BART President Nello J. Bianco today announced that a \$1.5 million Pittsburg-Antioch Corridor Alternatives Analysis Study has just received federal approval.

Bianco said that approval from the federal Urban Mass Transportation Administration (UMTA) was extremely good news for the corridor project which can now move ahead. UMTA will pay 80 percent of the project's cost while the remaining 20 percent will come from BART funds. The project is expected to begin in June of this year, and will take about 21 months to complete. He said the study will look at several different alternative modes of transit to serve the 15.4 mile Pittsburg-Antioch corridor, including an extension of BART from Concord to Antioch, a light rail streetcar system, and improved bus service, to name some of the possibilities.

"This study will also produce an environmental impact statement, which is a federal requirement and an environmental impact report for state and local consideration," Bianco said.

Bianco noted that the study will need extensive public participation and input as part of the development process. "I believe that this study will be a milestone in the long range development of the Pittsburg-Antioch corridor."

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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Public Affairs

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Public Information
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(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART TO HOLD CEREMONY FOR COMPLETION OF

EL CERRITO DEL NORTE PARKING LOT IMPROVEMENT PROJECT

On Wednesday, April 16, 1986, BART Director Arthur Shartsis of Oakland will preside at a 10 a.m. ceremony at the El Cerrito Del Norte BART station to mark the completion of a parking improvement project at that station.

At an approximate cost of \$750,000, the project added 514 new parking spaces at the station, a 49 percent increase over the 1,054 existing spaces. The project was funded in part by a grant from the federal Urban Mass Transportation Administration (UMTA).

The additional parking spaces are located on former Santa Fe right of way, which BART has leased from the City of El Cerrito. BART and the city worked together in developing a mutually agreeable design for the parking lot. The project also involved relocating part of the city's bicycle path, which will be maintained by BART.

Approximately 4,400 persons currently use El Cerrito Del Norte Station daily. Before the redesign project, the lot was usually filled by 7:15 a.m.

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NEWS RELEASE



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Public Affairs

April 11, 1986

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BART APPOINTS NEW ASSOCIATE GENERAL COUNSEL

Sherwood Wakeman, a 13-year veteran of BART's legal staff has been appointed Associate General Counsel for the transit district, it was announced recently by General Counsel Malcolm Barrett.

Wakeman, 39, joined BART in 1973. He received a Bachelor of Arts degree from the University of California, Berkeley, and was elected to Phi Beta Kappa upon graduation in 1969. He received his degree of Juris Doctor from Boalt Hall, the University of California Law School in 1972.

In taking on his new role, Wakeman said, "I am looking forward to the challenges of my new assignment of Associate General Counsel here at BART. Increased participation in working with General Counsel Malcolm Barrett and our staff of outstanding lawyers and dedicated office staff will, I am sure, prove to be very gratifying."

During the 13 years Wakeman served on BART's legal staff, he has provided legal assistance to virtually every BART department. He was heavily involved between 1974 and 1979 with BART litigation against major builders of the BART system. During the labor negotiations of 1982 and again in 1985 between BART and the two principal labor unions, Wakeman was at the bargaining table for BART management.

- more -

Wakeman was one of the principal BART attorneys in the district's presentation in a number of cases before the California State Public Utilities Commission.

Wakeman replaces Thomas Jackson, who retired on March 31, 1986, as BART's Associate General Counsel. Jackson was the first person to hold the position of BART's Associate General Counsel, which he took over in 1969. Jackson joined BART in 1966, and served for 20 years on the district's legal staff.

Jackson, boating enthusiast, has gone to Washington state, where he will be taking a six-month course in the building of wooden boats, a life-long ambition.

The appointment became effective April 1.

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NEWS RELEASE



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FOR IMMEDIATE RELEASE

BART BOARD ADOPTS A PREFERRED ALIGNMENT

FOR THE LIVERMORE-PLEASANTON-DUBLIN-CASTRO VALLEY EXTENSION

On Thursday, April 10, 1986, the BART Board of Directors adopted a preferred alignment, on what is known as the Livermore-Pleasanton Extension (LPX), for a 24 mile extension of the BART rail system between the Bayfair BART Station and Livermore, CA in eastern Alameda County. Total cost of the extension has been estimated at \$455 million in 1985 dollars, this includes a maintenance facility. Studies indicate that approximately 30,000 trips will be generated, (on an average day) by this new extension and will require between 69 and 110 additional new transit vehicles, depending upon the level of service which is to be determined at a later date.

The BART Board of Directors has adopted a five station extension with selected sites on a route which generally follows State Route 238 and I-580 from the Bayfair Station to East Livermore and along existing railroad right-of-way terminating at the site of a maintenance base near Vasco Road in Livermore. Included in the adopted plan is a possible addition of one more station near a major research laboratory which is about 1.8 miles east of Vasco Road, but will require additional study and is estimated to cost about \$34 million.

(MORE)

2-2-2-2 BART BOARD ADOPTS A PREFERRED ALIGNMENT

The original design of the LPX was to bring BART rails into downtown Pleasanton and Livermore. However, following a number of community meetings and public hearings the alignment was changed and will now operate along I-580 highway right-of-way. The city councils of Dublin, Pleasanton, and Livermore had passed resolutions in favor of the highway alignment.

The five selected station sites are: In Castro Valley at Redwood Road and Norbridge; In Dublin at the I-680 and I-580 interchange; in Pleasanton near the future Hacienda Drive/I-580 Interchange; in West Livermore, near the proposed Isabel Ave/I-580 Interchange; in East Livermore, near the East First Street/ I-580 Interchange and with the East Livermore Storage/Maintenance Yard site near or east of Vasco Road.

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Mike Healy, Dept. Mgr.
Public Affairs

NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

April 17, 1986

CONTACT: Sandy Tibbets
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(425) 464-7116

FOR IMMEDIATE RELEASE

CINCO DE MAYO CELEBRATION TO BE HELD AT BART HEADQUARTERS MAY 2

On Friday, May 2, 1986, the usually tranquil plaza above BART's Lake Merritt Station in Oakland will come alive with colorful music, song and dance when BART holds its annual Cinco de Mayo celebration. BART invites the public to come and join in the festivities from 10:30 a.m. to 1:30 p.m., 800 Madison St., Oakland.

BART Board President Nello Bianco will preside at the occasion, which will include brief remarks by BART General Manager Keith Bernard and a host of special guests, including: Roberto Rodriguez Hernandez, Deputy Counsel General, Mexican Consulate; Charlie Santana, Chairman, Alameda County Board of Supervisors; Milt Waalkens, President, United Public Employees, Local 790; Hank White, President, Amalgamated Transit Union, Local 1555; and representatives of the BART Employees Cinco de Mayo Committee, sponsors of the event.

The day's events will include a flag raising ceremony conducted by the San Francisco Presidio Color Guard, accompanied by music performed by the U.S. Sixth Army Band.

For the fifth consecutive year the bay area's talented "Ballet Folklorico" will return to perform ethnic dances to the tune of lively Mariachi music. Along with the entertainment, celebrants will be treated to Mexican pastries, coffee and fruit punch.

Topping off the day's activities will be a banquet at the Hyatt Regency, located opposite BART's 12th Street Station in Oakland. Ticket information for the banquet is available by calling (415) 464-6100.

In addition to the festivities on May 2, local community groups have scheduled a number of related activities, many of which will be easily accessible by BART. Flyers detailing the dates, times and locations of the events will be available at

all BART stations by April 28.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

April 22, 1986

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(415) 881-2663 (non business hours)

FOR IMMEDIATE RELEASE

TOP TEAM FOR BART'S COMPUTER PROJECT

BART General Manager Keith Bernard has notified the BART Board of Directors that it will be necessary to bring in higher level technical personnel and make changes in the contract with Logica, Inc., a computer software company which is developing the new central control computer system as part of BART's capacity expansion program.

In March, a technical audit of the project raised concerns over the adequacy of certain high level design work, which had been conducted in the past six months. As a result of intensive meetings between Logica and BART over the past three weeks the following actions are planned.

- * The Logica team will be strengthened by bringing in three highly experienced technical managers to take over leadership of the project.
- * BART management and the new Logica team will jointly assess the technical adequacy of the existing design work as a basis for proceeding with detailed design and software production.
- * Contract modifications will be worked out to provide strong financial incentives for future work to be completed within budget - - basically an incentive/penalty system where budget underruns/overruns for future work stages would be shared equally by BART and Logica.

(more)

2-2-2-2

Bernard said that, "If these actions are concluded successfully, we would be in a position to present the BART Board of Directors with a recommendation to authorize funding for the balance of the work." Under the existing arrangement, the Board had authorized only sufficient funding to cover Stage One of five planned work stages. This close fiscal control approach was taken to assume satisfaction with Stage One work prior to embarking on successive stages.

Bernard also advised the Board that the actions planned over the next three to four weeks would be under the direct control of Richard P. Demko, BART's Executive Manager for Maintenance and Engineering.

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BART

NEWS RELEASE

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Public Affairs

April 22, 1986

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FOR IMMEDIATE RELEASE

BART BOARD TO BEGIN REVIEW OF DISTRICT'S FIVE YEAR PLAN

On Tuesday, April 22, 1986, the administration Committee of the BART Board of Directors began a review of the District's Five Year Plan. It is expected that the final version of the plan will come before the full BART Board in June, 1986 for final adoption. Prior to this action, written comments on the Five Year Plan may be submitted to the BART Board by May 16, 1986. Additionally, an opportunity for public comment is tentatively scheduled for the May 29, 1986 BART Board meeting.

The draft version of the Five Year Plan is available at all public libraries in the District plus the San Mateo and Santa Clara county libraries.

The key finding of the current draft five year plan is that ridership is not expected to grow as much or as rapidly as was previously estimated. Lower projections translates into lower passenger revenue which, because expense projections are about the same as was previously estimated, means a growing deficit starting in the FY 87/88.

BART's Five Year Plan is an important planning document which presents the District's strategy for improving service through a program focusing on capacity expansion and adherence to strict performance standards.

The plan is divided into three chapters, the first of which identifies key issues the District will need to address in order to provide adequate levels of service to accommodate increased ridership. In the second chapter, issues are presented in the context of nine program areas which reflect the full range of District activities. BART's performance is discussed with regard to specific

(MORE)

program area objectives adopted during the previous planning cycle. Deficiencies, or areas of sub-standard performance, are used as a starting point in presenting systemwide improvement to be implemented in the coming five years in support of achieving revised performance objectives. The resources required to implement these projects and to realize desired levels of performance are then presented in Chapter III.

BART's five-year financial plan identifies funding sources and amounts for both operations and capital development. While the next year's budget, for the fiscal year which begins on July 1, 1986, is basically balanced, the projections for the coming five years show substantial unfunded deficits.

Beginning in the fiscal year 1987/88 and through 1990/91, the forecast estimates unfunded operating deficits totaling between \$6.8 million and \$14.2 million per year.

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BART

NEWS RELEASE



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Public Affairs

April 22, 1986

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FOR IMMEDIATE RELEASE

BART'S CHIEF ENGINEER TO RETIRE

William L. (Pete) Hinkle, BART's Department Manager of Engineering and Construction, today announced that he plans to retire from his job at the transit district effective July 1, 1986.

Hinkle, who has been with BART for about five years, has been responsible for all of BART's construction and engineering activities including the major projects comprising the transit system's service expansion program. These projects include the new transit vehicle (C-car) procurement, completion of the new third track through downtown Oakland, Daly City Turnback and Yard project, the Central Control System replacement, and the System Performance Study which has provided the basis for many more trains to operate on the system on closer headways.

BART General Manager Keith Bernard praised Hinkle as an outstanding chief engineer who has made a significant contribution to the transit system's progress toward completion of its \$500 million capital improvement program. A major breakthrough during his tenure was the system performance study's solution to the basic train control constraints.

Hinkle, who formerly retired from the Navy holding the rank of Rear Admiral, had brought 30 years of experience in the field of electronics engineering, engineering management, and maintenance logistics management to his position at BART.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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Public Affairs

April 24, 1986

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FOR IMMEDIATE RELEASE

BART TO REFURBISH ESCALATORS THROUGHOUT THE SYSTEM

On Thursday, April 24, 1986, the BART Board of Directors awarded three contracts totaling nearly \$5.5 million for the refurbishing of the 143 escalators at the 34 BART stations. The three year project will include the replacement of all chains and driving mechanisms, worn steps, escalator skirts at the street level and damaged interior panels.

The BART directors awarded contracts for the refurbishing of the escalators to three manufacturers: Otis Elevators Company was awarded an approximate \$300,000 contract for work on escalators at BART's 12th Street Station; Montgomery Elevator Company was awarded a \$3 million contract for work on escalators at Union City and Fremont stations, all stations between North Berkeley and Richmond, and all stations between Civic Center and Daly City; and Westinghouse Elevator Company, was awarded a \$2 million contract for work on all other escalators systemwide. Total cost of the project is expected to be about \$6 million when additional parts are included.

One of the elements of the contracts for the refurbishing work on BART escalators will be to slow down the speed of the escalators from 120 feet per minute to 90 feet per minute. The slower speed is expected to reduce the wear on the escalator system, thereby cutting down the number of days during which escalators might be taken out of service. Escalator speeds will not be reduced on those systems carrying passengers to the train platform level at 12th Street, 19th Street, Embarcadero, Montgomery and Powell Street BART stations.

(more)

The refurbishing work will commence about mid-May, 1986, and is expected to be completed in the early summer of 1989. Announcements will be made to notify BART passengers which escalators will be out of service during the contract period. Every effort will be made to cause as little disruption of passengers' travel as possible. Signs in the stations where work is in progress will also be posted.

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NEWS RELEASE

86-42A R T



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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Public Affairs

April 25, 1986

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FOR IMMEDIATE RELEASE

NEW BART PARK AND RIDE LOT IN NORTH CONCORD

BART President Nello Bianco today said he was pleased that the transit district is moving ahead to construct the long planned North Concord park and ride lot, which will provide 538 new parking spaces.

Bianco, who was the prime mover in securing the seven-acres site under a special land lease with the U.S. Navy, said this will make good interim use of the property which is planned to ultimately be the home of the North Concord Station.

Bianco signed the lease with the Navy back on January 30, 1986. The lease is for 10 years at a cost of \$28,000 per year, subject to reevaluation by the Navy every five (5) years.

Work on the lot is scheduled to begin in June and completed by mid or late September. When completed the lot will be served by BART Express Buses to shuttle people back and forth to the Concord Station.

The contract, which was awarded to low bidder, Gallagher & Burk, Inc., of Oakland, by the BART Board this past Thursday.

Most recently, Bianco presided over the opening of the new BART park and ride lot at Hillcrest Avenue in Antioch. The Antioch lot accommodates 254 automobiles.

Bianco noted that construction of another lot at Baily Road and Highway 4 is underway and that work will also begin soon on another park/ride lot at Railroad Avenue and Highway 4.

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NEWS RELEASE

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Mike Healy, Dept. Mgr.
Public Affairs

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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April 29, 1986

FOR IMMEDIATE RELEASE

GRAN FIESTA - - VENGAN TODOS!*

The usually calm and peaceful plaza located above the Lake Merritt BART Station in downtown Oakland will be transformed into the site of a gala celebration on Friday, May 2, as BART holds its annual Cinco de Mayo celebration. The festivities will take place from 10:30 a.m. until 1:30 p.m. and will include colorful music, songs and dances, plus mexican sweet bread called "Pan Dulce" and coffee will be served, and the public is invited.

Presiding at the "fiesta" will be BART Board President Nello Bianco. The ceremony will include brief remarks by BART General Manager Keith Bernard and others including Roberto Rodriques Hernandez, the Mexican Deputy Counsel General; Charlie Santana, Chairman, Alameda County Board of Supervisors; Milt Waalkens, President, United Public Employees, Local 790; Hank White, President, Amalgamated Transit Union, Local 1555; and representatives of the BART Employees Cinco de Mayo Committee, sponsors of the event.

The day's events will include a flag raising ceremony conducted by the San Francisco Presidio Color Guard, accompanied by music performed by the U.S. Sixth Army Band. The bay area's talented "Ballet Folklorico" will return again this year to perform ethnic dances to the tune of lively Mariachi music.

Flyers are available at all BART Stations with dates, times and locations of the other Cinco de Mayo events which are easily accessible by BART.

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***TRANSLATION: A GREAT PARTY---Y'ALL COME**

MAY

NEWS RELEASE

86-44

BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
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May 6, 1986

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FOR IMMEDIATE RELEASE

BART'S NEW CARS TO GO ON PUBLIC DISPLAY, THURSDAY, MAY 8, 1986

BART's new transit vehicle, the C-Car, will go on public display on Thursday, May 8, 1986, between 10:30 a.m. and 3:30 p.m. at the 12th Street/City Center Oakland BART Station. The display of the new cars will take place on the KE track which is located on the second level of the station.

The new BART C-Car, has the flexibility to be used in a BART train as a lead or trailing car or in the middle of the train. The C-Cars are virtually indistinguishable from the B-Cars, which are presently used as mid-train cars.

The C-Car is equipped with a train operator's compartment and new automatic train control system. When the C-Car is used as a lead or trailing car, this compartment is closed off from the passengers. When used as a mid-train car, the end doors (which have a protective rubber "bumper") are open and the train operator's compartment is closed, thus permitting passage from one car to another.

The four prototypes, which BART has been utilizing in an extensive on-line testing program, have different seating and handrail configuration. Two of the cars, #301 and #304, have 68 seats, including two seats which fold-up, in order to provide additional space for wheelchairs. The handrails in Car #301 is the same as is presently found in all BART cars, however, in #304, the handrail extends the entire length of the car.

In one of the cars, #302, BART is testing a new concept. Floor to ceiling poles are centered in the aisle near the door. This car contains 60 seats, since there is only one seat on each side of the door, which creates a larger area at the

(MORE)

door entrance.

In Car #303, the seating configuration is the same as in Car #302, which has only one seat on each side of the door. However, there is no pole in this car and the handrailing extends the entire length of the car.

BART is seeking comments on the seating configuration and handrail design from the handicapped community and also the general public. Pamphlets are available at all BART Stations which request that BART patrons let the district know which of the configurations will make the patrons ride more enjoyable.

In October, 1982, BART ordered 150 new transit vehicles, known as the C-Car from SOFERVAL, a French builder of railroad equipment, one of the largest such companies in the world. This company was the successful bidder for this \$242 million project, the largest equipment contract BART has ever awarded.

The C-Cars were designed by BART Engineers. The prototypes to these cars were delivered in the fall of 1985, but were not accepted and are being utilized for extensive on-line testing. This testing program is expected to be completed in June, 1986, when these prototypes will be returned to the manufacturer. The replacements for the prototypes will be delivered to BART by SOFERVAL in October, 1986.

During April of 1987, the first 48 of the 150 C-Cars expected to be delivered. By September, 1988, according to the new vehicle production schedule, the remaining 102 new cars will be delivered.

The basic aluminum shell, trucks, electrical wiring, rugs, seats and air-compressor plumbing will be manufactured and installed in France. Final assembly of the new BART cars will be done at the SOFERVAL plant in Union City.

The new cars will incorporate all the appropriate modifications made to the existing fleet over the years to improve the reliability of the BART cars. The interiors of the new C-Cars will be made of materials comparable to or exceeding the fire resistant qualities of those being used in the fire-hardening program presently underway.

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BART

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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Public Affairs

May 6, 1986

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(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

GET THE EDGE --- TAKE BART TO THE RACE

"BAY TO BREAKERS" SPECIAL BART TRAINS TO OPERATE ON RACE DAY - MAY 18

For the fifth year, BART will again offer, what has become a tradition, special early Sunday morning train service for Bay to Breakers runners and rooters. From eight east bay BART stations and two BART stations on the San Francisco line, 16 trains, ten cars long will carry passengers to the Embarcadero BART Station, which is just three blocks from the starting point of the race, at Spear and Howard streets.

Last year more than 19,000 patrons took advantage of the early Sunday morning Bay to Breakers Specials, to run in or watch the start of one of the "greatest" marathon races in the country.

On Sunday, May 18, the ten official Bay to Breakers BART stations that will open 45 minutes prior to the departure of the first special race trains are: Daly City, Glen Park, Fremont, Hayward, Oakland West, El Cerrito Del Norte, North Berkeley, MacArthur, Pleasant Hill and Lafayette. Following the departure of the last Bay to Breakers train from a station, the station will close until 9 a.m., the beginning of regular BART train service on Sundays.

BART Police Sgt. Diane Jorgenson announced that 16 BART employees have entered the race and will run as a "centipede" BART train, made up of four cars each eight feet long. According to Jorgenson, the participants are now in training and "we will finish the race," she said.

(more)

2-2-2-2- GET THE EDGE --- TAKE BART TO THE RACE

BART officials remind patrons that tickets must be dry as the entry gates will not accept wet tickets. Those planning to ride the special trains are urged to purchase round-trip BART tickets in advance, to avoid delays at ticket vending machines on the day of the race. No special ticket is necessary; regular round-trip tickets may be purchase at any BART station. BART officials advise passengers to arrive at the station 15 minutes prior to train departure, or 30 minutes before train time if a ticket has not been purchase.

The Bay to Breakers special trains departing the El Cerrito Del Norte BART Station will make station stops at North Berkeley and MacArthur stations and will then proceed non-stop to the Embarcadero Station. Trains department from the Fremont BART Station will make stops at Hayward Station and Oakland West Station before traveling on to the Embarcadero Station. When the four special trains leave Pleasant Hill Station, they will make one stop at Lafayette Station and will then continue non-stop to the Embarcadero Station. The trains leaving Daly City will make a stop at Glen Park BART Station and will continue without making additional stop to Embarcadero.

Here are some travel tips from BART for those planning to take advantage of the Bay to Breakers special train service:

- * **BRING CHANGE WITH YOU!** BART Station Agents do **NOT** have change. BART change machines will handle only coins and \$1 bills. Some, but not all ticket vending machines will not accept bills larger than \$5.
- * Bicycles will not be permitted on the Bay to Breakers special trains.
- * For your own safety, you **MUST** wear some type of footwear.
- * Restroom facilities at the Embarcadero Station are very limited. Special portable facilities will be available along The Embarcadero near the starting point of the race. There are **NO** clothing or parcel checking facilities at the Embarcadero Station.

(more)

3-3-3-3- GET THE EDGE --- TAKE BART TO THE RACE MAY 18

* Food, beverages and smoking are **NOT** permitted in BART stations or on BART trains.

Four Bay to Breakers special trains will depart from each of the official Bay to Breakers stations about 15 minutes apart, and will arrive at the Embarcadero BART Station between 6:42 a.m. and 7:37 a.m., which allows enough time to walk to the corner of Howard and Spears streets, the starting point of the race, by 8 a.m. when the race is scheduled to start.

Following are the departure times of the first and last Bay to Breakers special trains: Fremont Station, 6:07 a.m. and 6:52 a.m.; Hayward Station, 6:21 a.m. and 7:06 a.m.; Oakland West Station, 6:45 a.m. and 7:30 a.m.; Pleasant Hill Station, 6:06 a.m. and 6:51 a.m.; Lafayette Station, 6:15 a.m. and 7:00 a.m.; El Cerrito Del Norte Station, 6:15 a.m. and 7:00 a.m.; North Berkeley, 6:23 a.m. and 7:08 a.m.; MacArthur Station, 6:33 a.m. and 7:18 a.m.; Daly City Station, 6:30 a.m. and 7:15 a.m.; and from Glen Park Station, 6:37 a.m. and 7:22 a.m.

In order to accommodate participants using the Muni-Metro to get to the start of the race, this service will operate non-stop from the Muni-Metro Van Ness Station to the Embarcadero BART Station. While other official Bay to Breakers BART stations will close following the departure of the last special race day train, the Embarcadero Station will remain open all day to permit Muni-Metro patrons to exit the station, but there will be no BART train service from the Embarcadero Station until the start of regular Sunday service at 9 a.m.

After the race, San Francisco Muni will be operating extra buses to shuttle runners and spectators from the finish line back to downtown BART stations. These extra buses will be in service from 9:15 a.m. to approximately 12:30 p.m.

On Wednesday, May 1, information about BART's special Bay to Breakers train service and schedule will be available from Station Agents at all BART stations.

For additional BART fare and travel time information about the Bay to Breakers specials, call BART's toll-free information number found in telephone directories. For San Francisco Muni Bay to Breakers service, call (415) 673-6864.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

May 7, 1986

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(464-7120)

FOR IMMEDIATE RELEASE

BAY BRIDGE ACCIDENT BRINGS 13,000 EXTRA RIDERS THIS MORNING TO BART

BART trains this morning, Wednesday, May 7, saw 13,000 more riders than normal, due to a six-car accident on the San Francisco Oakland Bay Bridge, which began at 5 a.m. and was cleared by approximately 8:30 a.m.

BART's normal weekday morning commute from the East Bay to San Francisco is currently averaging 49,000. The total daily patronage has been averaging around 200,000.

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86-47

BART

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

May 8, 1986

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART BOARD ALLOCATES \$2 MILLION TOWARDS HIGHWAY 4 RECONSTRUCTION

BART Board President Nello Bianco of Richmond today announced the transit board's approval of allocating up to \$2 million towards project development costs for the reconstruction of Highway 4 to provide for the ultimate extension of BART to West Pittsburg.

"Lowering the grade on Highway 4 at Willow Pass is one of the prerequisites to building a rail extension to West Pittsburg. I am tremendously pleased that the BART Board has approved the allocation of funds to begin work on project development and design," Bianco said.

Bianco commended Contra Costa County Supervisor Tom Torlakson, whose timeless efforts have been instrumental in moving this important project along.

He also commended Assemblyman Phillip Isenberg, whose strong support and urging contributed significantly to BART's participation.

The current seven percent grade at Willow Pass is too steep for BART trains to travel over and an extension of BART to West Pittsburg will require modifying the grade and right-of-way on Highway 4.

Reconstruction and widening of the highway is not included in the current state five-year program. The funding approved today by the BART board is limited to providing up to \$2 million for project development costs, including environmental assessment and construction design. A decision on whether to provide additional BART funding for actual construction will be presented to the Board for consideration following completion of final design and the exploration of available funding sources.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

May 13, 1986

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FOR IMMEDIATE RELEASE

IF YOU PLAN TO BART TO 'BREAKERS RACE'...BUY YOUR TICKET IN ADVANCE

On Sunday, May 18, BART will open eight East Bay stations and two San Francisco stations about three hours earlier than usual in order to provide special train service to the Bay to Breakers Race in San Francisco.

Although all 10 stations will be open a half hour before the first train departs, BART strongly urges passengers to purchase their BART ticket in advance of race day. Since there is no time value to BART tickets, they can be purchased from any station at any time and held until race day. In past years, because many of those using the special train service were first time riders, unfamiliar with BART ticket vending machines, long lines at the machines resulted.

Also, on race day several of BART's treasury staff will be at three BART stations - MacArthur, Pleasant Hill and Daly City - to sell tickets in person. These stations were selected because statistics from previous years indicate they generate the largest patronage for the special train service.

BART Police Sgt. Diane Jorgensen announced that 16 BART employees have entered the race and will run as a "centipede" BART train, made up of four cars, each eight feet long. According to Jorgensen, the participants are now in training and "we will finish the race," she said.

Last year more than 19,000 patrons took advantage of the early Sunday morning Bay to Breakers Specials, to run in or watch the start of one of the "greatest" races in the country.

(MORE)

On race day (Sunday, May 18), the ten official "Bay to Breakers BART Stations" that will open 30 minutes prior to the departure of the first special service trains are: Daly City, Glen Park, Fremont, Hayward, Oakland West, El Cerrito Del Norte, North Berkeley, MacArthur, Pleasant Hill and Lafayette. Following the departure of the last Bay to Breakers train from a station, the station will close until 9 a.m., the beginning of regular BART train service on Sundays.

BART officials remind patrons that tickets must be dry as the entry gates will not accept wet tickets. BART officials advise passengers to arrive at the station 15 minutes prior to train departure, or 30 minutes before train time if a ticket has not been purchased.

Here are some travel tips from BART for those planning to take advantage of the Bay to Breakers special train service:

* **BRING CHANGE WITH YOU!** BART Station Agents do **NOT** have change.

BART change machines will handle only coins and \$1 bills. BART ticket vending machines will not accept bills larger than \$5.

* Bicycles will not be permitted on the Bay to Breakers special trains.

* For your own safety, you **MUST** wear some type of footwear.

* Restroom facilities at the Embarcadero Station are very limited.

Special portable facilities will be available along The Embarcadero near the starting point of the race. There are **NO** clothing or parcel checking facilities at the Embarcadero Station.

* Food, beverages and smoking are **NOT** permitted in BART stations or on BART trains.

For train and fare information, call 465-BART or one of BART's toll-free numbers found in local telephone directories.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

May 14, 1986

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(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART WILL HAVE NEW TRANSIT CARS ON DISPLAY AGAIN

BART patrons will get another opportunity to view prototypes of the transit district's new transit vehicle, the C-Car, at a second public showing to be held Tuesday, May 20, 1986, from noon until 3:30 p.m. at BART's 12th Street/City Center station in downtown Oakland. The first public viewing was held on Thursday, May 8 at the same location.

BART is seeking from transit users comments on the seating configuration and handrail design of its new transit vehicle, prototypes of which are now in service.

The display train, which will be made up of four different prototypes of the new C-Car, will be located on the Concord/Richmond platform located on the second level of the station.

Pamphlets are available at all BART Stations which request that BART patrons let the district know which of the configurations will make the patrons ride more enjoyable. These pamphlets are to be returned to any BART station agent or sent to BART's Public Information Office, P.O. Box 12688, Oakland, CA, 94604-2688.

The new BART C-Car, has the flexibility to be used in a BART train as a lead or trailing car or in the middle of the train. The C-Cars are virtually indistinguishable from the B-Cars, which are presently used as mid-train cars.

The C-Car is equipped with a train operator's compartment and new automatic train control system. When the C-Car is used as a lead or trailing car, this compartment is closed off from the passengers. When used as a mid-train car, the

(MORE)

end doors (which have a protective rubber "bumper") are open and the train operator's compartment is closed, thus permitting passage from one car to another.

The four prototypes, which BART has been utilizing in an extensive on-line testing program, have different seating and handrail configuration. Two of the cars, #301 and #304, have 68 seats, including two seats which fold-up, in order to provide additional space for wheelchairs. The handrails in Car #301 is the same as is presently found in all BART cars, however, in #304, the handrail extends the entire length of the car.

In one of the cars, #302, BART is testing a new concept. Floor to ceiling poles are centered in the aisle near the door. This car contains 60 seats, since there is only one seat on each side of the door, which creates a larger area at the door entrance.

In Car #303, the seating configuration is the same as in Car #302, which has only one seat on each side of the door. However, there is no pole in this car and the handrail extends the entire length of the car.

The C-Cars were designed by BART Engineers. The prototypes to these cars were delivered in the fall of 1985, but were not accepted and are being utilized for extensive on-line testing. This testing program is expected to be completed in June, 1986, when these prototypes will be returned to the manufacturer. The replacements for the prototypes will be delivered to BART by SOFERVAL in October, 1986.

During April of 1987, the first 48 of the 150 C-Cars expected to be delivered. By September, 1988, according to the new vehicle production schedule, the remaining 102 new cars will be delivered.

In October, 1982, BART ordered 150 new transit vehicles, known as the C-Car from SOFERVAL, a French builder of railroad equipment, one of the largest such

(MORE)

companies in the world. This company was the successful bidder for this \$242 million project, the largest equipment contract BART has ever awarded.

The basic aluminum shell, trucks, electrical wiring, rugs, seats and air compressor plumbing will be manufactured and installed in France. Final assembly of the new BART cars will be done at the SOFERVAL plant in Union City.

The new cars will incorporate all the appropriate modifications made to the existing fleet over the years to improve the reliability of the BART cars. The interiors of the new C-Cars will be made of materials comparable to or exceeding the fire resistant qualities of those being used in the fire-hardening program presently underway.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

May 16, 1986

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FOR IMMEDIATE RELEASE

BART'S BAY TO BREAKERS SPECIAL TRAINS TO OPERATE SUNDAY,

MAY 18 BEGINNING AT 6:00 A.M.

In order to accommodate Bay to Breakers runners and rooter, BART will open early on Sunday morning, May 18. Sixteen trains will depart beginning at about 6:00 a.m. from eight east bay station and two stations on the San Francisco line.

BART's treasury staff will be at three BART stations - MacArthur, Pleasant Hill and Daly City - to sell tickets in person. These stations were selected because statistics from previous year indicate they generate the largest patronage for the special train service.

A BART train "centipede" will be in the race. This is a four car "train", each car is eight feet long and will be carried by sixteen BART employee, four employees to each car.

Although all ten stations will be open a half hour before the first train departs, BART strongly urges passengers to purchase their BART ticket in advance of race day. Since there is no time value to BART tickets, they can be purchased from any station at any time and held until race day. In past years, because many of those using the special train service were first time riders, unfamiliar with BART ticket vending machines, long lines at the machines resulted.

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(MORE)

On race day (Sunday, May 18), the ten official "Bay to Breakers BART Stations" that will open 30 minutes prior to the departure of the first special service trains are: Daly City, Glen Park, Fremont, Hayward, Oakland West, El Cerrito Del Norte, North Berkeley, MacArthur, Pleasant Hill and Lafayette. Following the departure of the last Bay to Breakers train from a station, the station will close until 9:00 a.m., the beginning of regular BART train service on Sunday. There will be no service beyond Embarcadero Station until regular Sunday service starts.

For train and fare information, call 465-BART or one of BART's toll-free numbers found in local telephone directories.

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SPECIAL NOTE TO EDITORS: The "BART Train" centipede will be at the Embarcadero BART Station on Sunday, May 18, 1986 at 7:00 a.m. where the sixteen person "crew" will gather before the race.

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BART

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

May 19, 1986

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(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

ADVISORY: PHOTO AND INTERVIEW OPPORTUNITY

BART'S NEW "C-CAR" TO BE DISPLAYED AT OAKLAND 12TH STREET/CITY CENTER STATION

TUESDAY, MAY 20 - 1 P.M. TO 3:30 P.M.

Tomorrow, Tuesday, May 20, between 1 p.m. and 3:30 p.m., BART's new transit vehicle, the "C-Car," will be on public display at the 12th Street/City Center BART station in downtown Oakland.

The display train, which will be made up of four different prototypes of the new C-Car, will be located on the Concord/Richmond platform located on the second level of the station. BART is seeking from transit users comments on the seating configuration and handrail design of its new transit vehicle, prototypes of which are now in service.

Pamphlets are available at all BART Stations which request that BART patrons let the district know which of the configurations will make the patrons ride more enjoyable. These pamphlets are to be returned to any BART station agent or sent to BART's Public Information Office, P.O. Box 12688, Oakland, CA, 94604-2688.

The new BART C-Car, has the flexibility to be used in a BART train as a lead or trailing car or in the middle of the train. The C-Cars are virtually indistinguishable from the B-Cars, which are presently used as mid-train cars.

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(more)

is presently found in all BART cars, however, in #304, the handrail extends the entire length of the car.

In one of the cars, #302, BART is testing a new concept. Floor to ceiling poles are centered in the aisle near the door. This car contains 60 seats, since there is only one seat on each side of the door, which creates a larger area at the door entrance.

In Car #303, the seating configuration is the same as in Car #302, which has only one seat on each side of the door. However, there is no pole in this car and the handrail extends the entire length of the car.

The new cars will incorporate all the appropriate modifications made to the existing fleet over the years to improve the reliability of the BART cars. The interiors of the new C-Cars will be made of materials comparable to or exceeding the fire resistant qualities of those being used in the fire-hardening program presently underway.

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NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000
 Mike Healy, Department Manager
 Public Affairs

May 19, 1986

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FOR IMMEDIATE RELEASE

PITTSBURG-ANTIOCH CORRIDOR ALTERNATIVES ANALYSIS STUDY TO GET UNDER WAY

Nello Bianco, President of the BART Board of Directors, today announced that on Friday, May 23, 1986 at 2:00 p.m., the first joint meeting of the Board of Control and the Technical Advisory Committee of the Pittsburg/Antioch Corridor Alternative Analysis will be convened in the City Council Chambers of the Pittsburg City Hall at 65 Civic Center Ave., in Pittsburg, CA.

Bianco noted that the study is to evaluate the transportation alternatives in the Pittsburg-Antioch corridor and will cover such proposals as BART Express Bus Improvements, Busway/Hugh Occupancy Vehicle (HOV) lanes, light rail transit and the BART rail extension. Also, the study will include the Draft Environmental Impact Statements and Draft Environmental Impact Report. Total cost of the study is estimated to be \$1.2 million.

The Board of Control for this study will include the following: Nello Bianco; Mayor Ron Mullin, Concord; Mayor Taylor Davis, Pittsburg; Mayor Joel Keller, Antioch; Mayor Nathan Fisher, Brentwood; Supervisor Tom Torlakson, Contra Costa County; Leo Fontana, Chairperson, Tri-Delta Transit; Burch Bachtold, Director, District IV, Caltrans; and Commissioner Steve Weir, Metropolitan Transportation Commission. At the meeting on Friday, May 23, an election will be held for the Chairperson and Vice-chairperson of the study's governing Board of Control. Also, information about the processes involved in the various elements of the study as well as the timetable for the completion the work will be reviewed.

The Alternatives Analysis Study is scheduled to take 21 months for completion, once the consultant is given a notice to proceed, which is anticipated

to be late in August of this year. This means that the study should be completed and a preferred alternative alignment will be selected by May, 1988.

Nine alternatives have been approved by the federal Urban Mass Transportation Administration (UMTA) and these will be refined with the target being four or five alternatives, before work on the fully detailed analysis and patronage projections will be begin.

Additional information on the study is available from BART's Planning and Analysis Department by contacting Alan Lee, BART's Project Manager for the study at (415) 464-6169.

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BART

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

May 20, 1986

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Public Affairs

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(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

SPECIAL TO RAILWAY AGE

PIX CAP

Pictured here is a BART train (center) made up of four prototypes of the transit district's new C-Car. The new train is operating on BART's new KE Track, which was placed into full operation on March 17, 1986. On the left is a northbound train headed for BART's Richmond Station. The train in the background, just going over the rise, is bound for San Francisco, while the train on the extreme right is on a siding built as part of the KE Track project.

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NEWS RELEASE



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Public Affairs

May 20, 1986

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FOR IMMEDIATE RELEASE

BART TRAINS TO OPERATE ON A "SATURDAY SCHEDULE" ON MEMORIAL DAY HOLIDAY

BART trains will operate on a Saturday schedule on the Memorial Day holiday, Monday, May 26, which means trains will operate 20 minutes apart all day.

All four lines will be in service from 6 a.m. until 6 p.m. Regular evening service will remain in effect from 6 p.m. until midnight, with trains operating 20 minutes apart on two lines only, Concord-Daly City and Richmond-Fremont.

BART administrative offices will be closed on the holiday; however, transit information operators will be on duty.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

May 22, 1986

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Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

BART PRESIDENT OPPOSES GOVERNOR'S PLAN

BART President Nello Bianco today voiced strong opposition to Governor George Deukmejian's plan to drop transit support from the state budget in fiscal year 1986/87.

Bianco said that BART alone would lose over \$7 million it had counted on in funds needed for operating costs and critical capital projects, as well as millions in federal dollars.

He said that \$2.3 million earmarked for the operating budget would simply worsen next fiscal year's deficit, already projected to be over \$2 million. On the capital side, projects to provide for needed power expansion and train control improvements would be adversely affected, and possible right-of-way acquisitions for future BART extensions in the East Bay.

Bianco said the governor's planned cut will be a major blow to Bay Area public transit in general, which now carries over 1.5 million people a day. He has sent a message to all members of the state legislature who represent BART's service area of Alameda, Contra Costa and San Francisco counties, urging their rejection of the Deukmejian cuts.

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86-56

BART

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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Public Affairs

May 23, 1986

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FOR IMMEDIATE RELEASE

Preliminary Budget Pamphlet Available Now

BART TO HOLD PUBLIC HEARING JUNE 12 FOR '86/87 OPERATING BUDGET

On Thursday, June 12, 1986, at 9 a.m., the BART Board of Directors will hold a public hearing on its preliminary operating budget for the coming fiscal year, in the BART Board Room, located on the first floor above street level in the District's Administration Building, 800 Madison St., in downtown Oakland. The BART Administration Building is located directly above the Lake Merritt BART Station.

In order to provide information to those interested in BART's preliminary operating budget for the fiscal year 1986/87, which begins on July 1, 1986, BART has prepared a pamphlet which describes the District's operating and financial requirements for the coming year.

The budget pamphlet is now available through BART's District Secretary's Office or Public Information Office. Those interested should call BART at (415) 464-6000 and make the request for the pamphlets through either of these offices.

The BART directors will hold a public hearing on Thursday, June 12 in the BART Board Room, 800 Madison St., in Oakland, beginning at 9 a.m. to receive public comment on the District's proposed \$174.5 million operating budget for the coming year, which represents an increase of about 6.4 percent over the current revised budget of \$163.9 million. It is anticipated that the budget will then come before the

(more)

BART Board at its regular meeting on Thursday, June 26, when final adoption may occur.

Contained in the preliminary operating budget for fiscal year 1986/87 are 2347 full time staff positions, of which the equivalent of 151 are capitalized under various service increase programs.

In order to support the expanded operating fleet as the new C-cars begin to arrive, a net of 13 new positions in maintenance and engineering are being added as well as six new positions in train operations. In addition, 13 new positions will be needed in BART's planning, finance, legal, purchasing, information systems and administrative services departments and two positions in training. The budget also calls for a reduction of one position in station operations and 10 maintenance trainee positions in the district's employee relations department. The proposed budget calls for a net increase of 23 full time positions.

Several Express Bus corridors have recently been changed in order to improve headways and attract passengers. The budget for this item is set at \$8.1 million. Transfer payments to AC Transit and S.F. MUNI for Feeder Bus Service are budgeted to increase from \$5.5 million to \$7.1 million in order to both continue and improve this service to many of BART's stations. Shuttle buses, such as the Oakland Air-BART Shuttle (which operates between the Coliseum BART Station and Oakland International Airport) and the Loma Ranger serving the Glen Park neighborhood in San Francisco, are projected to cost \$226,300.

While BART patronage has not been meeting projections, it is anticipated that for the coming year BART will recover about 52.3 percent of its proposed operating budget from the fare box.

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NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

May 23, 1986

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FOR IMMEDIATE RELEASE

BIANCO ELECTED TO CHAIR PITTSBURG-ANTIOCH STUDY

BART President Nello Bianco today was elected to chair the Board of Control for the long awaited Pittsburg-Antioch Corridor Alternatives Analysis Study.

Bianco, a long time leader and prime mover to get an extension of the BART line out to serve the people of Pittsburg and Antioch, was elected by his fellow members of the Board of Control which will oversee the alternatives analysis project.

Supervisor Tom Torlakson of Contra Costa County was selected by the Board to be the vice-chairman.

According to Bianco, the study will evaluate the potential transportation alternatives in the Pittsburg-Antioch corridor, including a BART extension, a light rail line, improved BART Express Bus service, and the possibility of new High Occupancy Vehicle (HOV) lanes.

The study, which is required by the federal Urban Mass Transportation Administration (UMTA) is a critical prelude to having a project for which federal funds may be sought. It is expected to cost approximately \$1.2 million, 80 percent of which will be funded by UMTA. The remaining 20 percent will come from BART as the local matching fund.

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2-2-2-2 BIANCO ELECTED TO CHAIR PITTSBURG-ANTIOCH STUDY

Bianco said that as a first step the board authorized the staff to send out a request for proposal (RFP) to potential consultants. It is anticipated that the RFP will go out at the end of May and a consultant could be hired by August. The study project is expected to take about 21 months.

The election of Board of control officers was held today at a joint meeting of the board and the Technical Advisory Committee in Pittsburg's city council chambers.

Other members of the Board of Control for this study will include the following: Mayor Mike Menesini, Martinez; Mayor Ron Mullin, Concord; Mayor Taylor David, Pittsburg; Mayor Joel Keller, Antioch; Mayor Nathan Fisher, Brentwood; Leo Fontana, board chairperson, Tri-Delta Transit; Burch Bachtold, Director, District IV, Caltrans; and Commissioner Steve Weir, Metropolitan Transportation Commission.

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86-58

BART

NEWS RELEASE

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Mike Healy, Department Manager
Public Affairs

May 23, 1986

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FOR IMMEDIATE RELEASE

BART DIRECTOR JOHN GLENN CALLS FOR PUBLIC PARTICIPATION AT ALAMEDA

COUNTY TRANSPORTATION COMMISSION'S PUBLIC HEARING IN FREMONT ON MAY 28

John Glenn, BART Director from Fremont, urges residents of Fremont and other southern Alameda County cities to attend the May 28 public hearing of the Alameda County Transportation Commission, scheduled for 7 p.m. in the Fremont/Centerville Public Library, 3801 Nicolet Ave., Fremont.

Glenn has been a strong advocate of the BART extension program which would extend the rail system into southern and eastern Alameda County as well as into northern and eastern Contra Costa County. However, he notes with some concern that the program of transportation projects now being considered by the Alameda County Transportation Commission does not address fully the need for extending BART into the Warm Springs area.

"I believe the May 28 public hearing in Fremont of the Alameda County Transportation Commission should be attended by as many southern Alameda County residents as possible. This commission should be made fully aware of the vital need for extending BART to Warm Springs," Glenn said.

The Alameda County Transportation Commission will also hold a public hearing in Pleasanton on May 28 at 3 p.m. in the Pleasanton City Hall. On Thursday, May 29, a regular commission meeting is scheduled for 3 p.m. in the MetroCenter building, 101 Eighth St., Oakland, CA.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000
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FOR IMMEDIATE RELEASE

BART BOARD TO HOLD EARLY MEETING THURSDAY, MAY 29

Nello Bianco, BART Board President has called a special meeting of the BART Board of Directors to convene at 8:00 a.m. tomorrow, Thursday, May 29 in the BART Board Room located at 800 Madison Street, in downtown Oakland. The early morning special BART Board meeting will be followed by a regular meeting at 9:00 a.m., where public comment will be heard on the draft version of the District's Five Year Plan.

For additional information about these BART boards of tomorrow, call Sy Mouber, BART's Manager of Public Information at (415) 464 7120 during office hours.

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86-60

BART

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

May 30, 1986

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

PARKING CONTROL PROGRAM AT ORINDA BART STATION STARTS MONDAY, JUNE 9, 1986

Beginning on Monday, June 9, 1986, BART will begin enforcing a new parking control system at the Orinda BART Station, which will require a daily parking permit for cars parked in this station's parking lot. Failure to comply with the posted parking regulations will result in a parking citation being issued.

All parking spaces at the Orinda BART Station have been numbered. BART patrons parking in this station's parking lot should take note of the of the number of the parking space they are using. After they have entered the fare gates, they should proceed to their right where fourteen parking control boxes have been installed. Using the free token parking permit found in a tray at these boxes, patron will place the parking permit token in the slot, the number of which corresponds to the number of their parking space. As both the parking control box and parking permit tokens are located in the paid area of the station, a BART ticket will be required to enter through the fare gates.

Signs have been installed throughout the station parking lot giving instructions on the parking control system. Violators of the parking control system may be subject to a parking citation.

The parking control program at the Orinda BART Station will be in effect during all hours of BART service.

At the Orinda BART Station there is an unpaved gravel parking lot which is not under the parking control system however the use of this lot remains restricted for BART patron parking only.

(MORE)

In March, the BART Board of Directors approved the new parking control program for the Orinda BART Station, which is aimed at deterring car poolers from parking their cars at the Orinda Station. The decision to implement the new program was made following surveys conducted by BART Police which indicated that over the past several months the number of "casual car poolers" parking at the Orinda Station has risen from 420 to 670 per day. In addition to the car poolers who park at the station, the survey reported that 110 individuals parking in the Orinda lot and walk out of the lot or are picked up.

In all, more than half of the 1250 pave parking spaces in the Orinda Station lot are being used by individuals who are not riding BART on a round-trip basis and are depriving regular BART patrons of parking.

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NEWS RELEASE

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BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

May 30, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

PLEASANT HILL BART STATION PARKING RECONSTRUCTION TO START ON MONDAY, JUNE 2, 1986

On Monday, June 2, 1986, a major parking lot reconstruction project at the Pleasant Hill BART Station will begin. Certain portions of the station's parking lot will be closed at various times during the next two and one-half months. During this reconstruction project, a new parking lot to the north of the station will be opened on Wednesday, June 4, 1986.

The Pleasant Hill project is sponsored by Contra Costa County and is part of the Pleasant Hill Redevelopment Plan. In order to improve access to the Pleasant Hill Station and to make more efficient use of the available parking space, certain portion of the parking lot's interior landscaping will be removed and the lot will be restriped.

A large status board will be displayed at the Pleasant Hill Station, the showing the scope and progress of the parking lot reconstruction work. Patrons will be kept full informed as to which portions of the lot will be closed and when.

A passenger bulletin is available at the Pleasant Hill Station, which provided a map of the parking lot and indicates in which part of the parking lot work will begin.

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BART BULLETIN

News of Special Interest to BART'S Riders

PSB-220

MAY 29, 1986

A T T E N T I O N
P L E A S A N T H I L L
B A R T P A T R O N S

EFFECTIVE JUNE 2, 1986, BART WILL BEGIN THE RECONSTRUCTION PROJECT OF THE PARKING LOTS AT THE PLEASANT HILL STATION.

THE RECONSTRUCTION PROJECT IS SPONSORED BY CONTRA COSTA COUNTY AND IS PART OF THE PLEASANT HILL REDEVELOPMENT PLAN.

THE PROJECT CONSISTS OF REDESIGNING THE PARKING LOTS AND ACCESS ROADS FOR MORE EFFICIENT PARKING AND TRAFFIC FLOW BY THE REMOVAL OF LANDSCAPING AND RESTRIPIING OF LOTS.

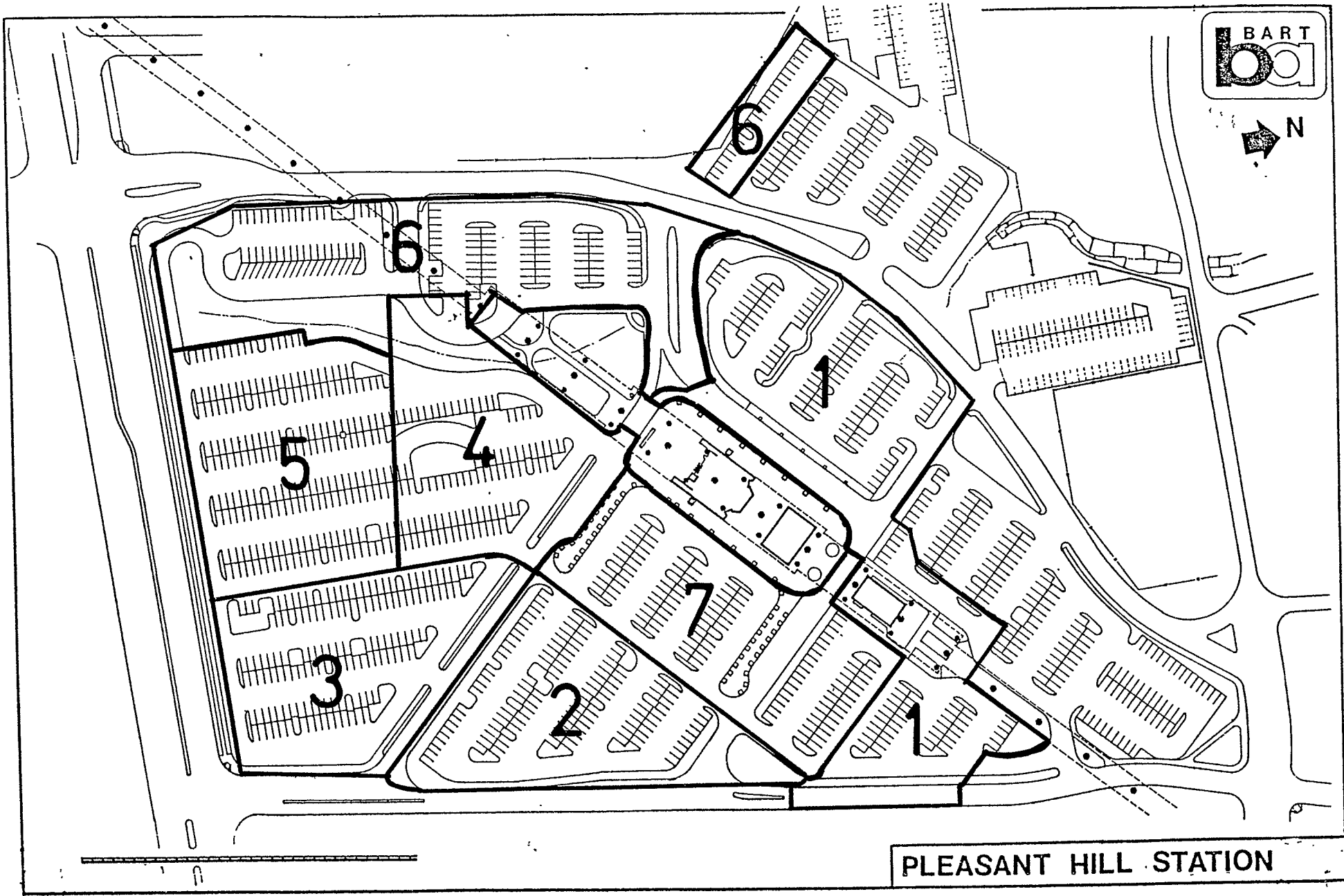
DURING THE RECONSTRUCTION PROJECT, VARIOUS PORTIONS OF THE PARKING LOTS WILL BE CLOSED. IN ORDER TO ACCOMODATE PATRONS DURING THIS CONSTRUCTION TIME, BART WILL BE OPENING A NEW PARKING LOT ON THE NORTH SIDE OF THE STATION. IT IS ANTICIPATED THAT THE NEW LOT WILL BE AVAILABLE ON JUNE 4, 1986.

THE MAP ON THE REVERSE SIDE OF THIS BULLETIN SHOWS THE SCHEDULED CONSTRUCTION PLAN FOR THIS PROJECT. THE RECONSTRUCTION WILL BEGIN IN AREA 1 AND PROGRESS IN ORDER THROUGH AREA 6.

A LARGE STATUS BOARD SHOWING THE SCOPE AND PROGRESS OF WORK WILL BE ON DISPLAY IN THE FREE AREA OF THE STATION NEAR THE FARE GATES. PATRONS ARE ENCOURAGED TO MONITOR THE STATUS BOARD FOR INFORMATION ON THE PROJECT.



BAY AREA RAPID TRANSIT DISTRICT
Headquarters: 800 Madison Street
Oakland, California 94607
Telephone: (415) 464-7134



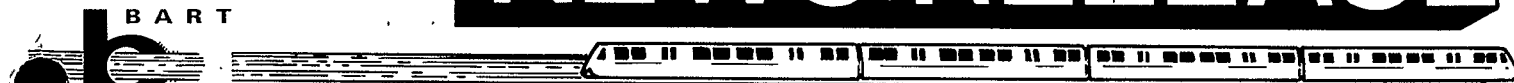
PLEASANT HILL STATION

JUNE

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BART

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

June 2, 1986

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

"BART AND BUS IT" TO FESTIVAL AT THE LAKE IN OAKLAND

If you're looking for a quick and easy way to get to Oakland's Festival at the Lake, take BART to Oakland's 19th Street Station and transfer to a free shuttle bus that will take you right to the entrance gate. The shuttle runs every 10 minutes and every other bus is wheelchair accessible.

Oakland's Festival at the Lake will take place June 6 through June 8, from 11 a.m. to 7 p.m. in the park area at Grand and Bellevue avenues near Lake Merritt. Festival at the Lake is an outdoor urban fair featuring live music and entertainment, sports, games, crafts, horticulture and art exhibits, clowns, theater, storytelling and food dishes from a variety of East Bay restaurants.

A \$1.50 donation is requested at the gate. Children under 12 are free and senior citizens will be admitted free on June 6.

On weekdays, BART trains operate every 15 minutes during mid-day hours and every 20 minutes after 6 p.m. and on Saturdays and Sundays. Additional BART fare and travel information is available by calling (415) 465-BART or one of BART's toll free numbers found in telephone directories. AC Transit's information number is 839-2882.

For additional information about Festival at the Lake, call 893-0677.

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86-63

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000
Mike Healy, Department Manager
Public Affairs

June 5, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

Parking Citations Will Be Issued

AT ORINDA BART STATION NEW PARKING CONTROL STARTS ON MONDAY, JUNE 9

On Monday, June 9, 1986, at the Orinda BART Station the new parking control which requires the use of a daily parking permit token for cars parked in the station's parking lot will go into effect. The parking control has been installed in an effort to deter casual car poolers from parking in the station lot. It is estimated that this problem is costing BART close to \$420,000 yearly in lost fare box revenue.

Failure to comply with the new parking control regulations at the Orinda BART Station will result in a parking citation being issued.

Signs have been installed throughout the station parking lot giving instructions on the parking control system. Violators of the parking control system may be subject to a parking citation.

The new parking control regulations at the Orinda Station will go into effect with the start of regular BART train service, which is about 5:30 a.m. on Monday, June 9.

At the Orinda BART Station all parking spaces have been numbered. Before proceeding to the station, BART patrons should take note of their parking space number. After they have entered the fare gates, they should proceed to their right where 14 parking control boxes have been installed. Using a free token found in a tray at these boxes, patrons must place the parking permit token in the slot with a corresponding number to their parking space. As both the parking control box

(MORE)

and parking permit tokens are located in the paid area of the station, a BART ticket will be required to enter through the fare gates.

The parking control program at the Orinda BART Station will be in effect during all hours of BART service.

At the Orinda BART Station there is an unpaved gravel parking lot which is not under the parking control system. However the use of this lot remains restricted for BART patron parking only.

In March, the BART Board of Directors approved the new parking control program for the Orinda BART Station, which is aimed at deterring car poolers from parking their cars at the Orinda Station. The decision to implement the new program was made following surveys conducted by BART Police which indicated that over the past several months the number of "casual car poolers" parking at the Orinda Station has risen from 420 to 670 per day.

In all, more than half of the 1250 paved parking spaces in the Orinda Station lot are being used by individuals who are not riding BART on a round-trip basis and are depriving regular BART patrons of parking.

ATTENTION ASSIGNMENT EDITORS:

Large banners announcing the new parking control at Orinda Station will be in place on Monday, June 9, when the program goes into effect. Also, BART Police and Sy Mober, BART Manager of Public Information will be at Orinda Station at 6 a.m. on Monday to answer any questions. If you plan to cover this, please contact Sy Mober at (415) 464-7120 during business hours or at (415) 881-2663 during non-business hours.

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NEWS RELEASE

BART



BART AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

June 9, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART PARKING CONTROL SYSTEM NOW IN EFFECT AT ORINDA STATION

BART today (Monday, June 9, 1986) put into operation a new parking control system aimed at deterring casual car poolers from parking in the Orinda Station parking lot.

The parking control system requires placing a free token into a slot having a number that matches a parking space. As of 11 a.m. today, BART Police had placed 81 warning tickets on cars parked in stalls that did not have a parking token placed in a matching slot. The parking control boxes are located inside the paid area of the station. BART Police also counted 197 vacant parking spaces at 11 a.m. - spaces that normally would not be found at that time on a weekday.

Based on observations made by BART Police officers at Orinda Station this morning, 168 cars were counted picking up car poolers and 311 persons were picked up. Of the 311 car poolers counted, about 180 were observed as having exited BART at Orinda Station.

BART officials are emphasizing that patrons who use the Orinda Station parking lot be sure and note the letter designation of their lot as well as the stall number. Lots are designated A, B, C and D.

The parking control system will be in effect during all hours of BART train service, seven days a week.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

ADVISORY

BART TO HOLD PUBLIC HEARING JUNE 12 FOR '86/87 OPERATING BUDGET

Tomorrow, Thursday, June 12, 1986, at 9 a.m., the BART Board of Directors will hold a public hearing on its preliminary operating budget for the coming fiscal year, in the BART Board Room, located on the first floor above street level in the District's Administration Building is located directly above the Lake Merritt BART station.

The BART directors will hold a public hearing to receive public comment on the District's proposed \$174.5 million operating budget for the coming year, which represents an increase of about 6.4 percent over the current revised budget of \$163.9 million. It is anticipated that the budget will then come before the BART Board at its regular meeting on Thursday, June 26, when final adoption may occur.

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NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

June 13, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

Red Cross Mission Service Center To Participate

BART TO CONDUCT EMERGENCY PROCEDURES DRILL AT THE 24TH

STREET BART STATION IN SAN FRANCISCO ON SUNDAY, JUNE 22

On Sunday, June 22, 1986 at 5 a.m., BART will conduct an emergency procedures drill at the 24th Street BART Station in San Francisco. Participating as patrons in the drill will be many volunteers from the American Red Cross Mission Service Center located in the San Francisco Mission District. The emergency drill is designed to test communications between BART and the San Francisco Fire Department and the Department's response to fire incidents.

According to Bill O'Callahan, Assistant Director for Emergency Service, of the Golden Gate Chapter of the American Red Cross in San Francisco, "We appreciate the opportunity to participate in this drill. The two drill coordinators for the Mission Service Center, Mario Caldera and Noemi Artiga, have been working on this project and they believe it will give the Center the chance to test their emergency procedures in the event they are needed in support of BART and/or other Red Cross needs."

The emergency procedures drill will take place at the 24th Street BART Station and will involve the San Francisco Fire Department and volunteers from the Mission Service Center. The incident train will move from 24th Street Station into the

(more)

2-2-2-2 BART TO CONDUCT EMERGENCY PROCEDURES DRILL

underground, where the drill will begin. The volunteers will be aboard the incident train, which will be identified as one which is on fire and unable to move in any direction. All of BART's emergency procedures will be activated. All personnel who normally would be involved will be notified and all conditions will be considered real. Even smoke will be generated to add realism to the situation. BART's Safety Department personnel note that while smoke will be used, this will be done only when proper ventilation has been established. The emergency drill is expected to be completed by 7:30 a.m. and regular BART service will begin at the normal hour of 9 a.m. on Sunday, June 22.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

June 13, 1986

CONTACT: Sy Mouber, Manager
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(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

PARKING TICKETS TO BE ISSUED BEING MONDAY, JUNE 16, 1986

BART PARKING CONTROL AT ORINDA IS APPARENTLY DOING THE JOB

Beginning Monday, June 19, parking citations will be issued at the Orinda BART Station under the new parking control program which has been in effect for the past week. During the first five days of the parking program more parking spaces had become available than before the start of the parking control plan.

According to BART officials, the parking control plan apparently is doing the job, since for the first time, there was an average of about 15 percent of the total 1250 parking spaces available to BART riders at 11 a.m. In the past, the parking lot at the Orinda BART station would have been completely full by 8:30 a.m. This was being caused by casual carpoolers who use this BART Orinda BART parking lot as a park and ride lot. The parking control has been installed in an effort to deter the casual carpoolers from parking in the station lot. It is estimated that this problem is costing BART close to \$420,000 yearly in lost fare box revenue.

Signs have been installed throughout the station parking lot giving instructions on the parking control system. Failure to comply with the new parking control regulations at the Orinda BART Station will result in a parking citation being issued.

The parking control system requires placing a free token into a slot having a number that matches a parking space. BART officials are using those patrons who use the Orinda Station parking lot to be sure and note the letter designation of their lot as well as the stall number. The parking control system will be in effect during all hours of BART train service, seven days a week.

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NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000Mike Healy, Department Manager
Public Affairs

June 19, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART TO PROVIDE EXPRESS BUS SERVICE TO ALAMEDA COUNTY FAIR

Beginning Saturday, June 21, 1986, BART will provide daily express bus service to and from the Hayward BART Station and the Alameda County Fair in Pleasanton.

The "Fairgrounds Special" shuttle will be in service from about 9 a.m. to about 8 p.m. every day of the fair, with departures from Hayward BART Station and the fairgrounds every 15 minutes on the weekend of June 28-29, the Fourth of July and Saturday, July 5. On Sunday, July 5 the bus will depart every 20 minutes. On all other days during the two week fair run, the bus will depart every 30 minutes. As an added convenience, the shuttle service has been coordinated with BART train arrival and departure times at Hayward Station.

The one-way bus fare is \$1.15 for adults and 30 cents for children ages five through 12, persons who are disabled, or senior citizens with proper identification.

Schedules for the "Fairgrounds Special" will be available at Hayward Station and on BART Express Buses operating from Hayward Station. Bus information may also be obtained by calling 465-BART or one of BART's toll-free numbers found in telephone directories.

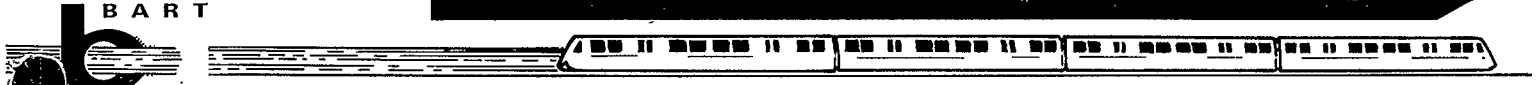
In addition to the "Fairgrounds Special," BART will continue to provide bus service to and from Hayward Station and downtown Pleasanton on the "U" BART Express Bus.

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BART

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

June 19, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

ADVISORY: BART TO CONDUCT EMERGENCY DRILL AT 24TH STREET STATION SUNDAY, JUNE 22

A drill to test BART's emergency procedures will take place this Sunday, June 22, beginning at 5 a.m. at BART's 24th Street Station in San Francisco. The drill will test communications between BART and the San Francisco Fire Department and the Department's response to fire incidents.

Volunteers from BART and the American Red Cross Mission Service Center will participate as riders during the drill scenario, which will entail a train that is "on fire" in the subway area of 24th Street Station. To add realism to the drill, smoke will be used; however, BART Safety Department personnel noted that the smoke will be introduced only after proper ventilation has been established.

The emergency drill is expected to be completed by 7:30 a.m. Regular BART train service will begin at 9 a.m., the normal Sunday starting time.

News media planning to cover this emergency drill are requested to notify Sy Moubert, Manager, BART Public Information, by calling (415) 464-7120 during business hours or (415) 881-2663 during non-business hours.

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NEWS RELEASE

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BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

June 20, 1986

Mike Healy, Department Manager
Public Affairs

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART TO PROVIDE LONGER TRAINS FOR STEVIE WONDER CONCERT AT THE OAKLAND COLISEUM AREA

Tomorrow (Saturday, June 21, 1986) BART will be operating longer trains on the Richmond/Fremont line, beginning at 6:00 p.m., in order to accommodate the anticipated crowd of Stevie Wonder fans planning to attend his concert which begins at 8:00 p.m. in the Oakland Coliseum Area.

BART patrons planning to attend the Stevie Wonder concert at the Oakland Coliseum Area on Saturday and are coming from the Contra Costa area are reminded that they must change trains in downtown Oakland, either at the MacArthur BART Station or the 12th Street/Oakland City Center BART Station. However, the last direct train leaves Daly City at 7:06 p.m. and arrives at the Coliseum/Oakland Airport Station at 7:46 p.m.

The Oakland Coliseum Arena is just a short walk from the Coliseum/Oakland Airport Station by way of an aerial walkway. The walkway is accessible to persons in wheelchairs.

While there will be extra trains standing by for homebound trips, patrons are reminded that they must be in the BART Station before midnight, when the station will close and service will end.

For additional BART train service information, call 465-BART or one of the toll-free numbers listed in phone directories.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

86-71

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

June 24, 1986

FOR IMMEDIATE RELEASE

BART PATRONS CAN WIN TWO TICKETS TO THREE OAKLAND A's GAMES

At all BART stations a flyer is now available which contains a coupon to be used by BART patrons when entering the drawing to win a pair of tickets to one of three Oakland A's games. In all, 25 pairs of tickets will be given away for the games on July 19 against the Milwaukee Brewers, August 9 against the Minnesota Twins and August 30 against the Baltimore Orioles.

So get your entry in now. Seventy-five (75) names will be drawn for two tickets each. If you win, the game you attend will depend on the "luck of the draw". You will not have a choice of games. Winners will be selected by random drawing on July 1, 1986 at Lake Merritt Administration Bldg. Winners need not be present at drawing. You will be notified by mail.

All entries, including those that are mailed, must be delivered to BART's Passenger Service Office, 800 Madison St., Oakland, by 5 p.m. on June 30, 1986. The contest entry coupons are available only at BART stations.

Access to the Oakland Coliseum is by an aerial walkway from the Coliseum BART Station. Baseball fans are urged to pick up BART's "Weekday and Weekend Train Schedule", available at all BART stations, when planning their trip to A's games at the Coliseum. Using BART for this trip means baseball fans will beat the parking lot hassle at the Oakland Coliseum complex and beat the highway traffic when traveling to and from the games.

You need not purchase a BART ticket to enter. Employees of BART, the Oakland A's and their families of their advertising agencies are not eligible for this drawing.

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86-72

BART

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

June 24, 1986

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BAY AREA TEENS TO WORK IN BART'S SUMMER YOUTH PROGRAM

Nello Bianco, BART Board President, announced today that 110 Bay Area teenagers have begun working part-time jobs at BART as part of the transit district's Summer Youth Employment Program. The number of participants in this program has been steadily growing since its inception in 1982.

Bianco stated that he is pleased that the program has proved to be so successful and added, "It is so gratifying to see some of these young people have the opportunity to have their first jobs at BART."

The program is administered by BART's Affirmative Action representative and Summer Youth Program Coordinator Brenda Blue, and offers job training and employment to young people between the ages of 14 and 21. During their 10-week employment at BART, the youths will work in a variety of technical, clerical and maintenance jobs. In the past, several of these youths have stayed on to work for BART after completing the program.

BART's Summer Youth Program began in 1982 with the Richmond Private Industry Council and the Bay Area Urban League as the piloting program. Today, there are seven agencies involved in the screening, selection and placement of participants. Those agencies are the Richmond Private Industry Council, the Bay Area Urban League, Horizons Unlimited of San Francisco, the Spanish Speaking Citizens Foundation, United Filipinos of Alameda, The Hayward Unified School District and the St. Elizabeth Youth Employment Corporation.

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86-74

BART

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

June 27, 1986

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART ADOPTS BUDGET FOR COMING YEAR

The BART Board of Directors today, Thursday, June 26, adopted a \$174.5 million operating budget for the coming fiscal year which begins on July 1, 1986. The adopted budget represents an increase of about 6.4 percent over the current year's revised budget of \$163.9 million.

According to BART General Manager Keith Bernard, a feature of the new budget is the planned expansion of current service in the fall of this year with two additional peak hour trains.

"We are planning to add one more train on the Concord Line and one more train on the Fremont Line during the peak hours.", Bernard said.

He said these additional trains represent the beginning of BART's planned capacity expansion program.

Further service expansions are expected in September, 1987. Meanwhile, the transit district will be completing its capital improvement program which includes 150 new transit cars, new computer system and completion of the Daly City turnback track now in progress, expected in 1988/89.

Also, on the capital side, BART will be continuing its parking lot expansion program and is expected to complete its fire hardening program of the transit fleet this year.

(more)

Bernard noted that while the new budget has a \$2.2 million deficit, he believes it can be made up through efficiencies achieved during the year, and a potential decrease in projected power costs, which in past years have been a major factor in budget increases.

The adopted BART operating budget was developed based on the BART Board adopted goals and objectives for the coming year and contains these increases over current costs: 3.9 percent for power; 4.5 percent for non-labor costs other than insured and uninsured liability coverage; and four percent for contractual pay.

Contained in BART's adopted operating budget for FY 1986/87 are 2350 full time staff positions, of which the equivalent of 154 are capitalized under various service increase programs, including the addition of the two new trains during commute hours. In order to support the expanded operating fleet as the new C-cars begin to arrive, a net of 16 new positions in maintenance and engineering are being added as well as six new positions in train operations.

Several Express Bus corridors have recently been changed in order to improve headways and attract passengers. The budget for this item is set at \$8.1 million. Transfer payments to AC Transit and S.F. MUNI for Feeder Bus Service are budgeted to increase from \$5.5 million to \$7.1 million in order to both continue and improve this service to many of BART's stations. Shuttle buses, such as the Oakland Air-BART Shuttle (which operates between the Coliseum BART Station and Oakland International Airport) and the Loma Ranger serving the Glen Park neighborhood in San Francisco, are projected to cost \$226,300.

General Manager Bernard has informed the BART Directors that, faced with the situation where complete information about state and federal funding will not be available until September or October of this year, a review of the budget adopted on Thursday, June 26, 1986 will be conducted later this year and that he would make recommendations, at that time, if any changes were needed in the budget.

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86-75

NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

June 26, 1986

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours).

FOR IMMEDIATE RELEASE

BART BOARD ADOPTS EAST BAY EXTENSION FINANCIAL PLAN

BART President Nello Bianco lauded the adoption today by the transit district's directors of a \$1 billion funding plan for east bay BART extensions, in conjunction with the proposed new half cent sales tax in Alameda and Contra Costa counties under Senate Bill 878.

Bianco said the plan identifies potential sources of funding for construction of extensions to North Concord, and West Pittsburg, the building of additional parking, and extensions to Castro Valley and Dublin, and to Irvington and Warm Springs.

The plan calls for a combination of potential funding sources including proceeds from the proposed new half cent sales tax in Alameda and Contra Costa Counties, federal and state money, and BART.

Total projected cost of the North Concord and West Pittsburg Extension of 7.5 miles is \$400 million, with \$200 million identified as possibly coming from federal sources, \$185 million coming from the half cent sales tax in Contra Costa County, and \$15 million from BART.

The parking expansion plan calls for construction of about 4000 new parking spaces along the transit system's "C" Line, "R" Line and Park and Ride lots at future BART station sites. Included in this plan is a future Park and Ride lot in Hercules. Cost for the new parking is estimated to be \$70 million, \$35 million from the proposed new half cent sales tax and \$35 million from BART.

(more)

In Alameda County the 12.8 mile Castro Valley and Dublin Extension is projected to cost \$220 million. BART's plan will require that \$180 million come from the proposed half cent sales tax, \$20 million from BART and \$20 million from other sources as yet not identified.

The Irvington and Warm Springs Extension is projected to cost about \$345 million and would be eligible for \$259 million from federal sources, \$20 million from BART and \$86 million from unidentified sources.

According to Bianco, all of these projects could be completed in a 5-7 year period once the funding is in place.

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NEWS RELEASE

BART



AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

86-76

Mike Healy, Department Manager
Public Affairs

June 27, 1986

CONTACT: Sy Moubert, Manager
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(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART'S JULY 4 SCHEDULE

BART is helping riders celebrate the Fourth of July by taking them to or near several holiday activities throughout the Bay Area. This Friday, BART will operate on a Saturday schedule, with trains running from 6 a.m. to 6 p.m., 20 minutes apart on all four lines, Concord/Daly City, Richmond/ Daly City, Fremont/Daly City and Richmond/Fremont. Passengers going into downtown Oakland from the stations on the Richmond or Fremont lines will have trains arriving every ten minutes. On the San Francisco line where three lines of service converge, trains will be coming through these stations approximately every six minutes. From 6 p.m. to midnight, trains will operate 20 minutes apart on two lines only, Concord/Daly City and Richmond/Fremont. BART administrative offices will be closed that day.

Here are just a few of the scheduled July 4th events that riders can enjoy taking BART to: The USS Missouri will be docked at Piers 30 and 32 for tours from 9 a.m. until 4 p.m. BART stops at the Embarcadero Station, and the #32 south bound Muni bus leaves from there and goes directly to the Pier. The San Francisco Chronicle will kick off its annual Fourth of July celebration with a fun filled day at Crissy Field near San Francisco's Presidio. Starting at 3 p.m. there will be six hours of music and entertainment followed by a spectacular fireworks display at

(more)

9 p.m. Transportation is available to Crissy field by taking BART to Montgomery Street Station, transferring to the #30 Muni bus at 3rd & Market, getting off at Beach and Broderick and walking over about 6 blocks.

Great America Amusement Park in Santa Clara will also have a great fireworks show in addition to the usual rides and attractions. To get there, BART stops at the Fremont Station. From there, all it takes is a ride on the #180 bus to Milpitas and a quick transfer to the #20.

In the East Bay, The Mayor's Fourth of July celebration will feature motor boat and water ski races at Oakland's Lake Merritt sailboat house from 9:30 a.m. until 6 p.m. The Oakland Municipal Band will also be playing patriotic favorites at the bandstand at 2:30 p.m. To get to the boathouse or the bandstand, take BART to the 12th or 19th Street station in Oakland and transfer to the #12 or 18 AC Transit bus. Get off at the Fairyland stop on Grand Avenue and walk over to the boathouse or bandstand.

For those die hard sports enthusiasts, the Oakland City Tennis Championship finals will be held at Davies Tennis Stadium from 9:00 a.m. to 3 p.m. After taking BART to the 12th or 19th Street station and transferring to the #18 bus, get off at Oak Road and take a short walk over to the stadium at 198 Oak Rd.

The skies over the Berkeley Pier will be ablaze with fireworks shortly after sunset, around 9 p.m. Those who want to join in the festivities and avoid the traffic jams can take BART to the Berkeley station and transfer to the #51M bus that goes to the Marina.

Hayward is having an Old Fashioned Fourth of July Celebration sponsored by the South Hayward Lions Club at Weekes Park on Patrick Avenue. From 7 a.m. to 11 a.m. there will be an old fashioned pancake breakfast, followed by live entertainment, games, food booths and an evening fireworks display. The #90 bus goes directly to Weekes Park from the South Hayward BART station.

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Concord is having a 75-unit Fourth of July parade sponsored by the Mexican American Cultural Association starting at 11 a.m. on Salvio from Broadway to Colfax. There will be over 60 arts and crafts and food booths in addition to entertainment and street dancing. It's only a short walk from the Concord BART station.

And for those who want to attend the Pleasanton Fair, BART's "Fairgrounds Express" buses will leave the Hayward BART station every 15 minutes beginning at 9:15 a.m. The last bus will depart at 7:15 p.m. For the return trip, the "Fairgrounds Express" will operate every 15 minutes with the initial departure at 9:55 a.m. and buses departing at 10, 25, 40 and 55 minutes after the hour from 10:00 a.m. until 8:25 p.m.

Fare and travel information is available by calling 465-BART or one of BART's toll-free numbers listed in telephone directories.

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JULY

NEWS RELEASE

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BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

July 1, 1986

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Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART BOARD ADOPTS PLANS FOR THE NEXT FIVE YEARS

On Thursday, June 26, 1986, the BART Board of Directors adopted the 1986 Five Year Plan, which is a blue print of the transit district's strategies for improving service through a program of projects focusing on capacity expansion and adherence to strict performance standards and fiscal management practices. The key finding of the plan is that ridership is not presently expected to grow as much or as rapidly as was previously estimated, meaning less revenue and an increase in the deficits facing BART beginning in the next fiscal year FY1986/87.

The new plan includes nine programs intended to expand BART's peak-hour ridership capacity by about 85 percent by year 1988/89, to have trains in the downtown Oakland and San Francisco area operating at about 2 minutes 30 seconds apart by fiscal year 1989/90, and to have 57 trains operating on the system at one time. More than \$72 million have been saved in the cost of six of these projects, which include the acquisition of 150 new vehicles and a new central control computer, the transit vehicle fire-hardening program, and the recently completed KE Track through downtown Oakland. In addition, three new projects, which have not been completely costed out at this time, are the new automatic train operation systems for the present lead or A-cars, a project to increase the system's electrical capacity, and another, which is still in the design phase, which will improve the braking capacity of the BART cars.

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NEWS RELEASE

86-77a
BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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Public Affairs

July 9, 1986

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FOR IMMEDIATE RELEASE

NEW BART EXPRESS BUS SERVICE FROM ANTIOCH TO CONCORD BART STATION

STARTS JULY 28, 1986.

Nello Bianco, BART President, today announced that six new direct BART Express Bus commuter hour trips from the BART Hillcrest Avenue Park and Ride facility in Antioch will commence on Monday, July 28, 1986. The new limited-stop, highway oriented BART Express bus route will be known as the PEX line. In the morning, the PEX buses, after leaving the Hillcrest Avenue lot, will make only one stop at the new BART Bailey Road Park and Ride facility in Pittsburg before proceeding directly to the Concord BART Station. In the evening after leaving the Concord Station, the buses will proceed directly to the Bailey Road lot then on to the Hillcrest Avenue facility.

"With the opening of the new Bailey Road Park/Ride lot, we have taken one more step towards bringing East Contra Costa County closer to the BART Rail system. The new PEX BART Express Bus Line will be similar to the rail service which will eventually serve East Contra Costa County. The only difference will be that patrons will be riding on 'rubber tires' instead of on 'steel wheels on steel rails'," Bianco stated.

The new parking lot at Bailey Road in Pittsburg will be completed and dedicated at ceremonies planned for Wednesday, July 23, 1986, at 11:30 a.m., according to Bianco. The Park/Ride facility will accommodate 513 automobiles and

(more)

will have a bus shelter. The new Park/Ride lot cost \$720,320 in construction costs.

Funding for the new facility came, in part, from a federal grant which had been awarded to the Eastern Contra Costa Transit Authority whose Board of Directors passed the funds to BART for the completion of the Park/Ride lot which will be served by Tri-Delta buses, the new PEX commute service, as well as the BART Express buses, PE, PE1, and P2X lines.

The new BART Express PEX line will operate from Monday through Friday only in the morning and afternoon commute hours, between 5:27 a.m. to 8:59 a.m. and from 4:32 p.m. to 8:15 p.m. The buses will make the 16.3-mile trip between Hillcrest Avenue lot and the Concord Station in 33 minutes. The new PEX service will operate on Highway 4 from Hillcrest Avenue with a stop at the Bailey Road facility to the intersection of Highway 4 and Port Chicago Highway where it will then proceed to the Concord BART Station.

The buses will make six direct trips to the Concord BART Station in the morning and six trips in the afternoon from the Concord Station to Bailey Road and Hillcrest Avenue Park/Ride lots. Fares will be \$1.15 from either Park/Ride facilities to the Concord Station while the return trip will cost only \$.40 when the BART/AC transfer is used. The transfers are available inside the paid area of the Concord BART Station.

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NOTE TO THE EDITOR: Attached is the new PEX service schedule.

BART PARK & RIDE EXPRESS "PEX" SERVICE - MONDAY THRU FRIDAY

MORNING - TO CONCORD BART STATION

<u>Antioch</u>	<u>Pittsburg</u>	<u>BART</u> <u>"PEX"</u>	<u>Train</u>
<u>Hillcrest</u> <u>Park & Ride</u>	<u>Bailey Rd.</u> <u>Park & Ride</u>	<u>Arrives</u> <u>Concord BART</u>	<u>S.F. Train</u> <u>Departs</u>
5:27 a.m.	5:44 a.m.	6:00 a.m.	6:07 a.m.
6/9 (6:12 a.m.	6:29 a.m.	6:45 a.m.	6:51 a.m.
6:42 a.m.	6:59 a.m.	7:15 a.m.	7:21 a.m.
1/1 (7:12 a.m.	7:29 a.m.	7:45 a.m.	7:50 a.m.
7:53 a.m.	8:10 a.m.	8:26 a.m.	8:35 a.m.
8:59 a.m.	9:15 a.m.	9:31 a.m.	9:36 a.m.

AFTERNOON - FROM CONCORD BART STATION

<u>Train</u>	<u>BART</u>	<u>Pittsburg</u>	<u>Antioch</u>
<u>Train</u> <u>Arrives</u>	<u>Departs</u> <u>Concord BART</u>	<u>Bailey Road</u> <u>Park & Ride</u>	<u>Hillcrest</u> <u>Park & Ride</u>
4:25 p.m.	4:32 p.m.	4:48 p.m.	5:05 p.m.
5:30 p.m.	5:42 p.m.	5:58 p.m.	6:15 p.m.
6:00 p.m.	(6:05 p.m.	6:24 p.m.	6:40 p.m.
6:38 p.m.	/ 6:45 p.m.	7:04 p.m.	7:20 p.m.
6:53 p.m.	7:00 p.m.	7:16 p.m.	7:33 p.m.
8:08 p.m.	8:15 p.m.	8:31 p.m.	8:48 p.m.

NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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Public Affairs

July 10, 1986

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FOR IMMEDIATE RELEASE

BOARD DIRECTOR WILFRED USSERY PROPOSES

A NEW CONCEPT FOR FINANCING BART EXTENSIONS

Wilfred Ussery, BART Director of San Francisco, today announced that the BART Board of Directors at their meeting today had accepted his proposal for investigating the possibility of involving the private sector in a series of public/private sector joint ventures with BART as a means of generating new funding sources. Using a series of symposia sponsored by BART, the Ussery proposal will identify the specifics needed for the development of a new financial plan concept.

"Faced with the declining availability of federal and state funds for public transportation capital programs, it has become painfully obvious to me that BART must seek new and innovative means for funding BART extensions. I believe that the program of symposia I have proposed will produce the information needed to successfully involve private sector financing which will stretch the public sector funds now available," Ussery stated.

Ussery went on to point out that his proposal may also be the means of extending BART rails not only into those areas of the BART district not now serviced by the rail system, but will ultimately be used as the vehicle for extending the BART rail system into the surrounding counties of Santa Clara, San Mateo, and Solano.

"We can no longer rely on the largesse of the congress, federal administration or the state government to support the extensions of BART to those centers of

(more)

employment and the expanding residential areas of the Bay Area which must eventually be served by BART rails, " Ussery said.

The plan adopted by the BART Board on Thursday, June 10, recommended that a series of symposia begin as soon as practicable. Ussery proposes that as a result of the work of the symposia and as the various elements of the financing plan begin to take shape, there will be a series of community meetings held in the BART district, as well as in adjacent counties. Where sufficient support for these proposals is exhibited as a result of the community meetings and with local political authority concurrence, the various essential ballot initiatives needed to implement the plan will be submitted to the voters of the BART district and to the residents of other Bay Area counties. It is anticipated that the ballot measures will be placed on the June and November, 1988, ballots.

"Programs of public/private joint venture financing have been very successful in Hong Kong, Istanbul, and in London. If this can be achieved in these cities, surely it can be achieved in the San Francisco Bay Area. The involvement of the private sector in a series of joint ventures with BART can, I believe, be the essential factor in the realization of financing BART extensions," Ussery concluded.

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NEWS RELEASE

BART



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Public Affairs

July 10, 1986

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FOR IMMEDIATE RELEASE

PORTIONS OF PLEASANT HILL BART PARKING LOT WILL BE CLOSED WEEKEND OF JULY 12-13

On Saturday, July 12 and Sunday, July 13, some areas of the BART parking lot at Pleasant Hill Station will be closed in order for construction crews to apply a surface sealant over the parking area. The work is part of a 10-week reconstruction project begun on June 2 which, when completed, will improve access to the Station and make more efficient use of the available space for parking.

The parking area to be closed July 12-13 comprises about half of the Pleasant Hill Station's 1600-space parking area, but the 800 spaces that will remain open for parking will be more than enough to accommodate weekend BART patrons. The same area will again be closed the following weekend, July 19-20, in order to restripe the parking surface.

Following the completion of this first phase of the reconstruction project, similar work will be begin on the second half of the parking area at Pleasant Hill Station.

A large board displaying the affected areas and work progress of the reconstruction project is located outside Pleasant Hill Station for the convenience of BART patrons.

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BART

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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Public Affairs

July 16, 1986

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(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART BOARD PRESIDENT APPOINTS MAYOR MENESINI TO BOARD OF CONTROL OF EXTENSION STUDY

BART President Nello Bianco of El Sobrante is pleased to announce the appointment of Martinez Mayor Mike Menesini to the Board of Control of the Pittsburg-Antioch Corridor Alternatives Analysis Study.

The federally mandated study will evaluate potential transportation alternatives in the Pittsburg-Antioch corridor, including a BART extension, a light rail line, improved BART Express Bus service and the possibility of highway high occupancy vehicle (HOV) lanes.

In making the announcement, Bianco said Menesini's input as a member of the Board of Control will be of great value because the study will include the proposed North Concord/Martinez BART station.

A request for proposal has been sent out to potential consultants and the Board of Control is expected to select a consultant for the alternatives analysis study at their next meeting, which will be held at 2 p.m. July 31, in the City Council Chambers at the Pittsburg City Hall.

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BART

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

July 17, 1986

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(415) 464-7120 or
(415) 881-2663. (during non-business hours)

FOR IMMEDIATE RELEASE

ON SATURDAY, JULY 26, BART WILL AUCTION OVER 700 BOXES OF ITEMS

FOUND ON BART TRAINS, IN BART STATIONS, AND IN PARKING LOTS

If you are in need of men's, women's, and children's clothing and shoes, watches, gloves, an automobile bumper jack, hubcaps or steering wheel, a tape recorder, or perhaps men's and women's jewelry, then come to the street level plaza above the Lake Merritt BART Station in Oakland, on Saturday morning, July 26, where BART will be auctioning off 700 boxes of such items, which have been found in BART trains, BART Stations, and parking lots.

Over the past nine months, BART has collected over 700 boxes of items which were found on the BART system and have remained unclaimed for 90 days and these will be sold at public auction on Saturday, July 26, 1986, beginning at 10:00 a.m. The auction will take place on the plaza above the Lake Merritt BART Station, 800 Madison Street in downtown Oakland.

According to Al Verduzco of BART's Purchase Office, who will be the auctioneer: "We have collected a great variety of items and enough of them to stock a small store. There are bicycles and parts of bicycles, cameras, calculators, tape recorders, watches, baseball bats, umbrellas, backpacks, and wallets.

"A couple of rather unique items go on the block, a tape deck for the blind and a collection of rosary beads.

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"The items have been packaged into 738 boxes. These will go on public display beginning at 9:00 a.m. and the auction will take place beginning at 10:00 a.m. on Saturday, July 26, 1986, at the plaza of BART's Lake Merritt Administration Building at 8th and Madison in Oakland," Verduzco stated.

According to Verduzco, this is the largest collection of the unclaimed items ever to be sold. Last year, more than \$3,500 was realized from the auction of such items. This money then goes into BART's General Fund.

Available at the auction site will be a list of items to be auctioned. All bids must be communicated orally at the auction site and no bid may be withdrawn after the fall of the auctioneer's hammer.

Successful bidders must pay by cash, traveler's check, money order or cashier's check. No personal checks will be accepted. For all items in excess of \$50, a 25 percent down payment is required immediately after a bid's acceptance, with the remaining balance due no later than one hour following the close of the auction. All sales are final.

Additional information about the auction is available by calling Al Verduzco of BART's purchasing department, (415) 464-6376.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

July 21, 1986

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(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART BOARD OF DIRECTORS TO HOLD SPECIAL MEETING

AT 8:00 A.M. WEDNESDAY, JULY 23, 1986

Nello Bianco, President of the BART Board of Directors has called a special meeting of the BART Board of Directors to convene at 8:00 a.m. on Wednesday, July 23, 1986 in the BART Board Room in BART's Administration Building located at 800 Madison Street in downtown Oakland.

The BART Board will consider the following three items; 1) The sponsorship of the Dublin Rail Corridor project; 2) Memorandum of Understand between the San Francisco Bay Area Rapid Transit District and the Livermore/Amador Valley Transit Authority; 3) Tentative identification of potential sources of funding for the Dublin Extension.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

July 22, 1986

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(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

ADVISORY: BART AUCTION JULY 26

On Saturday, July 26, on the plaza above its Lake Merritt Station, 800 Madison St., Oakland, BART will auction hundreds of unclaimed items found on trains and in stations. Items will be on display beginning at 9 a.m., with bidding scheduled to begin at 10 a.m.

During the past nine months since the last auction was held, BART personnel working in the District's 12th Street Station Lost and Found Office have filled over 700 boxes with such personal belongings as jewelry, books, cameras, watches, umbrellas, clothing, bicycles, baseball bats and backpacks found on BART property. Only items left unclaimed for 90 days are sold at auction.

Successful bidders must pay by cash, traveler's check, money order or cashier's check. No personal checks will be accepted. For all items in excess of \$50, a 25 percent down payment is required immediately after a bid's acceptance, with the remaining balance due no later than one hour following the close of the auction. All sales are final.

Additional information about the auction is available by calling Al Verduzco of BART's purchasing department, (415) 464-6376.

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NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

July 22, 1986

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

ADVISORY: BART TO DEDICATE NEW "PARK AND RIDE" FACILITY WEDNESDAY, JULY 23

A new 513-space BART park and ride facility on Bailey Road at Highway 4 in Pittsburg will be dedicated tomorrow, (Wednesday, July 23) at 11:30 a.m.

The new park and ride facility will enable BART riders living in the Pittsburg area to drive to the Bailey Road lot, park their car and take a BART Express Bus directly to the Concord BART Station. BART on Monday, July 28, will begin a new weekday Express Bus service offering six departures to and from the Bailey Road lot and Concord BART Station during the morning and afternoon commute period.

On weekday mornings the new service, known as the "PEX line," will originate from BART's park and ride facility at Hillcrest Avenue in Antioch and make a few local stops before arriving at the Bailey Road park and ride lot. From there, it is only a 16-minute trip to Concord BART Station.

The first bus leaves Hillcrest Park and Ride lot at 5:27 a.m., arrives at the Bailey Road lot at 5:44 a.m. and arrives at Concord Station at 6 a.m. Thereafter, the PEX bus leaves Hillcrest at 6:12 a.m., 6:42 a.m., 7:12 a.m., 7:53 a.m. and 8:59 a.m.

In the afternoon, the PEX bus leaves Concord BART Station at 4:32 p.m., 5:42 p.m., 6:05 p.m., 6:45 p.m., 7 p.m. and 8:15 p.m.

BART Director Nello Bianco will preside at the July 23 dedication ceremony, which is expected to be attended by other officials from BART, Eastern Contra Costa Transit Authority and the local community.

NOTE TO EDITORS: A special bus to the Bailey Road Park and Ride dedication ceremony will depart BART headquarters at 10 a.m. on Wednesday, July 23. Those who plan to ride this bus should contact Sy Mouber at (415) 465-7120 or (415) 881-2663.

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BART

NEWS RELEASE


BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

July 30, 1986

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(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART'S OPERATING FLEET NOW FIREHARDENED

BART officials are pleased to note this week that all the system's transit cars in regular service have now been completely refurbished with new fire resistant walls, floors, seats, and ceilings.

According to BART Safety Department Manager Ralph Weule, this milestone in the transit vehicle "firehardening" program makes the BART car the most fire safe transit vehicle in service in the nation today.

As of yesterday (Monday, July 28) 423 cars of BART's 440-car fleet had been completely retrofitted with the new fire resistant materials which were developed by BART as part of its \$20,818,000 "firehardening" program. In order to operate 43 trains, which is the number presently in service during the morning and afternoon peak commute hours, 379 cars must be in "go" status, which means they are ready to be used in regular service.

The 17 remaining cars now in the firehardening process will be coming into regular service at the rate of four cars per week, which means that by the end of August 1986 all of the BART cars will have been completely retrofitted with the fire-resistant materials.

With the completion of the firehardening program in the early fall, BART plans to add

- MORE -

2-2-2-2 BART'S OPERATING FLEET NOW FIREHARDENED

two trains during the peak commute hours, one on the Fremont/Daly City line and the other on the Concord/Daly City line, bringing the total number of peak hour trains to forty-five.

One of the most significant of BART's capacity expansion programs is the vehicle fire-hardening project. During the past five years, BART has taken major steps to improve the fire safety and life protecting capability of its present transit vehicle fleet. In October 1981, BART completed a major element of this program by replacing all seats in the current fleet with a low-smoke neoprene cushion covered with a 90 percent wool, 10 percent nylon material at a cost of approximately \$6 million.

The nearly \$21 million firehardening program includes extensive retrofitting of the BART car liners, installing fire-stops in the walls and ceilings, installing new floors by replacing the polyurethane floors with balsa wood, aluminum and steel sandwich floors (which have been tested to resist fire for 30 minutes), and reinforcing other points under the car where heat and fire might be generated, with fire-safe and fire-retarding materials. The materials used in the firehardening program are reflected in the C-Car fire safety specifications and meet or exceed UMTA guidelines.

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NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

July 29, 1986

Mike Healy, Department Manager
Public Affairs**CONTACT:** Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)**FOR IMMEDIATE RELEASE****WORK BEGINS ON \$6.5 MILLION ESCALATOR REFURBISHING PROGRAM AT FOUR BART STATIONS**

BART has embarked on a three year \$6.5 million escalator refurbishing program to improve the reliability of the transit district's escalators. Included in the project will be replacement of all chains and driving mechanisms, including speed reduction on selected units, replacement of worn steps, escalator skirts and replacement of damaged street level panels. Work has already begun on selected escalators at the 12th Street/City Center BART Station in Oakland and at three San Francisco BART stations, Powell Street, Civic Center and 24th Street.

While work is now under way at only four stations, all 143 escalators located in BART's 34 stations will eventually be refurbished. Because it will be necessary to order specially made parts, the refurbishing program will take three years to complete. However, every effort will be made to cause as little inconvenience to BART patrons as possible.

The work now being done at the four stations requires shutting down the following five escalators: at BART's 12th Street/City Center Station, the escalators located on at street level on both the east and west sides of Broadway will be out of service until October, 1986; at the Powell Street Station, the escalator at street level on the south side of Market Street at Fourth Street will be out of service until the second week of September; at Civic Center Station, the escalator located on the north side of Market Street between Grove and Hyde streets will be out of service until the first week of September; and at BART's 24th Street

(more)

Station the escalator located at street level, east of Mission Street, will be out of service until about mid-September.

The three year escalator refurbishing program is expected to be completed early in 1989. While the refurbishment program is designed to improve the reliability of BART's escalators, it must be noted that this system is out of service less than two percent of the time and that the routine escalator maintenance program will continue to insure this level of performance. Announcement will be made to notify BART passengers which escalators will be out of service during the contract period, in order to cause as little disruption of passengers' travel as possible, signs in the stations where work is in progress will also be posted.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

July 30, 1986

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(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

FIRST PHASE OF PARKING IMPROVEMENT PROJECT AT FREMONT STATION COMPLETED

BART Director John Glenn of Fremont today announced that the first phase of a parking improvement project at Fremont BART Station that included paving, landscaping and lighting a gravel lot located behind the station has been completed. The newly paved parking area, which covers more than two-thirds of the total area to be upgraded at Fremont Station, was reopened for parking on Monday, July 28, 1986. The lot has been closed because of the reconstruction work since March, 1986.

Glenn said access to the back parking area will also be improved with the addition of a new road crossing over a large drainage ditch in the lot. Prior to the reconstruction project, the back parking area was divided into two sections, separated by the ditch. While the new road will be in use on Wednesday, July 30, access to the newly paved area will be available only from Walnut Avenue or from the station's front parking lot. In October, when work on the second and final phase is completed, the entire back parking lot will be accessible by entering from either Mowry or Walnut avenues or from the station's front lot.

When the improved parking area is reopened on July 30, work will begin on the second phase of the parking improvement project.

(more)

2-2-2-2 FIRST PHASE OF PARKING IMPROVEMENTS COMPLETED AT FREMONT STATION

Glenn noted that the completion of the first phase of the project adds nearly 720 paved spaces to Fremont Station's existing 1053 spaces, bringing the total to 1773 paved parking spaces. Completion of the second phase will add another 285 paved spaces to the total.

The improvements are being made on land once owned by Caltrans and purchased by BART in 1982. Glenn was instrumental in initiating the purchase.

Total cost of the parking improvements was approximately \$173,000 and was financed in part by state transportation funds.

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AUGUST

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

August 1, 1986

Mike Healy, Department Manager
Public Affairs

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120 or
(415) 891-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

PITTSBURGH-ANTIOCH STUDY BOARD SELECTS THE BECHTEL TEAM AS CONSULTANTS

Nello Bianco, President of the BART Board of Directors, today announced that The Bechtel team has been selected as the consultants to the Board of Controls for the Pittsburg-Antioch Corridor alternatives analysis study.

Bianco said, "following an extensive review of the proposals submitted by five consulting teams, the Pittsburg-Antioch Corridor alternative analysis study Board of Control selected the Bechtel team of San Francisco. This team is to be headed up by Dave White and is expected to begin their work immediately following the approval of their contract by the BART Board of Directors."

According to Bianco, the study will evaluate the potential transportation alternatives in the Pittsburg-Antioch corridor, including a BART extension, a light rail line, improved BART Express Bus service, and the possibility of new High Occupancy Vehicle (HOV) lanes.

The study, which is required by the federal Urban Mass Transportation Administration (UMTA) is a critical prelude to having a project for which federal funds may be sought. It is expected to cost approximately \$1.5 million, 80 percent of which will be funded by UMTA. The remaining 20 percent will come from BART as the local matching fund.

(more)

Other members of the Board of Control for this study are: Supervisor Tom Torlakson of Contra Costa County, vice chairman; Mayor Mike Menesini, Martinez; Mayor Ron Mullin, Concord; Mayor Taylor David, Pittsburg; Mayor Joel Keller, Antioch; Mayor Nathan Fisher, Brentwood; Leo Fontana, Board Chairperson, Tri-Delta Transit; Burch Bachtold, Director, District IV, Caltrans; and Commissioner Steve Weir, Metropolitan Transportation Commission.

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NEWS RELEASE

86-88
BART



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Public Affairs

August 8, 1986

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FOR IMMEDIATE RELEASE

BART IS THE WAY TO GET TO HAYWARD ART & WINE FESTIVAL

It is going to be a glowing, great two days in downtown Hayward this Saturday and Sunday (Aug. 9-10) when the Kiwanis Club of Greater Hayward holds its Annual Art and Wine Festival -- and BART is the easiest, most convenient and safest way to get to the "B" Street festival area in downtown Hayward.

With the promise of great wine tasting and an outstanding display of art works and hand crafted items from over 200 artisans, the Kiwanis Club of Greater Hayward is holding its Annual Art Festival on "B" Street in Hayward, from 10 a.m. to 4 p.m.

The Hayward BART Station is located at the corner of Montgomery and B streets, just two blocks from the festival area.

BART trains operate 20 minutes apart on weekends. All four lines (Fremont/Richmond, Fremont/Daly City, Richmond/Daly City and Concord/Daly City) are in service on Saturdays from 6 a.m. to 6 p.m. At night and on Sundays (beginning at 9 a.m.), only two lines (Concord/Daly City and Richmond/Fremont) are in service.

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86-89

BART

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

August 11, 1986

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FOR IMMEDIATE RELEASE

"C-CAR" MODEL ON DISPLAY

"BART GOING PLACES" EXHIBIT AT CALIFORNIA STATE FAIR AUG. 15 TO SEPT. 1

BART's traveling exhibit, "BART Going Places," which colorfully presents information on the past, present and future operations of the world's most automated transit system, will be on display in Sacramento at the California State Fair, Aug. 15 through Sept. 1. The BART exhibit is located in the Expo Center, Building #5, as part of Imagination '86, an exhibition focusing on California technology and its application to everyday life.

BART's exhibit at the 133rd year of the California State Fair is 50 feet in length and is divided into three large sections, each section depicting an era of the system. Included are blow-ups of historic photos showing construction of BART's Transbay Tube and Berkeley Hills Tunnel. There are graphics and photos illustrating BART's current operations and futuristic renderings of BART's plans for improvements to increase service during the next three years. Two films of BART's original construction and an inside look at the system today will be continuously shown.

The exhibit features a nine-foot model of BART's new C-Car, which was designed by BART engineers. Four prototypes of the new cars were delivered in the fall of 1985 and have since been undergoing extensive testing. It is anticipated that by April, 1987, the first 48 of 150 C-Cars are expected to be delivered. By September 1988, the remaining 102 cars are scheduled to be delivered. It is expected that

(MORE)

the entire fleet of C-cars will be in service by January 1989, increasing BART's passenger capacity by 85 percent.

Though the "BART Going Places" is self contained, BART personnel will be available at the display during "Press Day" at the State Fair, which is scheduled for Friday, August 15.

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NEWS RELEASE

BART

**BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000**Mike Healy, Department Manager
Public Affairs

August 12, 1986

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FOR IMMEDIATE RELEASE**ADVISORY - PRESS EVENT****LAST GIRDER OF BART DALY CITY TURNBACK PROJECT GOES INTO PLACE AUG. 14 AT 2 P.M.**

Another milestone in BART's \$150 million Daly City Turnback Project will be reached on Thursday, August 14, 1986, at 2 p.m., when the last girder of the Turnback structure is lowered into place. Located about 250 yards south of John Daly Boulevard, on Junipero Serra Boulevard in Daly City, the 74-foot, pre-stressed concrete girder weighing over 115 tons will be lowered into place using jacks.

To form the girder, concrete was poured into wooden forms constructed between two support structures. It now sits on jacks 60 feet above ground.

Parking for those planning to cover this event is available at a municipal parking lot located on the east side of Junipero Serra Boulevard near Parkview Avenue. From this parking lot it is just a short walk to the site of the event.

Because the event site is located in a heavy construction area where work will be in progress, hard hats must be worn.

The construction workers will be given a signal to begin the process of lowering the last girder, number 68, into place. The method used to lower the massive girder utilizes hydraulic jacks and will take about 40 minutes to complete. The initial start of the lowering process will offer the best photographic opportunities. During the time when the girder is being lowered into position, those individuals who are closely involved with the project will be available for interviews.

(more)

Since the location of this event is in a construction site hard hats must be worn. There will be a limited number of hard hats available at the site. Please contact Sy Mober, Manager, Public Information, at (415) 464-7120 during working hours if you plan to attend.

The Daly City Turnback and Yard project is a critical element of a \$491 million program to increase BART's passenger carrying capacity by about 85 percent. Other elements include 150 new transit cars, a new computer system and the recently completed third track through downtown Oakland. When the capacity expansion program is completed in 1989, BART expects to carry about 235,000 passengers daily, with 57 trains in operation during peak hours.

Consisting of three off-line "tail tracks" extending approximately 1.5 miles south from the Daly City Station, the turnback will enable BART to turn trains back to the East Bay faster than is currently possible. This will allow BART to run trains at closer headways, which will increase the number of trains operating on the system at any one time.

The Daly City Turnback and Yard project will require 23 separate construction and procurement contracts and is the single largest construction project BART has undertaken since the completion of the original system in 1974. Construction of the Daly City Turnback, which officially began on February 11, 1985, is expected to be completed in early 1988. The Daly City Yard is expected to be completed in the summer of 1988.

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86-91

BART

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

August 15, 1986

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(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

ONE ESCALATOR AT MONTGOMERY STREET BART STATION TO BE CLOSED FOR REFURBISHING

On Wednesday, Aug. 20, one of the three escalators at BART's Montgomery Street Station will be closed for about six weeks for repair work in connection with BART's three-year, \$6.5 million escalator refurbishing program. The escalator is located inside the paid area of the station, near the Wells Fargo Bank, and operates between the station's train platform and concourse levels.

During the time the escalator is being refurbished, the station's two other escalators operating between the concourse and train platform levels will remain in service.

BART recently announced that all 143 escalators located throughout the system's 34 stations will eventually be refurbished. In addition to the work on the escalator at Montgomery Street station, five other escalators at four stations are out of service. All six escalators are scheduled to be back in operation by mid-October.

Included in BART's 6.5 million escalator refurbishing project will be replacement of all chains and driving mechanisms, including speed reduction on selected units, replacement of worn steps, escalator skirts and replacement of damaged street level panels. Work has already begun on selected escalators at the 12th Street/City Center BART Station in Oakland and at three San Francisco BART stations, Powell Street, Civic Center and 24th Street.

The escalator refurbishing program will require three years to complete because many of the parts needed must be specially made. The program is also set

(more)

up so as to cause as little inconvenience as possible to BART patrons.


The refurbishment program is designed to improve the reliability of BART's escalators; however, it must be noted that this system is out of service less than two percent of the time and that the routine escalator maintenance program will continue to insure this level of performance.

Announcements will be made to notify BART passengers which escalators will be out of service during the contract period, in order to cause as little disruption of passengers' travel as possible, signs in the stations where work is in progress will also be posted.

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86-92
BART

NEWS RELEASE


BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

August 21, 1986

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FOR IMMEDIATE RELEASE

BART COMMITTEE APPROVES STATION PLATFORM EDGE SAFETY PROJECT

BART Director John Glenn today announced that the BART Board's Engineering & Operations Committee, which he chairs, has approved a platform edge detection project as a safety improvement primarily for blind patrons. Glenn said the edge detection system is designed to warn visually handicapped people that they are approaching the edge of the platform in the stations.

He noted that this project would be another pioneering effort by BART to improve safety, as BART will be the first system in the country to install platform edge detection strips. BART was the first system in the country to provide full accessibility for the handicapped as well.

The edge detection system being recommended is one of several evaluated by BART over the past year, will consist of a two-foot wide strip of "tactile tiles" installed along the platforms in all 34 stations. The tiles are slightly raised and yellow in color for people with low vision.

Glenn said he believes the edge detection system would be a major improvement generally, as a consistent warning not to get too close to the platform edge before the train arrives, as well as improved safety for the fully impaired.

The estimated cost of the project is between \$1 million and \$1.5 million, 80 percent of which will be funded from a grant from the federal Urban Mass Transportation Administration (UMTA).

The committee recommendation to advertise for bids will now go to the full Board for final approval. The BART Board is expected to take this up at the next regular Board meeting, Thursday, August 28, 1986.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

August 26, 1986

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FOR IMMEDIATE RELEASE

ALL OF BART'S CARS ARE NOW THE MOST FIRE-SAFE TRANSIT VEHICLES IN THE NATION

As of Friday, August 22, 1986, all of BART's 440 cars went "firehardened", with the installation of new fire resistant walls, floors, seats, ceiling with added protection which has been installed over equipment under the cars.

Richard P. Demko, BART's Executive Manager of Engineering and Maintenance announced that the "firehardening" of BART's fleet has now been completed, making the BART car the most fire safe transit vehicle in service in the nation today.

Demko noted that as part of the \$20,818,000 "firehardening" program, all the cars in BART's 440 car fleet were completely retrofitted with new fire resistant materials BART developed. New walls, ceilings and end panels of the cars have been replaced and fire-stops have been placed in the walls and ceilings. A new floor, which has been tested to resist fire for 30 minutes, has been installed, replacing the original polyurethane floor. The new floor is a "sandwich" made up of a balsa wood core, surrounded by aluminum and steel. Other points under the cars, where heat and fire might be generated, have been protected with fire-safe and fire-retarding materials.

The production line used in the "firehardening" project was located at BART's Hayward Maintenance Base where the work was under the management of Fred Stevens, BART's Manager of Rolling Stock Maintenance.

The project is one of the more significant of BART's \$490 million capacity expansion program. During the past five years, BART has taken major steps to improve the fire safety and life protecting capability of its present transit vehicle fleet. In October 1981, BART completed a major element of this program by replacing all seats in the current fleet with a low-smoke neoprene cushioning covered with a 90 percent wool, 10 percent nylon material at a cost of approximately \$6 million. In November, BART will add two trains during the peak commute hours, one on the Fremont/Daly City line and the other on the Concord/Daly City Line, bringing the total number of peak hour trains to forty-five in comparison to the forty-three trains in service today.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

August 27, 1986

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(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART TRAINS TO OPERATE ON A SATURDAY SCHEDULE ON THE LABOR DAY HOLIDAY

BART trains will operate on a Saturday schedule on Monday, Sept. 1, the Labor Day holiday. All four lines (Concord-, Richmond- and Fremont-to-San Francisco/Daly City and Richmond-to-Fremont) will be in service from 6 a.m. to 6 p.m. After 6 p.m. BART's normal evening service will go into effect, which means trains operate on two lines only, Concord-San Francisco/Daly City and Richmond-Fremont, until midnight. Trains for each line will arrive at stations every 20 minutes.

Over the weekend BART will add cars to trains operating on the Richmond-Fremont line during the day in order to accommodate baseball fans riding BART to the Oakland A's-Baltimore Orioles games at the Oakland Coliseum on Saturday and Sunday. Longer trains will also be in service during the evening on Labor Day when the Oakland A's play the New York Yankees.

BART administrative offices will be closed on the holiday.

For BART travel information, call 465-BART or one of BART's toll-free numbers found in local phone directories.

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86-95

BART

NEWS RELEASE

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Mike Healy, Department Manager
Public Affairs

August 27, 1986

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(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART PROPERTY TAX RATE IS REDUCED FOR COMING YEAR

At its Aug. 28 meeting the BART Board of Directors lowered BART's share of property taxes in the counties of Alameda, Contra Costa and San Francisco. Directors also voted to lower BART's share of property taxes in the City of Berkeley, a special service district.

The new BART property tax rate for the 1986/87 fiscal year has been set at 4.21 cents (.0421 percent) per one hundred dollars of assessed valuation of the three counties within the BART district. This represents a rate reduction of .87 cents from the 1985/86 fiscal year's rate of 5.08 cents (.0528 percent).

On the basis of the total valuation figures supplied by the three counties, the lower rate will raise \$47,800,000 to provide for the transit district's General Obligation Bond debt service for the 1986/87 fiscal year.

In Berkeley, the BART property tax rate for fiscal year 1986/87 will be 2.20 cents (.0220 percent) per one hundred dollars of assessed value. This is a reduction of .24 cents from last year's rate of 2.44 cents (.0244 percent).

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SEPTEMBER

NEWS RELEASE

86-96

BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

September 11, 1986

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Public Affairs

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FOR IMMEDIATE RELEASE

BART ENTERS ITS FIFTEENTH YEAR OF SERVICE

BART today (Thursday, September 11, 1986) celebrates its fourteenth year of passenger service.

To date, BART has carried over 570 million passengers more than 7.5 billion passenger miles safely, without one passenger fatality in its fourteen years of operation. Of the total trips made 256 million were through the Transbay Tube.

When BART first opened for service on September 11, 1972, it operated nine two-car trains on 28 miles of track between Fremont and MacArthur Station. It was two years later, when the Transbay Tube was opened, that the 71.5-mile system now in operation was completed.

In recent years BART has embarked on an aggressive program to increase its passenger-carrying capability.

At a cost of \$491.3 million, BART's Capacity Expansion Program is comprised of eight major projects which will ultimately increase the system's passenger-carrying capacity by 85 percent. Some of the accomplishments made in BART's Capacity Expansion Program have been the completion of a new third trackway through the downtown Oakland area, the completion of a program to fire harden its transit vehicles, the placement of the final girder in a new turnback structure in Daly City, the on-line testing of prototypes of BART's new transit vehicle, and the commitment of funding for the majority of the projects included in the expansion program. The program also includes plans to upgrade the system's electrification capabilities, install a new "Integrated Control System" (ICS) to replace the

(more)

original computer system which operates the trains, modify wayside train control equipment and install new Automatic Train Control equipment on BART.

The signing of a Full Funding Agreement this past spring with the Urban Mass Transportation Administration (UMTA) provided a federal commitment to the Daly City Turnback and Yard Project. Combined with earlier state and federal grants and other BART generated funds, the Capacity Expansion Program is now over 93 percent funded. Earlier this fiscal year BART sold revenue bonds to raise an additional \$70 million to ensure completion of the Capacity Expansion Program and to construct additional parking.

Last fall, four prototype C-Cars were delivered and have been undergoing an extensive set of tests. The production phase of the projects will begin in 1987 and will add a total of 150 cars to the 440 original cars which have been in service since the system opened in 1972.

Construction of BART's KE Track, a third track extending 1.5 miles through downtown Oakland, was completed this year, making it the first addition of mainline track since the completion of BART's original construction. Though included as a necessary element in BART's plan to increase the number of trains operating through downtown Oakland -- an increase that BART riders will not begin seeing until late 1987 -- the \$25 million KE Track is already proving to be a great asset to both the transit district and its riders by helping to reduce the impact on travel time when trains break down in the downtown Oakland area and saving BART over \$100,000 in energy and maintenance costs during the six months it has been in use.

Another milestone in BART's \$150 million Daly City Turnback Project was reached on August 14, 1986, when the last girder of the turnback structure was lowered into place. Consisting of three "tail tracks" extending approximately 1.5 miles south from the Daly City Station, the turnback is a critical element BART's Capacity Expansion Program in that it will enable BART to turn trains back to the East Bay faster than is now possible. This ability is essential to running

(more)

trains at closer headways, increasing the number of trains operating on the system.

By late August, 1986, all 440 cars in BART's operating fleet had been fire hardened with the addition of fire safeguards over equipment under the cars and the installation of new fire resistant walls, floors, seats and ceilings. Richard Demko, BART Executive Manager of Maintenance and Engineering, said that the completion of the \$20 million program makes BART cars the most fire safe transit vehicles in service in the nation today.

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86-97

BART

NEWS RELEASE

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Public Affairs

September 11, 1986

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(415) 881-2663 (during non-business hours) FOR IMMEDIATE RELEASE

INCREASE FOR DUBLIN RAIL STUDY

The BART Board of Directors today authorized \$43,000 for a joint rail alternative study with the Livermore/Amador Valley Transit Authority (LAVTA).

Today's action provides an additional \$13,000 to the BART Board's previous authorization of \$30,000 for the study. The new amount was based on a revised estimate due to a broadening of the project's scope. The study will focus on potential rail alternatives in Livermore/Amador Valley corridor to serve Castro Valley, Dublin and Pleasanton. Objectives of the study will include a close look at "light rail" design features, revenue service characteristics and cost effectiveness compared with a BART rail extension from BART's Bay Fair Station to Pleasanton.

The study, which is expected to begin this month (September 86) will be completed in December 86. It will be jointly managed by BART and LAVTA.

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86-98
BART

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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Public Affairs

September 11, 1986

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FOR IMMEDIATE RELEASE

JOINT DEVELOPMENT OPPORTUNITIES

Nello Bianco, President of the BART Board of Directors today called for and received board support to oppose any consideration for a possible dump site in West Pittsburg.

According to Bianco, Contra Costa County is proposing three alternatives for a possible site, one of which would be on Baily Road about three quarters of a mile South of the future West Pittsburg BART station.

Bianco said that when its BART station is constructed there will be Joint development opportunities which would enhance the areas environment and provide economic benefits to its community.

Potential developers will not be so anxious to invest in the area around the station with a dump site so close.

At Bianco's urging, the BART Board of Directors passed a resolution opposing the Baily Round Site.

Bianco said he will present the resolution to the Contra Costa County Planning Commission for consideration at its September 23 meeting, along with other comments.

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86-99

NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

September 11, 1986

CONTACT: Lt. Leo Tamisiea
BART Police Department
(415) 464-7053

FOR IMMEDIATE RELEASE

FIRST ANNUAL LAW ENFORCEMENT JOB FAIR TO BE HELD TUESDAY, NOVEMBER 18, 1986

On November 18, 1986, between 12 noon and 8:00 p.m. at the Oakland Convention Center, the largest law enforcement job fair in the nation will be held. About 100 Bay Area police and sheriff's departments will be recruiting for 6,000 jobs and between 5,000 and 10,000 applicants are expected to attend this first annual law enforcement recruiting job fair.

A coalition of Northern California local, State and Federal law enforcement agencies will host this event. Nearly one hundred agencies are involved including Police and Sheriff departments in the ten Bay Area counties. Also, included are State and Federal agencies special districts, Probation departments, D.A. investigation units, Regional Police Academies, colleges with Administration of Justice programs, and minority and female peace officer associations.

Five to ten thousand applicants are expected to attend the first annual event. The combined number of job openings available at the time of the job fair is expected to exceed six thousand.

The theme of the fair is "Law Enforcement Career of the Decade". The fair will be advertised on television, radio, newspapers and by poster distribution in the greater Bay Area.

(more)

Funding for this event has been generated entirely from participating agencies who have formed a nonprofit organization (CLEAR INC.) California Law Enforcement Association of Recruiters Inc. Public admission to the fair is free of charge. An ongoing repeating program of demonstration, displays and classroom test preparation will be provided throughout the day, noon to 8:00 p.m.

Host agencies pay \$100 for an individual booth at the Convention Center and a computerized list of candidates who register at the fair sorted by education, city, etc.

Governor Deukmejian has been invited to be the Keynote Speaker for this event. Other dignitaries invited to the opening ceremonies include the State and Federal Attorney Generals, Mayor and Police Chief of Oakland and the Sheriff of Alameda County.

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SPECIAL DISTRIB
NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000Mike Healy, Department Manager
Public Affairs

September 11, 1986

CONTACT: Sy Moubert Manager
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(415) 464-7120
(415) 881-2663 (during non-business hours)FOR IMMEDIATE RELEASETWO MORE MILESTONES IN BART'S PITTSBURG -ANTIOCH EXTENSION STUDY ACHIEVED

Nello Bianco, President of the BART Board of Directors, today announced that two major elements of the Pittsburg -Antioch Corridor (PAX) Alternatives Analysis Study were accomplished when the BART Directors, at their regular meeting on Thursday, September 11, 1986, retained Betchel Civil, Inc. of San Francisco as consultants for the study and also directed BART'S General Manager to execute a contract with the Metropolitan Transportation (MTC) in order to receive a total of \$1.2 million in federal funds from the Urban Mass Transportation Agency (UMTA).

In making the announcement Bianco stated, "Now the work can commence on this most important study, which is vital to the fulfillment of the wishes of the people of Eastern Contra Costa County for the extension of BART service to their communities."

Bianco explained that the \$1.5 million PAX Alternative study will evaluate the transportation alternatives in the Pittsburg -Antioch corridor and will not only include the extension of the BART rail system, but look at other proposals such as light rail transit, BART Express Bus improvements and Busway/High Occupancy Vehicle (HOV) lanes. Also, the study will develop the Draft Environmental Impact Statements and Draft Environmental Impact Report, which will include primary patronage forecasting.

The Board of Control for this study includes the following: Nello Bianco, BART Chairperson; Supervisor Tom Torlakson, Contra Costa County, Vice Chairperson and members, Mayor Mike Menesin, Martinez; Mayor Ron Mullin, Concord; Mayor Taylor Davis, Pittsburg; Mayor Joel Keller, Antioch; Mayor Nathan Fisher, Brentwood; Leo Fontana,

Chairperson, Tri-Delta Transit; Burch Bachtold, Director, District IV, Caltrans and Commission Steve Weir, Metropolitan Transportation.

The PAX Alternative Analysis is scheduled to take 21 months for completion and results are expected by the summer of 1988.

Nine alternatives have been approved by UMTA, and these will be refined with the target being four or five and will include a fully detailed analysis and patronage projects.

The contract with the MTC for federal funding calls for a commitment from BART totaling \$300,000, as the 20 percent local match for the PAX environmental corridor studies, and specifies that MTC will receive \$260,000 for the preparation of the primary patronage forecasting, also a part of the environmental studies, required by UMTA.

Additional information on the study and future meeting dates for the study's Board of Control is available from BART'S Planning and Analysis Department, by contacting Alan Lee, BART's Project Manager for the study at (415) 464-6169

MARTINEZ Gazette

NEWS RELEASE

86-101



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

September 11, 1986

CONTACT: Sy Moubert Manager
Public Information
(415) 464-7120
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART APPROVES PITTSBURG/ANTIOCH CONSULTANT AGREEMENT

BART President Nello Bianco today announced that the BART Board has approved negotiating a contract with Bechtel Civil, Incorporated to act as the consultant on the Pittsburg-Antioch Corridor Alternatives Analysis study.

Bianco said he was extremely pleased by the BART Board's action today because it represented a giant step forward in the process to get a rail extension out to serve the people of the Pittsburg/Antioch Area. The contract will be for \$1,235,000.

He praised Martinez Mayor Mike Menesini for his leadership and support in moving this important project forward. "Mike Menesini fought to ensure that the North Concord/Martinez Station, which will be the first station to be built, would be located to serve its people of Martinez. Originally the push was to locate the station in Clayton," Bianco said.

Menesini is also a member of the Pittsburg/Antioch Alternatives Analysis Board of Control.

The total cost of the study is estimated to be \$1.5 Million. The additional amount is for a patronage forecast study which will be separate from the primary consultant's contract. Federal grants for the Urban Mass Transportation Administration (UMTA) will provide \$1.2 Million for the study with its remaining \$300,000 coming from BART for the local match.

Bianco said Bechtel was picked from five consultant firms responding to a request for proposal.

-MORE-

He said the schedule calls for the study to be completed in 21 months after the consultant is given the go-ahead.

"I'm hoping to see a final report by this time next year." Bianco said.

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86-102

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

September 12, 1986

CONTACT: Sy Moubert, Manager
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(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

ADVISORY: BART PAAL COMMITTEE MEETING CANCELLED

A BART Public Affairs, Access and Legislation (PAAL) Committee meeting tentatively scheduled for 9 a.m. on Tuesday, September 16 has been cancelled. No new date has been set for the next PAAL Committee meeting.

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86-103 (Note: Called in to West County Times this date)
BART

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

September 17, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART BOARD JOINS DIRECTOR NELLO BIANCO IN OPPOSING DUMP SITE IN WEST PITTSBURG

At the Sept. 11 meeting of the BART Board of Directors, Nello Bianco, who represents Richmond, El Cerrito and eastern Contra Costa County, called for and received board support to oppose any consideration for a possible dump site in West Pittsburg.

According to Bianco, Contra Costa County is proposing three alternatives for a possible site, one of which would be on Bailey Road about three quarters of a mile south of the future West Pittsburg BART Station.

Bianco said that when the West Pittsburg BART station is constructed there will be joint development opportunities which would enhance the area's environment and provide economic benefits to the community.

Potential developers will not be so anxious to invest in the area around the station with a dump site so close, Bianco said.

At Bianco's urging, the BART Board of Directors passed a resolution opposing the Bailey Road site.

Bianco said he will present the resolution, along with other comments, to the Contra Costa County Planning Commission for consideration at its Sept. 23 meeting.

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NEWS RELEASE

86-104
BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

September 19, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

LONGER BART TRAINS IN SERVICE TONIGHT TO THE COLISEUM'S 20TH BIRTHDAY PARTY

BART will be operating longer trains on all lines tonight in order to accommodate the crowd of A's fans, more than 55,000, who are planning to attend the Coliseum's 20th Anniversary celebration at the Coliseum stadium.

When the overflow crowd expected at the Coliseum Stadium is ready to depart, BART will have several special trains standing by for service from the Coliseum/Oakland Air BART Station.

Fans coming from San Francisco can board a Fremont-bound train at any San Francisco station, which will take them directly to the Coliseum BART Station. The direct train to Fremont from Daly City will be coming through the San Francisco Station every 15 minutes beginning at about 5:30 p.m., and the last direct train will be available at these stations beginning at about 7:10 p.m.

From the Concord line, those going to the Coliseum must transfer to a Fremont-bound train at MacArthur BART Station or the 12th Street Oakland City Center BART Station.

Those coming from stations in the Richmond area can board a Fremont-bound train which provides direct service to the Coliseum. From the stations on the Fremont line, fans can take any train and this will take them directly to the Coliseum.

The stadium is directly accessible from the Coliseum station by an aerial walkway.

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NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

CONTACT: Mike Healy, Department Manager
Public Affairs
(415) 464-7110

September 23, 1986

FOR IMMEDIATE RELEASE

BART TO ADD TWO TRAINS DURING COMMUTE HOURS

BART Director John Glenn of Fremont today announced that beginning Monday, Nov. 3, two trains will be added during peak hours of the morning and afternoon commute service, increasing the total number of peak hour trains operating on the system from 43 to 45. Glenn said one of the two extra trains will operate on the Fremont-San Francisco/Daly City line and the other will serve the Concord-San Francisco/Daly City line.

BART is able to provide the additional trains as a result of completing a program of "fire hardening" its vehicle fleet. For the past four years all 440 cars in the BART fleet have undergone a series of modifications and refurbishment to make them more fire safe. BART's Fire Hardening Program meant that on an average, 16 cars a day were being refurbished and therefore unavailable for train service. With the completion of the program, these 16 cars may now be scheduled for daily train service.

For passengers on the Fremont line, Glenn said that beginning Nov. 3 a seven car train will be scheduled to run ahead of the most heavily patronized train in both the morning and afternoon commute periods. The extra train will be scheduled so as to arrive in San Francisco in time for commuters to be at work by around 8 a.m. In the afternoon, the train is scheduled to depart San Francisco at around 5 p.m.

On the Concord-San Francisco/Daly City line, an extra six-car train will arrive in San Francisco at around 7:14 a.m. For the evening commute back to

(MORE)

Concord, the six-car train will depart San Francisco at 5:55 p.m.

An extra car will be added to two Richmond trains departing San Francisco during the evening commute period. BART will also add one car to the most crowded train operating on the Richmond-Fremont line, which leaves downtown Oakland just after 5 p.m.

A passenger bulletin containing revised time tables showing exact departure times of the two extra trains will soon be available at BART stations.

"We are extremely pleased to offer this additional service to the comfort and convenience of our passengers," Glenn said.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

CONTACT: Mike Healy, Manager
Public Affairs
(415) 464-7110

September 24, 1986

FOR IMMEDIATE RELEASE

JOHN DALY BOULEVARD ENTRY TO DALY CITY BART STATION

TO BE CLOSED FOUR HOURS ON SATURDAY, SEPT. 27

From 11 a.m. to 3 p.m. on Saturday, Sept. 27, entry into BART's Daly City Station from John Daly Boulevard will be closed to vehicle traffic while the City of Daly City's 75th Anniversary Parade takes place. The parade is co-sponsored by the Greater Daly City/Colma Chamber of Commerce.

Alternate entry into Daly City BART Station is accessible from DeLong Street or Saint Charles Street.

All buses will run to their normal stops, with only some changes in routes entering and exiting the station during the parade hours.

The parade staging area will be located in the vicinity of San Jose Avenue and Alemany Street in San Francisco. From there, the parade will proceed down Mission Street and then down John Daly Boulevard.

BART's parking lot adjacent to John Daly Boulevard will be made available to parade spectators, however those planning to park in the lot are advised to get there early, before John Daly Boulevard is closed.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

September 25, 1986

CONTACT: Mike Healy, Manager
Public Affairs
(415) 464-7110

FOR IMMEDIATE RELEASE

BART BOARD HONORS AC TRANSIT DIRECTOR JOHN L. MC DONNELL

The BART Board of Directors today paid tribute to longtime AC Transit Director John L. "Jack" McDonnell upon announcing his retirement from the transit district.

BART directors passed a resolution commending McDonnell for his 30 years of service in public transportation. The resolution, which will be engrossed and presented to McDonnell, acknowledges McDonnell's role in "...shaping enabling legislation creating AC Transit, and in encouraging passage of the [BART] District's original \$16 million bond issue..."

McDonnell was one of the original board members of the Alameda-Contra Costa County Transit District when it was established in 1956. He served as president of the district four times and twice served as chairman of the American Public Transit Association.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

CONTACT: Mike Healy, Department Manager
Public Affairs
(415) 464-7113

September 29, 1986

FOR IMMEDIATE RELEASE

BART ENTERS FINAL STAGE OF LAND PURCHASE FOR FUTURE WARM SPRINGS STATION

BART Director John Glenn of Fremont today announced that the transit district has entered into an agreement to purchase a parcel of land for the future Warm Springs station site.

Glenn said BART has agreed to purchase a 23.4 acre land parcel for \$9.6 million from Fremont land owners Joaquin C. Lopes, his wife A. Blanche, and son, James. The land parcel is located at the intersection of Warm Springs and Grimmer boulevards, about five miles south of BART's Fremont Station.

Funds for the land purchase will come from revenue bonds BART issued in November 1985.

Glenn said BART plans to initially develop a portion of the site as an interim park-and-ride facility to serve the Fremont BART Station until such time as the Warm Springs extension is built.

Approximately half of the 25 acres needed for the future Irvington Station site, which is located about three miles south of the Fremont BART Station, was purchased earlier this year

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OCTOBER

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

October 1, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

WORK ON MONTGOMERY STREET BART STATION ESCALATORS DELAYED

At BART's Montgomery Station, the escalator which was to have been shut down on August 15, 1986, was not closed until September 15, since parts, for the refurbishing work were not available as had been originally scheduled. The work is now proceeding on schedule and the escalator will be back in service on November 1, 1986. The escalator is located inside the paid area of the station, near the Wells Fargo Bank, and operates between the station's train platform and concourse levels.

One of the major difficulties involved with BART's three-year \$6.5 million refurbishing program is that many of the replacement parts must be specially made.

During the time the escalator is being refurbished, the station's two other escalators operating between the concourse and train platform levels will remain in service.

BART recently announced that all 143 escalators located throughout the system's 34 stations will eventually be refurbished. Included in BART's \$6.5 million escalator refurbishing project will be replacement of all chains and driving mechanisms, including speed reduction on selected units, replacement of worn steps, escalator skirts and replacement of damaged street level panels.

(more)

Work has already begun on selected escalators at the 12th Street/City Center BART Station in Oakland and at four San Francisco BART stations, Powell Street, Civic Center, 24th Street and Balboa Park.

The escalator refurbishing program will require three years and is designed to cause as little inconvenience as possible to BART patrons.

The refurbishment program is designed to improve the reliability of BART's escalators; however, it must be noted that this system is out of service less than two percent of the time and that the routine escalator maintenance program will continue to insure this level of performance.

Announcements will be made to notify BART passengers which escalators will be out of service during the contact period, in order to cause as little disruption of passengers' travel as possible, signs in the stations where work is in progress will also be posted.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

86-110

Mike Healy, Department Manager
Public Affairs

October 6, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART ADDS EXTRA TRAINS FOR UC BERKELEY GAME

On Saturday, October 11, 1986, BART will operate longer trains on the Richmond/Fremont, Concord/Daly City and Richmond/Daly City lines to accommodate Golden Bears fans planning to attend the UC Berkeley vs. Oregon State game at Memorial Stadium, located at U.C. Berkeley's campus. Trains will operate on a regular Saturday schedule, every twenty minutes apart, with one extra car per train, before and after the game.

Fans can easily reach the stadium by taking BART's Richmond line to the Berkeley station and transferring to the AC Transit #51 bus at Center and Shattuck. The bus goes directly to the stadium, and special buses will be running ten minutes apart beginning at 11:14 a.m. until 1:00 p.m. To get to the stadium from Concord, take the Concord/Daly city line, get off at the Rockridge station and transfer to the #51 bus.

For additional information, call 465-BART or AC Transit at 839-2882.

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NEWS RELEASE

BART



BART AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

October 21, 1986

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART DRAWING FOR ICE CAPADES TICKETS

Whether you're a person who likes to leave things to chance, or one who only goes after a sure thing, you can't miss with BART and the Ice Capades. You could be the lucky winner of two free tickets to the Ice Capades at the Oakland Coliseum Arena, starring the Ewoks, in a BART contest drawing to be held on November 4, 1986. Winning tickets are for the 7:30 p.m. shows on Wednesday, November 19 or Thursday, November 20.

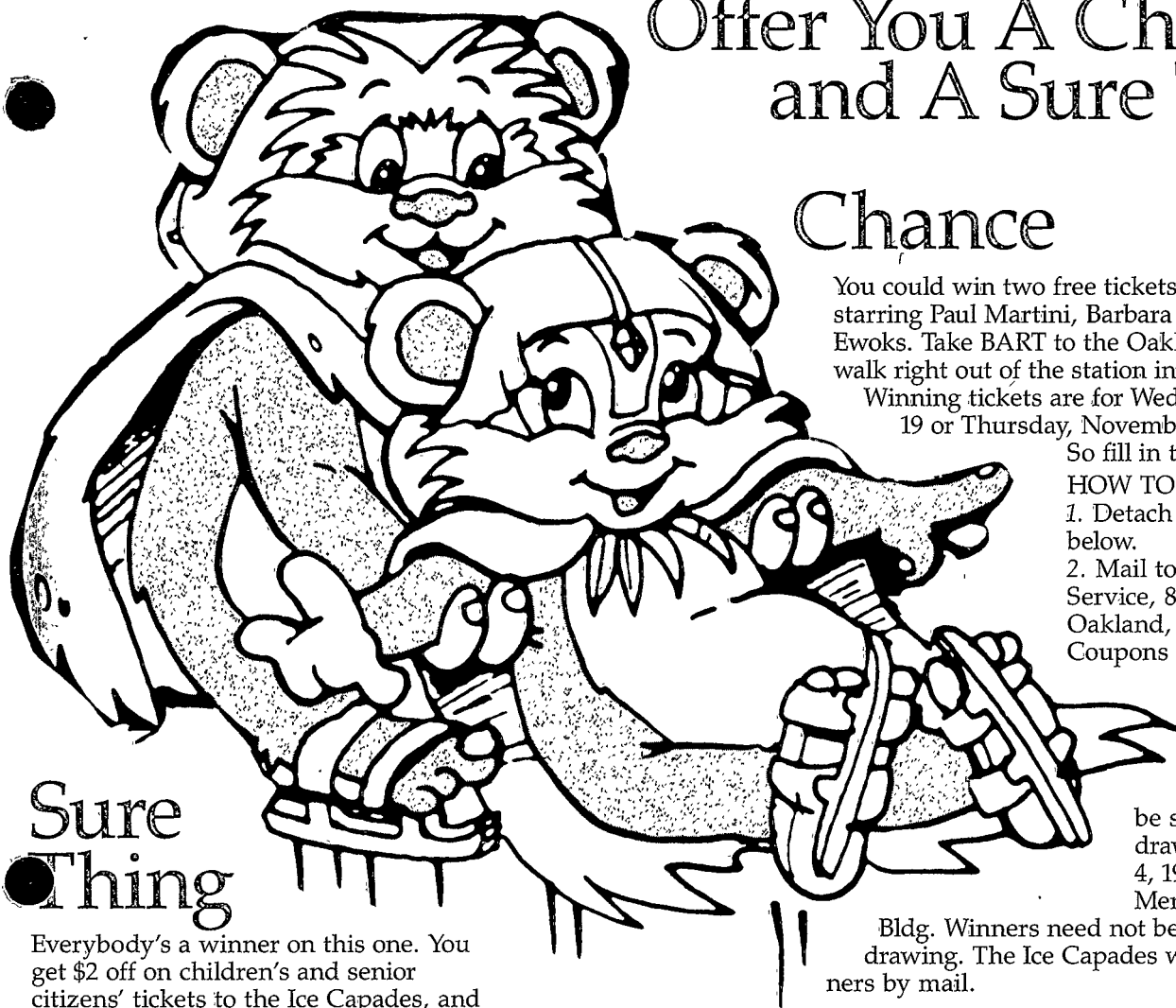
To get to the show, which runs from November 18-23, you won't have to drive the freeways at night or park at the Coliseum because you can take BART to Coliseum Station and walk right out of the station and into the show.

Contest or not, everyone can still be a winner at the Ice Capades by receiving discounts worth \$2 and \$1.50 off the regular ticket price for adults and children. Printed flyers containing discount ticket coupons and contest entry forms are now available at all BART Stations. These forms must be turned in no later than October 24. If you fill out the special coupon and mail it to the Ice Capades along with a stamped, self-addressed envelope and a check made payable to Ice Capades, you will get \$2 off on children's and senior citizens' tickets, and \$1.50 off on adults' tickets. If you should win the "Chance" contest, you can still use your discount tickets to bring friends! Box office deadline is 24 hours prior to the show. Tickets are on an availability basis with no refunds or exchanges.

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BART & THE ICE CAPADES

Offer You A Chance and A Sure Thing



Chance

You could win two free tickets to the Ice Capades starring Paul Martini, Barbara Underhill and the Ewoks. Take BART to the Oakland Coliseum and walk right out of the station into the show.

Winning tickets are for Wednesday, November 19 or Thursday, November 20 at 7:30 P.M.

So fill in the coupon below!

HOW TO WIN

1. Detach and fill out coupon below.

2. Mail to: BART Passenger Service, 800 Madison Street; Oakland, CA 94607.

Coupons must be received by Midnight, November 3, 1986 to be eligible.

3. Winners will be selected by random drawing on November 4, 1986 at the Lake Merritt Administration

Bldg. Winners need not be present at the drawing. The Ice Capades will notify the winners by mail.

Sure Thing

Everybody's a winner on this one. You get \$2 off on children's and senior citizens' tickets to the Ice Capades, and \$1.50 off on adults' tickets. You won't have to bother about driving because you can take BART straight to the show. The Ice Capades will be at the Oakland Coliseum Tuesday, November 18 through Sunday, November 23, 1986. And if you should win the "Chance" contest, you can still use your discount tickets to bring your friends!

Fill out the coupon below and mail to the Ice Capades along with a stamped, self-addressed envelope and a check made payable to ICE CAPADES. Mail order deadline is one week prior to performance. Box Office deadline is 24 hours prior to the show. Tickets are on an availability basis with no refunds or exchanges. All seats reserved.

Mail to ICE CAPADES, Coliseum Box Office; Nimitz Freeway & Hegenberger Road; Oakland, CA 94621.

For further information on these or other performances call: (415) 639-7700.

Yes, I want to win free tickets to the Ice Capades on Wednesday, November 19 or Thursday, November 20 at 7:30 P.M.

Name _____ Day Phone _____

Address _____

City _____ State _____ Zip _____

You need not purchase a BART ticket to enter. Employees of BART, their families, or their advertising agency are ineligible for this drawing. The Ice Capades will notify the winners by mail.

Name _____ Day Phone _____

Address _____

City _____ State _____ Zip _____

Performance: Wed, Nov 19, 7:30 P.M. Sat, Nov 22, 4:00 P.M.
 Thurs., Nov 20 7:30 P.M. Sun., Nov 23, 6:00 P.M.

\$1.50 off for adults
Send _____ \$9.50 adult @ \$8.00, _____ \$8.00 adult @ \$6.50,
_____ \$6.50 adult @ \$5.00 Total adult \$ _____

\$2.00 off for children (under 16 years old) and Senior Citizens
Send _____ \$9.50 child @ \$7.50, _____ \$8.00 child @ \$6.00,
_____ \$6.50 child @ \$4.50 Total child/Sr \$ _____ Total Due \$ _____

Make check payable to Ice Capades For additional information, call (415) 639-7700

If all tickets at price ordered are sold out

- Send the next best available seats for that show and refund the difference to me.
- Send the best available seats _____ show and refund any difference to me
- Do not substitute any tickets Cancel our order and refund money to me

November 18-23 Oakland Coliseum



NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

October 10, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART POWELL STREET ESCALATOR REFURBISHING COMPLETED

As of Saturday, October 11, BART's Powell Street escalators were back in service as part of its three year \$6.5 million escalator refurbishing program. BART recently announced that all 143 escalators located throughout the system's 34 stations will eventually be refurbished. Included in the project will be replacement of all chains and driving mechanisms, including speed reduction on selected units, replacement of worn steps, escalator skirts and replacement of damaged street level panels.

Other escalator repairs scheduled for completion in coming weeks are at the Montgomery Street station on Wednesday, October 15, and at the Balboa Street, 24th Street and Civic Center stations on November 1.

BART officials say that work is being concentrated on refurbishing the escalators in the downtown areas from the street levels to the concourse levels by the rainy season. It is hoped that all of the street level escalators in the downtown areas will be completed in time for Christmas shopping.

Officials noted that each time an escalator is put out of service it takes at least six to eight weeks to repair it. This, coupled with having to order specially made parts is the reason for the three year length of the program.

(more)

2-2-2-2 BART POWELL STREET ESCALATOR REFURBISHING COMPLETED

The refurbishing program, designed to improve the reliability of BART's escalators is designed to cause as little inconvenience as possible to BART patrons. Announcements will be made to notify BART passengers which escalators will be out of service during the contact period, and signs in the stations where work is in progress will also be posted.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

October 17, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART ADDS EXTRA TRAINS FOR WEEKEND EVENTS

To accommodate UC football fans going to the game on Saturday, Oct. 18, and for those planning to attend the Genesis concert at the Oakland Coliseum Oct. 19-23, BART will add extra cars to trains on some of its lines.

On Saturday, October 18 BART will operate longer trains on the Richmond/Fremont, Concord/Daly City and Richmond/Daly City lines to accommodate Golden Bears fans going to the UC Berkeley vs. UCLA game at Memorial Stadium, located at U.C. Berkeley's campus. Trains will operate on a regular Saturday schedule, every twenty minutes apart, with one extra car per train, before and after the game.

Fans can easily reach the stadium by taking BART's Richmond line to the Berkeley station and transferring to the AC Transit #51 bus at Center and Shattuck. The bus goes directly to the stadium, and special buses will be running ten minutes apart beginning at 11:14 a.m. until 1 p.m. To get to the stadium from Concord, take the Concord/Daly city line, get off at the Rockridge station and transfer to the #51 bus.

Beginning Sunday, Oct. 19 and continuing through Thursday, Oct. 23, extra cars will be added to trains operating on the Richmond/Fremont line in the evening for fans going to the Genesis concert at the Oakland Coliseum.

Concert fans traveling from San Francisco or Concord should transfer in downtown Oakland to a Fremont train.

For additional information, call 465-BART or AC Transit at 839-2882.

NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000
 Mike Healy, Department Manager
 Public Affairs

October 22, 1986

CONTACT: Sy Moubert, Manager
 Public Information
 (415) 464-7120 or
 (415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART DIRECTOR GARFINKLE LAUDS DISTRICT COMMITTEE ACTION ON EXTENSION STAGING POLICY

BART Director Eugene Garfinkle, of San Francisco, commended the action taken today by members of BART's Engineering and Operations Committee who recommended that the extension staging policy of the District include San Francisco MUNI projects in the same category as the extension of the BART rail system in Alameda and Contra Costa counties.

"The revisions to BART's extension staging policy which today were recommended for approval to the full BART Board of Directors, holds great promise for the City and County of San Francisco. Prior to this new policy, the extension of rail from the Daly City BART Station to the San Francisco International airport was included among projects that are within the BART District. The new policy will replace the San Francisco Airport Extension with projects that are within the boundaries of the City and County of San Francisco. The Airport Extension will now be included among extensions that are outside the BART district. This change means that BART can now sponsor and assist in the funding of certain San Francisco MUNI projects such as the extension of MUNI from the Embarcadero BART Station on Market Street to the Caltrain Station at Fourth and Townsend streets.

"The new extension staging policy will now provide San Francisco with extension opportunities similar to those now proposed for the east bay counties of BART," Garfinkle said.

(more)

Garfinkle also stated, "While the original concept of the extension from Daly City to the San Francisco airport was to be one on which there would be no stops, discussions are now underway to build three stations, therefore this extension has now become a San Mateo County project. The stations under study are Colma/Serramonte, South San Francisco and one near the Tanforan Shopping Center. Therefore moving the airport extension to the list of projects identified as outside the present BART District is most appropriate.

"It is my understanding, that resources totaling approximately \$15 million should be available in the very near future to support San Francisco MUNI projects which the City and County of San Francisco indicate are needed and which will be of benefit to BART.

Inclusion of San Francisco projects in the extension policy will involve making a commitment to San Francisco. The precise nature of that commitment requires further discussions between the District and San Francisco. Those discussion will need to be conducted within the context of BART funding needs for its current capital program. Adoption of a San Francisco component of the extension policy provides the basis for specific proposals to be brought to the BART Board of Directors at a later date," Garfinkle concluded.

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NEWS RELEASE

86-116
BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

October 23, 1986

Mike Healy, Department Manager
Public Affairs

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART DIRECTORS TO BE ON BOARD WHEN ADDITIONAL TRAINS ARE PUT IN SERVICE NOV. 3

On Monday, Nov. 3, when BART adds two more trains to the 43 now in service during commute hours, BART directors plan to be on board to see the effects of having 14 more BART cars -- or 1,008 seats -- available for commuters.

The added trains will be identified by special signs in the front windows.

Directors Nello Bianco of El Sobrante and Barclay Simpson of Orinda will board the C-line's added train when it makes its departure from Concord Station at 6:28 a.m. From there, they will ride to Montgomery Street Station in San Francisco where they will wait for the 7:34 a.m. arrival of the Fremont line's added train.

When the Fremont line's extra 7-car train makes its first departure from Fremont Station at 6:44 a.m., Director John Glenn of Fremont will be among the commuters taking advantage of the added service. Director Margaret Pryor of Oakland will join Glenn on the train when it arrives at Fruitvale Station at 7:15 a.m., and Director Robert Allen of Livermore will board the train 10 minutes later when it reaches Oakland West Station. From there, the three will travel on to Montgomery Street Station where at 7:34 a.m. they will meet up with Bianco, Simpson and San Francisco BART directors Eugene Garfinkle and Wil Ussery.

The addition of the two trains to the 43 trains already in service during commute hours will result in some slight changes in departure times for trains. Printed schedules showing the new departure times will be available at all BART stations.

(MORE)

The extra trains are a result of the recent completion of BART's "fire hardening" program, which necessitated having up to 16 BART cars out of service to make the 440-car transit fleet more fire safe. They also signify the beginning of a gradual increase in service that will ultimately result in BART increasing its capacity by 85 percent by the end of the decade.

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

October 27, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART RIDERS TO BE TREATED ON HALLOWEEN

BART trains are a great place to people watch, especially on Halloween. And as has been the tradition for the past few years, BART on Halloween will provide its own share of strange characters to greet and treat passengers at some of its stations.

At 7:30 a.m. on Friday, Oct. 31, a frightful but friendly group of ghouls carrying candy in orange cauldrons emblazoned with the BART logo will begin their Halloween trek of treating from BART's Lake Merritt Station in Oakland. From there, they'll hitch a ride on a train to 12th Street and 19th street stations in downtown Oakland.

The group will repeat their performance in the afternoon beginning at 4 p.m. at stations in downtown San Francisco.

NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

October 28, 1986

CONTACT: Sy Moubert, Manager
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(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART TO ADD MORE THAN 1200 SEATS TO COMMUTE HOURS BEGINNING

MONDAY, NOVEMBER 3, 1986

Beginning Monday, November 3, 1986, between 6:30 a.m. and 7:00 a.m. BART commuters will be boarding newly added seven car trains, as BART takes the first step in increasing the passenger capacity of the system. One train will be on the Fremont/Daly City line and the other on the Concord/Daly City line.

While two trains will be added to BART's service from Fremont and Concord, the capacity of service will also be increased between San Francisco and Richmond and between Richmond and Fremont, when extra cars will be added to trains operating during the heaviest commute times. A total of more than 1200 seats will be added to BART's service in the commute hours.

The cars needed to make up the newly added trains were made available when BART completed its "fire hardening" program which required that 16 cars per day be taken out of service during the program which make BART cars the most fire safe in the world.

The newly added train service is the start of the BART plans to increase its passenger carrying capacity by 85 per cent by the year 1989.

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NOTES TO EDITORS: Attached is a fact sheet showing the train schedule changes that will be taking place as BART increases the number of trains operating during the commute hours from 43 to 45.

NEW TRAIN DEPARTURE TIMES

Effective Monday, Nov. 3, BART will add two seven-car trains to its morning and afternoon commute service. This additional service requires some slight changes in train departure times.

The following table shows the old and new departure times from terminus stations (Richmond, Concord, Fremont and Daly City stations) only. Complete schedules showing new departure times from all stations are available at BART stations.

Changes in scheduled departure times for trains have only occurred during weekday morning and afternoon commute periods. All other scheduled departure times currently in effect will remain the same.

	<u>Current Departure Time</u>		<u>Departure Time Effective Nov. 3</u>
To San Francisco/Daly City from:			
Concord Station	6:22 a.m.	-- <u>will change to</u> --	6:21 a.m.
		-- <u>new train</u> --	6:28 a.m.
	4:17 p.m.	-- <u>will change to</u> --	4:19 p.m.
	(no other changes in schedule)		
To San Francisco/Daly City from:			
Fremont Station	6:26 a.m.	-- <u>will change to</u> --	6:23 a.m.
		-- <u>new train</u> --	6:44 a.m.
	(no other changes in schedule)		
To San Francisco/Daly City from:			
Richmond Station	6:56 a.m.	-- <u>will change to</u> --	6:58 a.m.
	4:21 p.m.	-- <u>will change to</u> --	4:24 p.m.
	(no other changes in schedule)		
To Fremont from:			
Richmond	4:45 p.m.	-- <u>will change to</u> --	4:47 p.m.
	(no other changes in schedule)		

	<u>Current Departure Time</u>	<u>Departure Time Effective Nov. 3</u>
From Daly City Station to: Concord	7:36 a.m.	-- <u>will change to</u> -- 7:32 a.m. -- <u>new train</u> -- 5:22 p.m. (no other changes in schedule)
From Daly City Station to: Fremont	7:41 a.m.	-- <u>will change to</u> -- 7:36 a.m. -- <u>new train</u> -- 4:40 p.m.
From Daly City Station to: Richmond	7:31 a.m.	-- <u>will change to</u> -- 7:29 a.m. 4:42 p.m. -- <u>will change to</u> -- 4:43 p.m. (no other changes in schedule)

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT, 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

October 28, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

PRESS EVENT ADVISORY

BART TO INAUGURATE ADDED TRAIN SERVICE

On Monday, Nov. 3, five BART directors will ride the newly added BART trains on the Fremont/Daly City and Concord/Daly City lines and two directors will meet the trains when they arrive at Montgomery Street Station in San Francisco.

Following are the directors' boarding times and locations:

BART President Nello Bianco	Concord BART Station, 6:28 a.m.
BART Director Barclay Simpson	Concord BART Station, 6:28 a.m.
BART Director John Glenn	Fremont BART Station, 6:44 a.m.
BART Director Margaret K. Pryor	Fruitvale BART Station, 7:15 a.m.
BART Director Robert Allen	Oakland West Station, 7:25 a.m.
BART Director Eugene Garfinkle	Will arrive at Montgomery St. Station at 7:15 a.m. for the 7:17 a.m. arrival of the added train from Concord and 7:34 a.m. arrival of the added train from Fremont.
and	
BART Director Barclay Simpson	

The BART directors on board the newly added trains will make train announcements to welcome the first day of added service for BART passengers.

Photo and interview opportunities will exist at the directors' boarding stations, on the trains and at the Montgomery Street Station.

If you plan to cover this event, please contact Sy Moubert, Manager, Public Information, (415) 464-7120 during office hours, or (415) 881-2663 during evening hours or on weekends.

86-120

BART

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The BART directors on board the newly added trains will make train announcements to welcome the first day of added service for BART passengers.

Photo and interview opportunities will exist at the directors' boarding stations, on the trains and at the Montgomery Street Station.

If you plan to cover this event, please contact Sy Mouber, Manager, Public Information, (415) 464-7120 during office hours, or (415) 881-2663 at other times.

Enclosed are the revised train schedule and fact sheet explaining the changes in schedule.

NEW TRAIN DEPARTURE TIMES

Effective Monday, Nov. 3, BART will add two seven-car trains to its morning and afternoon commute service. This additional service requires some slight changes in train departure times.

The following table shows the old and new departure times from terminus stations (Richmond, Concord, Fremont and Daly City stations) only. Complete schedules showing new departure times from all stations are available at BART stations.

Changes in scheduled departure times for trains have only occurred during weekday morning and afternoon commute periods. All other scheduled departure times currently in effect will remain the same.

	<u>Current Departure Time</u>	<u>Departure Time Effective Nov. 3</u>
To San Francisco/Daly City from:		
Concord Station	6:22 a.m. -- <u>will change to</u> --	6:21 a.m.
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	(no other changes in schedule)	
 To San Francisco/Daly City from:		
Fremont Station	6:26 a.m. -- <u>will change to</u> --	6:23 a.m.
	-- <u>new train</u> --	6:44 a.m.
	(no other changes in schedule)	
 To San Francisco/Daly City from:		
Richmond Station	6:56 a.m. -- <u>will change to</u> --	6:58 a.m.
	4:21 p.m. -- <u>will change to</u> --	4:24 p.m.
	(no other changes in schedule)	
 To Fremont from:		
Richmond	4:45 p.m. -- <u>will change to</u> --	4:47 p.m.
	(no other changes in schedule)	

From Daly City Station to:

Concord

Current
Departure Time

Departure Time
Effective Nov. 3

7:36 a.m. -- will change to -- 7:32 a.m.

-- new train -- 5:22 p.m.

(no other changes in schedule)

From Daly City Station to:

Fremont

7:41 a.m. -- will change to -- 7:36 a.m.

-- new train -- 4:40 p.m.

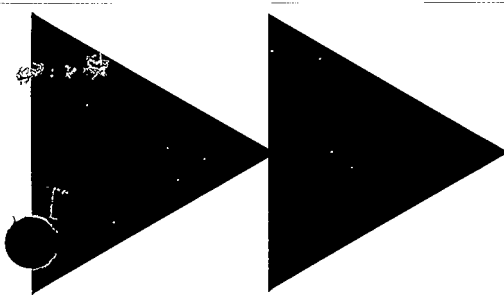
From Daly City Station to:

Richmond

7:31 a.m. -- will change to -- 7:29 a.m.

4:42 p.m. -- will change to -- 4:43 p.m.

(no other changes in schedule)



BART

ADDITIONAL COMMUTE HOUR TRAINS

Effective November 3, 1986

Dear Passenger,
 We are pleased to announce that beginning November 3, 1986, two additional trains will be put into service during commute hours. One extra train will serve the Fremont line, and the other the Concord line.
 The schedules for the new trains are shown on this flyer and are indicated by a double asterisk (**). Aside from the addition of the new trains, the schedule also shows some time changes for trains that are before or after the insertion of new trains.

Office of Passenger Service

► Concord/San Francisco-Daly City (Weekday)

LV CONCD	LV PHILL	LV W CRK	LV LAFAY	LV ORNDA	LV ROCKR	LV MACAR	LV 19 ST	LV 12 ST	LV OAK W	LV EMBAR	LV MONTG	LV POWEL	LV CIVIC	LV 16 ST	LV 24 ST	LV GLNPK	LV BALPK	AR DALY	
AM																			
5:07 (PUBLISHED TIMETABLE)																			
THEN EVERY FIFTEEN MINUTES UNTIL																			
6:07	6:13	6:17	6:22	6:27	6:34	6:37	6:41	6:42	6:47	6:54	6:56	6:58	6:59	7:02	7:04	7:07	7:10	7:15	
*	6:21	6:27	6:30	6:35	6:41	6:47	6:51	6:55	6:56	7:00	7:08	7:10	7:11	7:13	7:16	7:18	7:21	7:24	7:28
**	6:28	6:35	6:38	6:43	6:48	6:55	6:58	7:02	7:04	7:08	7:15	7:17	7:19	7:21	7:23	7:25	7:29	7:31	7:36
THEN EVERY SEVEN AND ONE HALF MINUTES UNTIL																			
7:36 (PUBLISHED TIMETABLE)																			
PM																			
4:04 (PUBLISHED TIMETABLE)																			
*	4:19	4:25	4:28	4:33	4:38	4:44	4:48	4:52	4:53	4:57	5:05	5:07	5:08	5:10	5:13	5:15	5:19	5:21	5:26
	4:33	4:39	4:42	4:47	4:52	4:58	5:02	5:05	5:07	5:11	5:19	5:20	5:22	5:24	5:26	5:29	5:32	5:35	5:40
THEN EVERY FIFTEEN MINUTES UNTIL																			
5:47 (PUBLISHED TIMETABLE)																			

► San Francisco-Daly City/Concord (Weekday)

LV DALY	LV BALPK	LV GLNPK	LV 24 ST	LV 16 ST	LV CIVIC	LV POWEL	LV MONTG	LV EMBAR	LV OAK W	LV 12 ST	LV 19 ST	LV MACAR	LV ROCKR	LV ORNDA	LV LAFAY	LV W CRK	LV PHILL	AR CONCD	
AM																			
6:06 (PUBLISHED TIMETABLE)																			
THEN EVERY FIFTEEN MINUTES UNTIL																			
7:21	7:25	7:28	7:31	7:34	7:36	7:38	7:40	7:42	7:49	7:53	7:55	7:59	8:02	8:08	8:13	8:18	8:21	8:27	
*	7:32	7:37	7:40	7:43	7:45	7:48	7:50	7:52	7:54	8:01	8:05	8:07	8:10	8:14	8:19	8:25	8:30	8:33	8:39
THEN EVERY FIFTEEN MINUTES UNTIL																			
8:48 (PUBLISHED TIMETABLE)																			
PM																			
4:15 (PUBLISHED TIMETABLE)																			
THEN EVERY SEVEN AND ONE HALF MINUTES UNTIL																			
**	5:22	5:27	5:29	5:33	5:35	5:38	5:39	5:41	5:43	5:50	5:55	5:56	6:00	6:03	6:09	6:15	6:20	6:23	6:30
	5:31	(PUBLISHED TIMETABLE)																	

► Fremont/San Francisco-Daly City (Weekday)

LV FREMT	LV U CITY	LV S HAY	LV HAY	LV BFAIR	LV SLEAN	LV COLIS	LV FRTVL	LV LAKEM	LV OAK W	LV EMBAR	LV MONTG	LV POWEL	LV CIVIC	LV 16 ST	LV 24 ST	LV GLNPK	LV BALPK	AR DALY	
AM																			
4:56 (PUBLISHED TIMETABLE)																			
THEN EVERY FIFTEEN MINUTES UNTIL																			
6:11	6:16	6:21	6:25	6:30	6:34	6:38	6:42	6:47	6:52	6:59	7:01	7:03	7:04	7:07	7:09	7:12	7:15	7:20	
*	6:23	6:28	6:34	6:38	6:43	6:47	6:51	6:54	6:59	7:04	7:12	7:13	7:15	7:17	7:19	7:22	7:25	7:28	7:32
	6:38	6:43	6:49	6:53	6:58	7:02	7:06	7:09	7:14	7:19	7:27	7:28	7:30	7:32	7:34	7:37	7:40	7:43	7:47
**	6:44	6:49	6:55	6:59	7:04	7:08	7:12	7:15	7:20	7:25	7:33	7:34	7:36	7:38	7:40	7:43	7:46	7:49	7:53
	6:53	6:58	7:04	7:08	7:13	7:17	7:21	7:24	7:29	7:34	7:42	7:43	7:45	7:47	7:49	7:52	7:55	7:58	8:02
THEN EVERY FIFTEEN MINUTES UNTIL																			
8:23 (PUBLISHED TIMETABLE)																			
PM																			
(NO CHANGES)																			

► San Francisco-Daly City/Fremont (Weekday)

LV DALY	LV BALPK	LV GLNPK	LV 24 ST	LV 16 ST	LV CIVIC	LV POWEL	LV MONTG	LV EMBAR	LV OAK W	LV LAKEM	LV FRTVL	LV COLIS	LV SLEAN	LV BFAIR	LV HAY	LV S HAY	LV U CITY	AR FREMT	
AM																			
5:56 (PUBLISHED TIMETABLE)																			
THEN EVERY FIFTEEN MINUTES UNTIL																			
7:26	7:30	7:33	7:36	7:39	7:41	7:43	7:45	7:47	7:54	7:59	8:03	8:06	8:11	8:14	8:19	8:23	8:28	8:33	
*	7:36	7:40	7:43	7:47	7:49	7:52	7:54	7:56	7:57	8:05	8:09	8:13	8:17	8:21	8:25	8:29	8:33	8:39	8:43
THEN EVERY FIFTEEN MINUTES UNTIL																			
7:52 (PUBLISHED TIMETABLE)																			
PM																			
4:34 (PUBLISHED TIMETABLE)																			
*	4:40	4:44	4:46	4:50	4:52	4:55	4:57	4:58	5:00	5:08	5:13	5:17	5:20	5:24	5:28	5:33	5:37	5:42	5:47
	4:49	4:53	4:55	4:59	5:01	5:04	5:06	5:07	5:09	5:17	5:22	5:26	5:29	5:33	5:37	5:42	5:46	5:51	5:56
	5:04	5:08	5:10	5:14	5:16	5:19	5:21	5:22	5:24	5:32	5:37	5:41	5:44	5:48	5:52	5:57	6:01	6:06	6:11
	5:19	5:23	5:25	5:29	5:31	5:34	5:36	5:37	5:39	5:47	5:52	5:56	5:59	6:03	6:07	6:12	6:16	6:21	6:26
	5:36	5:40	5:42	5:46	5:48	5:51	5:53	5:54	5:56	6:03	6:08	6:13	6:16	6:20	6:24	6:29	6:33	6:38	6:43
THEN EVERY FIFTEEN MINUTES UNTIL																			
7:06 (PUBLISHED TIMETABLE)																			

* DENOTES CHANGE FROM CURRENT PUBLISHED TIMETABLE
 ** NEW TRAIN

► Richmond/San Francisco–Daly City (Weekday)

LV RICH	LV DEL N	LV PLAZA	LV N BRK	LV BRK	LV ASHBY	LV MACAR	LV 19 ST	LV 12 ST	LV OAK W	LV EMBAR	LV MONTG	LV POWEL	LV CIVIC	LV 16 ST	LV 24 ST	LV GLN PK	LV BALPK	AR DALY
AM																		
5:11 (PUBLISHED TIMETABLE)																		
THEN EVERY FIFTEEN MINUTES UNTIL																		
6:41	6:46	6:49	6:53	6:56	6:58	7:02	7:06	7:07	7:12	7:19	7:21	7:23	7:24	7:27	7:29	7:32	7:35	7:40
* 6:58	7:02	7:06	7:09	7:12	7:15	7:19	7:22	7:24	7:28	7:36	7:37	7:39	7:41	7:43	7:46	7:49	7:52	7:56
7:11	7:16	7:19	7:23	7:26	7:28	7:32	7:36	7:37	7:42	7:49	7:51	7:53	7:54	7:57	7:59	8:02	8:05	8:10
THEN EVERY FIFTEEN MINUTES UNTIL																		
7:41 (PUBLISHED TIMETABLE)																		
PM																		
4:09 (PUBLISHED TIMETABLE)																		
* 4:24	4:28	4:32	4:35	4:38	4:41	4:44	4:48	4:50	4:54	5:01	5:03	5:05	5:06	5:09	5:11	5:15	5:18	5:22
4:36	4:41	4:44	4:48	4:50	4:53	4:57	5:00	5:02	5:06	5:14	5:15	5:17	5:19	5:21	5:24	5:27	5:30	5:35
THEN EVERY FIFTEEN MINUTES UNTIL																		
5:51 (PUBLISHED TIMETABLE)																		

► San Francisco–Daly City/Richmond (Weekday)

LV DALY	LV BALPK	LV GLN PK	LV 24 ST	LV 16 ST	LV CIVIC	LV POWEL	LV MONTG	LV EMBAR	LV OAK W	LV 12 ST	LV 19 ST	LV MACAR	LV ASHBY	LV BRK	LV N BRK	LV PLAZA	LV DEL N	AR RICH
AM																		
6:01 (PUBLISHED TIMETABLE)																		
THEN EVERY FIFTEEN MINUTES UNTIL																		
7:16	7:20	7:23	7:26	7:29	7:31	7:33	7:35	7:37	7:44	7:48	7:50	7:54	7:57	8:00	8:02	8:06	8:09	8:14
* 7:29	7:33	7:36	7:39	7:42	7:44	7:46	7:48	7:50	7:57	8:02	8:03	8:07	8:10	8:13	8:15	8:19	8:23	8:27
7:44	(PUBLISHED TIMETABLE)																	
PM																		
4:27 (PUBLISHED TIMETABLE)																		
* 4:43	4:47	4:49	4:53	4:55	4:58	5:00	5:01	5:03	5:11	5:15	5:17	5:20	5:24	5:27	5:29	5:33	5:37	5:41
4:57	(PUBLISHED TIMETABLE)																	

► Richmond/Fremont (Weekday)

LV RICH	LV DEL N	LV PLAZA	LV N BRK	LV BRK	LV ASHBY	LV MACAR	LV 19 ST	LV 12 ST	LV LAKEM	LV FRTLVL	LV COLIS	LV SLEAN	LV BFAIR	LV HAY	LV S HAY	LV UCITY	AR FREMT
AM																	
(NO CHANGES)																	
PM																	
4:30 (PUBLISHED TIMETABLE)																	
* 4:47	4:52	4:55	4:58	5:01	5:04	5:08	5:11	5:13	5:16	5:20	5:24	5:28	5:32	5:36	5:41	5:46	5:51
5:02	(PUBLISHED TIMETABLE)																

► Fremont/Richmond (Weekday)

AM																	
(NO CHANGES)																	
PM																	
(NO CHANGES)																	

* DENOTES CHANGE FROM CURRENT PUBLISHED TIMETABLE



NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000Mike Healy, Department Manager
Public Affairs**CONTACT:** Sy Mober, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)**FOR IMMEDIATE RELEASE**

BART REVISES EXTENSION STAGING POLICY

On Thursday, October 23, 1986, the directors of the San Francisco Bay Area Rapid Transit District (BART) adopted revisions to the district's extension staging policy, which restates the Board's commitment to extending BART rails into Alameda and eastern Contra Costa counties and to support the development of future transit projects in San Francisco which would be mutually beneficially to BART and San Francisco MUNI.

A significant change in BART's Extension Staging Policy is that the proposed extension to the San Francisco International Airport from the Daly City BART Station, which was included in the 1984 version of the staging policy, was moved from the section covering extension within the District to the section which identifies extensions outside the District boundaries as they existed on January, 1971.

BART Director Eugene Garfinkle explained, "The original concept of the extension from Daly City Station to the San Francisco Airport was to be one on which there would be no intermediate stations. At present we are involved with San Mateo County which is about to start the building of a station in the Colma/Serramonte area. Further, we understand that two other stations on the route to the airport, one a South San Francisco and the other at Tanforan, near the shopping center, are also under consideration, which makes this extension a San Mateo County Project.

(more)

"Therefore, it is most appropriate to move the San Francisco airport to the list of projects identified as being outside the district," Garfinkle stated.

As concerns the inclusion of San Francisco projects in the first phase of the extension policy, within the district, Garfinkle said, "The revised extension policy now provides the City and County of San Francisco with extension opportunities similar to those proposed for the Eastbay counties. This will mean BART can now sponsor and assist in the funding of certain San Francisco MUNI projects which will be of mutual benefit to BART and MUNI."

Included in the newly adopted staging policy is a BART Board position which requires that BART be the operator of any new heavy or light rail transit starts or extensions within the three BART counties, except for those projects developed by existing rail transit operators.

BART General Manager Keith Bernard stated that since San Francisco projects are now included in the first phase of the extension policy, this will require making a commitment to San Francisco. However, the precise nature of that commitment requires further detailed discussion with San Francisco. The discussions will need to be considered within the context of a BART funding needs for current capital program. The inclusion of a San Francisco component of the extension policy now provides the basis for specific proposals to be brought to the BART Directors at a later date.

The Oakland Airport Connector, has been added to Phase II of proposed extensions within the district. In 1984, the BART Directors passed a resolution supporting such an extension when the patronage of the Oakland Airport reaches six million passengers annually.

The list of proposed extensions outside the District has been revised to reflect recent studies. A Milpitas Station has been elevated to Phase I, and Peninsula stations south of Millbrae through Menlo Park have been elevated to Phase II of extensions outside the district.

(MORE)

BART's revised extension policy contains the BART Board position that construction of extensions outside the district is subject to a satisfactory cost sharing arrangement and are to be built concurrently with extension construction within the District. Also, there is a clarification of the BART Board position which specifies that only non-District funds may be expended for extending services and facilities outside the present boundaries of the District.

X X X

NOVEMBER

NEWS RELEASE

BART

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

CONTACT: Sy Mober, Manager

November 3, 1986

Public Information

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FOR IMMEDIATE RELEASE

BART COMMUTERS ENJOY FIRST DAY OF MORE TRAINS

More than a thousand extra seats were available to BART commuters on the Fremont and Concord lines this morning when the two trains BART has added during commute hours began their first day of service. Including the two trains, there will now be 45 trains operating on the system during peak hours of the morning and afternoon commute period.

Sandwiched between the 6:21 a.m. and 6:36 a.m. trains to San Francisco, the added train left Concord Station at 6:28 a.m. By the time the train reached Rockridge Station at 6:55 a.m. some seats in the seven-car train were still available, but by the time it arrived at Embarcadero Station each car had a smattering of standees. BART officials riding on the added train to San Francisco/Daly City which left Fremont Station at 6:44 a.m. reported similar train load when it arrived in San Francisco.

Among the passengers on the trains' inaugural runs were BART directors Barclay Simpson of Orinda, John Glenn of Fremont, and Robert Allen of Livermore. When the two trains arrived at Montgomery Street Station in San Francisco, they were met by San Francisco BART Director Eugene Garfinkle.

NEWS RELEASE



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Mike Healy, Department Manager
Public Affairs

November 3, 1986

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FOR IMMEDIATE RELEASE

PIX CAPTION

BART DIRECTOR BARCLAY SIMPSON OF ORINDA

BART Director Barclay Simpson, of Orinda, is shown as he made train announcements on board the newly added train to BART's service on the Concord/Daly City line. Two seven car trains have been added to BART service, which means, during the morning and afternoon commute hours, there will be over 1000 additional seats to serve BART patrons.

Pictured with Simpson is BART Train Operator Vaign Mulay, who has been with the District since March 1986. Simpson, who lives in Orinda represents the central portion of Contra Costa County on the BART Board of Directors.

#

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 3, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

PIX CAPTION

BART DIRECTOR BARCLAY SIMPSON OR ORINDA

"Good Morning, this is BART Director Simpson, welcoming you aboard the first of the added train to the Concord/Daly City", is one of the announcements made today by Simpson, who is pictured with BART Train Operator Vaign Mulay. Simpson and other directors rode the first of the seven cars on Monday, November 3, which were added to the BART Service bringing the number of trains during commute hours to 45, up from 43 trains. The new trains will provide more than 1000 added seats to the system during the commute hours. Mulay has been a BART Train Operator since March 1986. Simpson lives in Orinda and represents the BART Board of Directors in the central portion of Contra Costa County.

#

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 3, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

PIX CAPTION

BART DIRECTORS'S RIDE NEWLY ADDED COMMUTE HOUR TRAINS

On Monday, November 3, BART added two commute hour trains which were met at the Montgomery Street BART Station by BART Director Eugene Garfinkle of San Francisco, who is shown here with other BART Directors. From left to right are Robert Allen of Livermore, Barclay Simpson of Orinda, and John Glenn of Fremont. Allen and Glenn were aboard the newly added train coming from Fremont, and Simpson was on the train coming from Concord. All of them made train announcements while the trains were in route. The two trains have added more than 1000 seats to both the morning and afternoon BART commute service.

#

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 3, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

PIX CAPTION

BART DIRECTORS WERE OUT IN FORCE.

BART Directors were out in force this morning, Monday, November 3, to meet and ride the two trains which were added to BART morning and afternoon commute. This means more than 1000 seats are now available to BART patrons during the week.

Pictured here (l-r) are BART Directors Eugene Garfinkle of San Francisco, who met the two trains at the Montgomery BART Station, Robert Allen of Livermore, Barclay Simpson of Orinda, and John Glenn of Fremont. Allen and Glenn were aboard the added train coming from Fremont, and Simpson was on the added train coming from Concord. All of them made train announcements aboard the trains, welcoming BART patrons on board.

#

NEWS RELEASE

BART



BAY AREA RAIL TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000
Public Affairs

November 3, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

PIX CAPTION

BART DIRECTOR JOHN GLENN OF FREMONT

BART Director John Glenn is shown here as he made train announcements today, Monday, November 3, on board the newly added seven-car BART train operating during the commute hours on the Fremont/Daly City line. A seven-car has also been added to the Concord/Daly City commute service. The new trains will bring the number of trains in service during the commute hours to 45 up from 43 trains. The expanded BART service will mean there are about 1000 more seats available during the commute hours.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 600 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000
 Public Affairs

November 3, 1986

CONTACT: Sy Moubert, Manager
 Public Information
 (415) 464-7120 or
 (415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

PIX CAPTION

BART DIRECTOR JOHN GLENN OF FREMONT

"All Aboard." says BART Director John Glenn of Fremont shown here looking out of the train operator's cab window on the first of the trains which were added this morning, Monday, November 3, to the commute service on the Fremont/Daly City service. Seven-car trains were added to both the Fremont/Daly City and the Concord/Daly City lines and will provide more than 1000 seats for BART patrons during the morning and afternoon commute hours.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 7, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART TRAINS TO OPERATE ON REGULAR WEEKDAY SCHEDULE ON TUESDAY, NOVEMBER 11

BART will provide regular weekday train service on Tuesday, November 11, when Veteran's Day is observed. BART administrative offices will be closed for the holiday, although telephone information operators will remain on duty.

Mondays through Saturdays BART trains operate from 6 a.m. to midnight, and on Sundays, BART trains operate from 9 a.m. to midnight. All four BART lines (Concord-Daly City, Fremont-Daly City, Richmond-Daly City and Richmond-Fremont), are in service until 6 p.m., Monday through Saturday. After 6 p.m., and all day on Sundays, trains operate on two lines only - Concord-Daly City and Richmond.

For additional train information call BART telephone information center at 465-BART or other toll free numbers listed in local telephone directories.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 10, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART TRAINS TO OPERATE ON REGULAR WEEKDAY SCHEDULE ON TUESDAY, NOVEMBER 11

FYI - Contrary to some published reports, BART will operate on a regular weekday schedule on Tuesday, November 11, 1986. This following is a copy of the release sent to you on Friday, November 7, 1986. PR and Business Wire added their title as they sent it.

BART will provide regular weekday train service on Tuesday, November 11, when Veteran's Day is observed. BART administrative offices will be closed for the holiday, although telephone information operators will remain on duty.

Mondays through Saturdays BART trains operate from 6 a.m. to midnight, and on Sundays, BART trains operate from 9 a.m. to midnight. All four BART lines (Concord-Daly City, Fremont-Daly City,, Richmond-Daly City and Richmond-Fremont), are in service until 6 p.m., Monday through Saturday. After 6 p.m., and all day on Sundays, trains operate on two lines only - Concord-Daly City and Richmond.

For additional train information call BART telephone information center at 465-BART or other toll free numbers listed in local telephone directories.

NEWS RELEASE

BART



Mike Healy, Department Manager
Public Affairs
BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

November 12, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

OAKLAND HOLIDAY ACTIVITIES ARE AS CLOSE AS YOUR NEAREST BART STATION

With BART's 12th Street Station located right in the heart of downtown, BART will get you right to the center of activities slated for this year's Oakland Holidays events, which begin the Friday after Thanksgiving Day.

For a memorable evening of dining and dancing, on Friday, Nov. 28 ride BART to the Oakland Convention Center where, starting at 6:30 p.m., the Oakland Chamber of Commerce "Fantasy Gala Dinner Dance" will officially begin the 1986 Oakland Holidays season. The Oakland Convention Center is conveniently located two blocks south of BART's 12th Street Station on Broadway. The evening's entertainment will feature Big Band dancing, international gourmet cuisine and a celebrity auction of specialty trees. Event organizers are asking guests to bring a toy for the Mayor's Toy Drive. For reservation information call 415/874-4800.

Two events, a children's party and the annual Yacht Parade and Grand Tree Lighting will take place on Saturday, Nov. 29. At 2 p.m., ride BART to 12th Street Station and take the kids to the Oakland Convention Center for a delightful, festive children's party, complete with surprise guests from KRON-TV and a fantasy land of animated characters. Mickey & Minnie Mouse will play host and hostess and there will be a visit from Santa Claus. The party is for children ages 2-10 years, with a maximum of three children per adult. Admission is free and no reservations are required.

Later in the day, beginning at 5:30 p.m. at Jack London Square, a parade of yachts decked out with glittering holiday lights will sail along the estuary as a

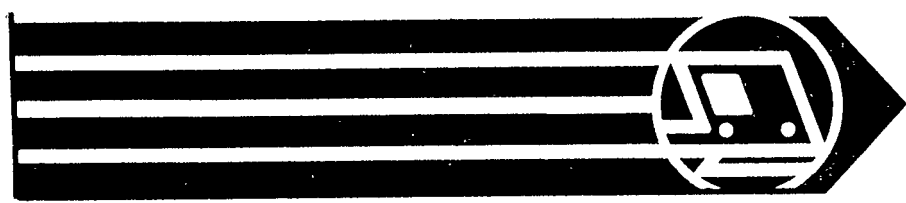
(more)

prelude to the Port of Oakland's Grand Tree Lighting, which begins at 6 p.m. To get there, ride BART to 12th Street Station and take the #51 AC Transit bus to Jack London Square.

BART trains start running at 9 a.m. on Sundays -- plenty of time to ride to 12th Street or 19th Street station and get a good curbside seat for the annual Santa Parade down Broadway on Sunday, Nov. 30 at 1 p.m. Parade watchers are encouraged to bring a can a food as a charitable donation for the holidays.

For additional information on Oakland Holidays events, call 874-4800. For BART travel information call 465-BART or BART's toll-free number found in your local phone directory.

TAKE BART TO



OAKLAND HOLIDAYS

For transit information call
465-BART or 839-2882 (AC Transit)

FRIDAY, NOVEMBER 28, 6:30 p.m.

Oakland Holidays Fantasy Gala Dinner/Dance
Oakland Convention Center

Featuring: Big Band Dancing & Entertainment,
International Gourmet Cuisine, a Celebrity
Auction of Specialty Trees, and more.
Bring a TOY for the MAYOR'S TOY DRIVE.
For reservation information call:
(415) 874-4800.

SATURDAY, NOVEMBER 29, 2:00 p.m.

Oakland Holidays Fantasy Children's Party
Oakland Convention Center

A playful entertaining children's party
featuring Mickey & Minnie Mouse, a visit
from Santa Claus, surprise guests from
KRON-TV, a fantasy land with animated
characters and more. Come and participate
in all the fun! Ages 2-10 years
(Maximum 3 children per adult).

SATURDAY, NOVEMBER 29, 5:30 p.m.

Yacht Parade at Jack London Square—Estuary 5:30 p.m.
Port of Oakland's Grand Tree Lighting 6 p.m.

There will be a spectacular parade of yachts aglow
with holiday lights, sailing along the Estuary;
Mickey & Minnie Mouse will be Grand Marshall,
the traditional Tree Lighting Ceremony, entertainment,
and of course, Santa's first public holiday appearance
in the East Bay!

SUNDAY, NOVEMBER 30, 1:00 p.m.

Oakland Holiday Fantasy Santa Parade
Downtown Oakland between 10th Street and Broadway,
Up Broadway to 20th Street.

Come early and get a good "curb"! Our Grand Marshalls,
Mickey & Minnie Mouse will be there along with decorated
floats, marching bands, and KRON's CARE-A-VAN. Bring a
can of food and help KRON-TV spread the holiday cheer.
Be on your best behavior . . . Santa and Mrs. Claus will be
there, too. There will also be a chance to win a trip
for a family of four to Disneyland . . . and much, much more!

FOR EVENT INFORMATION CALL: 874-4800



NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 12, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120
(415) 881-2663

FOR IMMEDIATE RELEASE

DUBLIN PARK-RIDE LOT IS SUBJECT OF PLEASANTON COMMUNITY MEETING THURSDAY, NOV. 20

On Thursday, Nov. 20, at 7 p.m., BART will hold a community meeting at the Community Club House, located at 4455 Black Ave., Pleasanton. The findings of the Initial Study for the proposed Dublin Park-Ride project will be presented and public comment will be received on the proposed Negative Declaration. A Negative Declaration is an environmental finding that the proposed project has incorporated measures to address potentially significant impacts and therefore the proposed project will not have a significant effect on the environment.

BART is proposing to build a 1,400 space park-ride facility just west of the Interstate 580/680 interchange. Though called the Dublin Park-Ride Lot, about half of the 16.25 acre facility will be located on the Pleasanton side of I-580, just west of I-680. A 360-foot long pedestrian bridge over I-580 would connect the two lots. The park-ride lot will serve BART's freeway-oriented Express Bus routes in the San Ramon Valley/Livermore corridor. The U, UL, UP, D, DX and DX1 BART Express Buses as well as buses operated by the Livermore-Amador Valley Transit Authority will make stops at the park-ride lot.

The Dublin side of the lot, which is north of Interstate 580, will accommodate 706 automobiles and will have access roads from Golden Gate Drive, which is located off Dublin Boulevard. The Pleasanton side of the park-ride lot will have 715 automobile spaces and will have access roads from Stoneridge Mall Road, which is off of Foothill Road, south of Interstate 580.

(more)

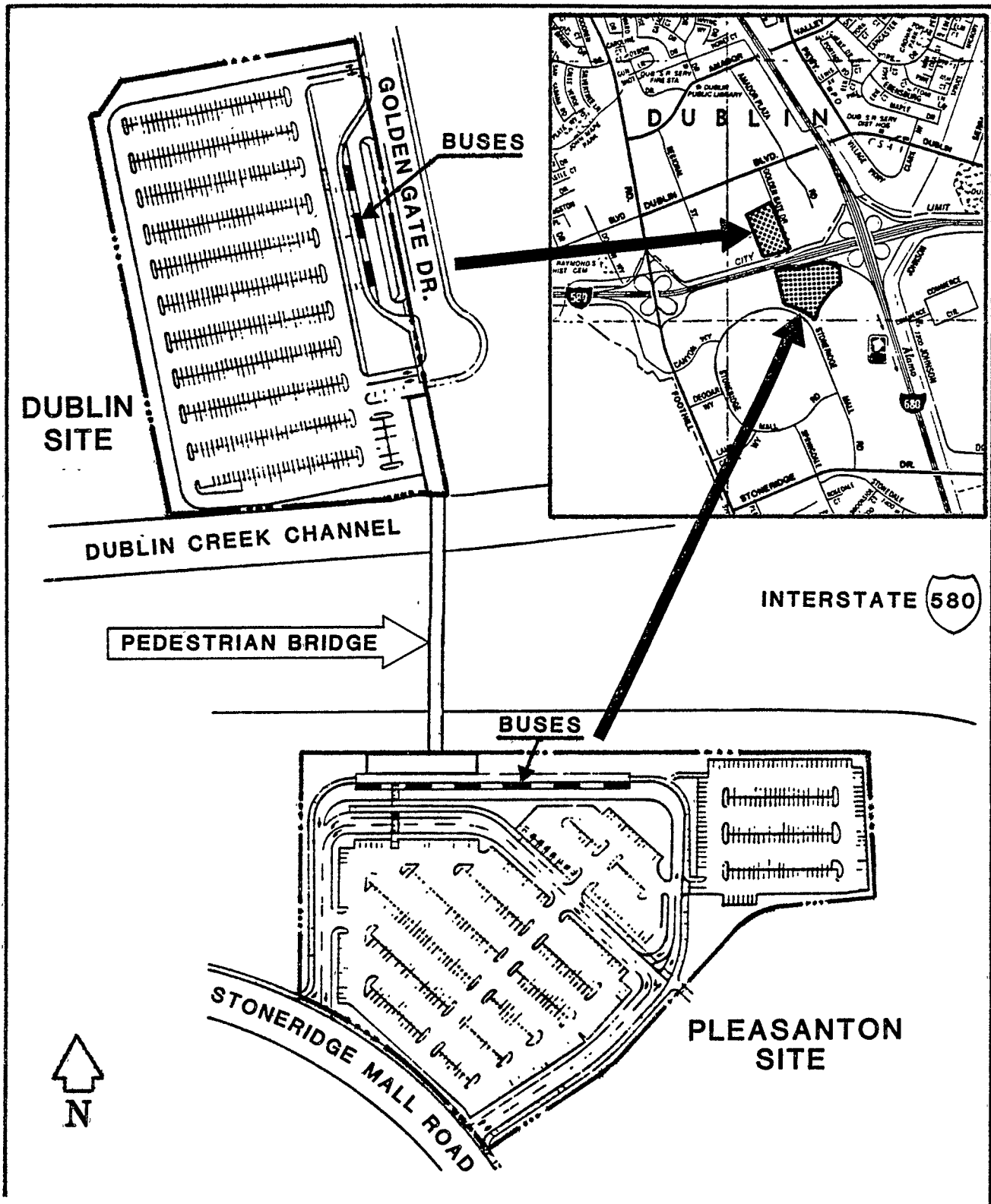
All westbound BART Express Buses will stop at the Dublin site and all eastbound BART Express Buses will stop at the Pleasanton site, which will require passengers to cross over the bridge at least once each day.

The public may comment on the document at the Nov. 20 community meeting or submit written comments no later than Dec. 5. Copies of the proposed Negative Declaration for the Dublin Park/Ride Project are available for review at the following locations:

Dublin Public Library 7606 Amador Valley Blvd.	Pleasanton Library 4333 Black Ave.	City of Livermore Library 100 So. Livermore Ave.
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The adoption of a Negative Declaration will be considered by the BART Board's Engineering and Operations Committee on Dec. 16. It is expected that the BART Board of Directors will make a decision on this matter at its Dec. 18 meeting. The public will have the opportunity to speak on the issue at both the committee and board meeting.

Marianne Payne, BART project coordinator of the Dublin Park-Ride Project, may be contacted for additional information at (415) 464-6173.



PIX CAPTION

Here is a plot plan of BART's proposed Dublin parking lot, to be located on each side of Highway I-580, near the I-680 interchange. A community meeting is planned for Thursday, November 20, 1986 at 7:00 p.m. at the Community Club House, located at 4455 Black Ave., Pleasanton. The public is invited to attend this meeting and offer comments on the environmental assessment of the project.

F.Y.I. This diagram may be reproduced.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 14, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120
(415) 881-2663

FOR IMMEDIATE RELEASE

TRANSBAY TUBE CLOSED AS SAFETY PRECAUTION DURING MORNING COMMUTE

BART's Transbay Tube was closed for 16 minutes during the peak period of this morning's commute as a safety precaution related to the circuit failure operating the Tube's ventilation equipment.

Trains were halted in both directions from 7:30 a.m. to 7:46 a.m. when a circuit failure caused the Tube's fan and damper system to become inoperable from BART's Central Control Center. The ventilation system is tied in with BART's fire safety system in the Transbay Tube and is only put into operation when necessary. Although there was no need to operate the ventilation system this morning, BART took the extra precaution of halting trains through the Tube in accordance with BART's own guidelines when the system is inoperable, as was the case this morning.

Technicians are now investigating the cause of the 16 minute circuitry failure.

NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 17, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120
(415) 881-2663

FOR IMMEDIATE RELEASE

BART THANKSGIVING HOLIDAY SCHEDULE

On Thanksgiving Day BART trains will operate on a modified Sunday schedule, with stations open from 6 a.m. to midnight. Trains will arrive at stations every 20 minutes on two lines only, Concord-San Francisco/Daly City and Richmond-Fremont.

BART Express Buses that normally operate on Sundays will operate on a Sunday schedule Thanksgiving Day. They include the U, D, P2X and ME lines. Express Buses that are not normally in service on Sundays will not be in service on Thanksgiving.

On Friday, Nov. 28 all four lines will be in service beginning at 6 a.m., with trains operating 15 minutes apart until 6 p.m. when regular evening service will go into effect. At night, service is reduced to two lines (Concord-San Francisco/Daly City and Richmond-Fremont), with trains operating 20 minutes apart until midnight.

The transit district's administrative offices will be closed on Thanksgiving Day and Friday, Nov. 28, but transit information operators will remain on duty.

For fare and travel information call 465-BART or one of BART's toll-free numbers found in telephone directories.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 17, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120
(415) 881-2663

FOR IMMEDIATE RELEASE

BART TO AUCTION USED VEHICLES

BART will auction 43 used district vehicles on Saturday, November 22, 1986 at its Oakland shop facility, 601 E. 8th St., beginning at 10 a.m. The vehicles, which include 17 trucks, 15 sedans and 11 vans, will be on display for inspection beginning at 9 a.m. They range from 1972 to 1983 models.

A 25 percent deposit will be required immediately after a bid is accepted. Vehicles must be paid for in full and removed immediately after the auction, but not later than the one hour after the conclusion of the auction. Deposits and payments must be made in the form of cash, certified check, traveler's check, money order or bank draft. No personal checks will be accepted.

A comprehensive list of all vehicles to be auctioned is available by contacting Al Verduzco of BART's purchasing department at (415) 464-6376.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 17, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120
(415) 881-2663

FOR IMMEDIATE RELEASE

BART TO RUN "SHOPPER SPECIALS" DURING HOLIDAY SEASON

As a convenience to its riders, BART will provide "Shopper Specials" on Sundays during the holiday season, beginning Sunday, Nov. 30.

Shopper Specials are direct trains to and from San Francisco/Daly City and stations on the Fremont and Richmond lines on Sundays. Normally on Sundays, passengers riding to San Francisco from stations other than on the Concord line must transfer to a San Francisco train in downtown Oakland. But for the past four holiday seasons, BART has offered the direct service trains as a convenience to help shoppers avoid the hassle of driving and parking in downtown Oakland and San Francisco.

The Shopper Specials will be put into service during the two most heavily traveled hours in the morning and afternoon on Sundays. For passengers going to San Francisco in the morning, the first Shopper Special departs Fremont at 9:53 a.m. and Richmond at 10:08 a.m., followed by three more departures every 40 minutes until about noon. For shoppers returning home in the afternoon, the first of four direct trains to Richmond and Fremont begin departing Powell Street Station at 4:27 p.m., continuing every 20 minutes until about 5:30 p.m.

Printed time tables with exact departure times of the Shopper Specials are now available at BART stations.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 20, 1986

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Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

RIDE BART AND AC TRANSIT USING A SINGLE TICKET - - - STARTS IN MID-JANUARY, 1987

As a step toward introducing an AC Transit/BART joint ticket, the BART Board of Directors today approved a six month demonstration project which sets the pricing of the first BART/AC Transit joint ticket.

The new ticket, scheduled to be introduced in early 1987, will make it easier to use both systems, eliminating the need for separate tickets or daily cash payments.

The new joint ticket will be priced at different levels within a range of \$20 and \$53 and will be good for a semi-monthly period. The ticket will allow unlimited rides on AC buses in the east bay but will not be good on BART Express Buses, which serve outlying areas of Contra Costa and Alameda counties. The new BART/AC Transit joint ticket will have various stored values for use as a BART ticket, depending on the users needs, and will be encoded with the dates of the designated semi-monthly period. The new ticket will offer a discount of about 6.25 percent off regular BART fares, and a substantial discount on the AC side of the ticket.. Combined, the price will average out to about an 18 percent discount. Additionally, a special feature of the BART portion of the ticket is the "last ride bonus." If a value of at least five cents remains on the BART ticket, the rider will be allowed to make one more additional trip without adding to the value of the ticket.

(more)

The ticket will be returned to the user, as they exit BART, and will permit its use as a "flash pass" on AC Transit buses for the balance of the semi-monthly period. Users of the BART/AC joint ticket will find an additional savings, as they will no longer need to pay the added fare when making transfers from BART to AC Transit buses.

There will be four different values of tickets, based on the fare of the user's BART trip. The ticket will be sold, initially, at BART's customer service office at the district's headquarters at 800 Madison in Oakland and at AC Transit's Customer Service Office located at 508 16th Street in downtown Oakland and by mail from both agencies. A distribution plan is being developed which may include a few of BART's off-site ticket outlets and perhaps at key BART stations. The specifics of the distribution plan will be announced before the new tickets go into effect.

NEWS RELEASE

BART



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 20, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120 or
(415) 881-2663 (during non-business hours)

FOR IMMEDIATE RELEASE

BART TO PARTICIPATE IN ALTERNATIVE POWER SOURCE STUDIES

Nello Bianco, of El Sobrante, President of the BART Board of Directors today announced that BART will become a participant in two studies which could result in the reduction of BART's electrical power costs.

At its regular meeting on Thursday, November 20, 1986, the BART Board of Directors authorized the executive of agreements with the City of Santa Clara, in order to participate with that city and the City of Alameda in a \$50,000 preliminary study on building an electrical transmission line across southern Alameda County from a point near Tracy, CA. Each of the three participants will contribute an equal share of slightly over \$16,000.

The BART Directors also authorized execution of a contract with the Western Area Power Administration (WAPA) for a \$65,000 study, which would investigate the possibility of upgrading WAPA's Ygnacio transmission line to the BART system beginning at Concord.

In a third and related action, the BART Board of Directors expanded the 1985 contract of David M. Griffith and Associates, a consulting firm working with BART in the District's effort to identify new energy sources. The Griffith group has provided back-up to the BART staff who are presently involved with PG&E negotiations and will participate in the Tracy Power Transmission Project study and the Ygnacio Transmission Project Study.

(more)

The BART Board has previously approved an expenditure of \$106,000 for the Griffith work and its action on Thursday, November 20 added \$60,000 for the work to be performed on the two new study projects.

BART officials look upon the alternative power sources study costs, which are estimated to be \$142,000, as a good investment in its continuing effort to reduce BART operating cost through lowered electrical power costs.

BART's power costs, is the single largest item in the District's operating budget which has in the past been most affected by inflation. From fiscal year 1981/82 when BART's budget called for an expenditure of \$18.7 million, the power costs have risen to \$22.1 million which is an increase of over 18 percent.

The alternative electrical power costs studies, authorized by the BART Directors are expected to be completed within the next six months.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 20, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120
(415) 881-2663

FOR IMMEDIATE RELEASE

BART TO INCREASE SERVICE FOR THE BIG GAME ON SATURDAY

For the Big Game this Saturday, Nov. 22, BART will add extra cars to trains operating on all four lines. Additional trains will be standing by after the game to carry football fans home.

Trains will be operating on a regular Saturday schedule, with trains arriving at stations every 20 minutes beginning at 6 a.m.

AC Transit will be operating special Big Game shuttle buses on its 51 Line that will make stops near BART's Berkeley and Rockridge stations. Near Berkeley BART Station, the Big Game buses will leave from the corner of Third and University avenues and drop off passengers at the corner of Bancroft and Piedmont, an easy walk to the stadium. From the Rockridge BART Station, Big Game fans can catch the 51 bus and ride to the corner of Telegraph and Durant, near Memorial Stadium.

For additional travel information, call 465-BART or one of BART's toll-free numbers found in local telephone directories.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

November 24, 1986

CONTACT: Sy Mober, Manager
Public Information
(415) 464-7120
(415) 881-2663

FOR IMMEDIATE RELEASE

BART JOINS U.S. MARINE CORPS IN "TOYS FOR TOTS" DRIVE

Tomorrow, Tuesday, Nov. 25, at noon BART and the United States Marine Corps will "kick-off" the Marine Corps "Toys for Tots -- on BART" drive at a ceremony to be held at BART's Lake Merritt headquarters, 800 Madison St., Oakland.

This year BART will, for the first time, join with the Marine Corps in the Corps' annual "Toys for Tots" drive by collecting toys at the Powell Street BART Station on Friday, Nov. 28 and then again on Saturday, Dec. 6, between 9 a.m. and 6 p.m.

Representatives of the Marine Corps will be present at the Powell Station to receive the contributed toys, which may be new or used toys in good condition.

Coordinating the joint BART/Marine Corps "Toys for Tots" program has been the public affairs Office of the U.S. Marine; Marine Aircraft Group-42, stationed at the Naval Air Station, Alameda. The suggestion for BART's participation came from Gunnery Sergeant Jerry Hartley, Reserve Public Affairs Chief. Hartley is a BART station agent.

DECEMBER

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

December 1, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120
(415) 881-2663

FOR IMMEDIATE RELEASE

BART TO ADD EXTRA CARS TO TRAINS FOR RIDERS GOING TONIGHT

BART will add extra cars to trains operating on the Richmond-Fronton line this evening to accommodate the extra riders expected to take BART home from the San Francisco 49ers game at Candlestick Park. During this afternoon's commute, trains are expected to be more crowded than usual because of football fans riding BART to the game. Extra cars cannot be added during commute hours because all available cars are already in service.

Those riding BART to the game can catch one of MUNI's "Ball Park Special" buses from Montgomery Street Station or go to Daly City Station and transfer to SamTrans' 82F direct service bus to Candlestick Park.

MUNI's Ball Park Special leaves from the intersection of Sansome, Sutter and Market streets every five to 10 minutes from 3:58 p.m. until 5:35 p.m. The round trip fare on the Ball Park Special is \$3, or \$2 with a BART/MUNI Fast Pass.

SamTrans' 82F buses begin leaving Daly City Station at 4 p.m., with the last bus leaving about 45 minutes before game time. The round trip fare is \$3.

For additional fare and travel information call BART information at 465-BART, SamTrans information at 871-2200 or MUNI information at 673-6864.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

December 3, 1986

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120
(415) 881-2663

FOR IMMEDIATE RELEASE

BART SEES INCREASE IN RIDERSHIP ON SUNDAY "SHOPPER SPECIALS"

On their first Sunday in service, BART's Shoppers Specials had a 20 percent increase in ridership over the number of trips taken on them last year.

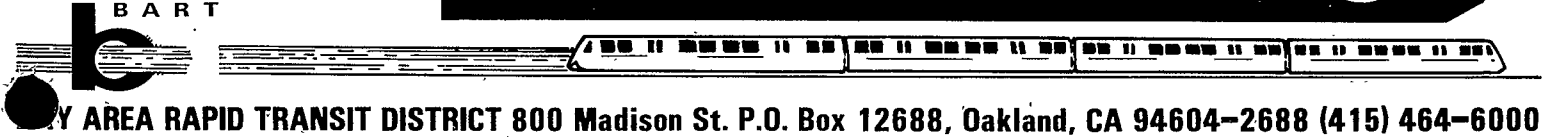
The Shopper Specials are four direct service trains to and from San Francisco and stations on the Richmond and Fremont lines that are put into service during heaviest traveled hours on Sunday mornings and afternoons during the holiday season. At other times on Sundays, only two lines are in service, Richmond-Fremont and Concord-San Francisco/Daly City.

More than 2,400 trips were taken on the Shopper's Specials this past Sunday, Nov. 30, 20 percent more than the 2,000 trips taken last year on the first Sunday they went into service.

BART will continue to provide the four Shopper Specials every Sunday during the holiday season, through Sunday, Dec. 20. Printed time schedules for the Shopper Specials are available at BART stations or information is available by calling 465-BART.

NEWS RELEASE

BART



Mike Healy, Department Manager
Public Affairs

December 4, 1986

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FOR IMMEDIATE RELEASE

BART BOARD ELECTS NEW OFFICERS

At its regularly scheduled meeting today, Thursday, December 4, 1986, BART directors unanimously elected fellow directors Margaret K. Pryor of Oakland and Barclay Simpson of Orinda to head the transit district as president and vice-president, respectively, for the coming year. The two directors officially took over their new duties as BART Board officers immediately following their election.

Pryor is the first woman in the history of the transit district to hold the presidency position. She announced her appointment of recently elected BART Director, Arlo Smith of San Francisco, to chair the board's Public Affairs, Access and Legislation Committee. Other appointments made by Pryor are John Kirkwood of San Francisco, who will head the Engineering and Operations Committee, and Arthur J. Shartsis of Oakland, who will head the Administration Committee.

In brief remarks following her election, Pryor pledged to pay more attention to the Bay Area's disabled community, noting that she would insist that quarterly reports from BART's elderly and handicapped task force be made to the board through its Public Affairs, Access and Legislation Committee.

Pryor also called for support of a program to rehabilitate BART's transit vehicle fleet, which is nearing 15 years of service, and said the board needs to focus on its \$500 million transit improvement program. That program includes the

(more)

incorporation of 150 new cars into the existing fleet, the phasing-in of a new automatic train control system and expansion of service.

In closing, Pryor said, "We've got to strengthen as well as open up new lines of communication with our sister agencies, and with our neighbors in southern California, as we struggle -- often at odds with each other -- to get our individual transportation programs financed. At the same time we have to learn how to deal with key figures from highway, airport and port interest if we are ever going to capitalize on dwindling state and federal funding for our common transportation needs -- the movement of people and goods."

PRYOR INAUGURAL ADDRESS
DECEMBER 4, 1986

I AM VERY PLEASED TO HAVE BEEN ELECTED PRESIDENT OF THE BART BOARD OF DIRECTORS THIS MORNING. AND I TAKE SPECIAL PRIDE IN BEING THE FIRST FEMALE IN THE HISTORY OF THE DISTRICT TO HOLD THIS POSITION.

IT IS TIME FOR OUR BOARD TO GET BACK TO BASICS. IT IS TIME FOR US TO FOCUS MORE OF OUR ENERGIES ON WHAT OUR BASIC CHARGE IS --- THE SWIFT, SAFE AND EFFICIENT MOVEMENT OF PEOPLE. THAT FOCUS HAS BECOME SOMEWHAT BLURRED IN RECENT TIMES, AND AS A RESULT WE HAVE STRAYED FROM OUR PRIMARY MISSION. WE, AS A BOARD, NEED TO SHARPEN THAT IMAGE, BECAUSE WITHOUT IT OUR STAFF FINDS ITS EFFORTS DILUTED AND FRAGMENTED AS IT PURSUES ASSIGNMENTS NOT ALWAYS IN CONCERT WITH OUR MOST IMPORTANT TASK --- MOVING PEOPLE FROM POINT A TO POINT B.

I BELIEVE THAT TOGETHER WE CAN ARRIVE AT A GAME PLAN --- WHICH WILL MAKE US MORE PRODUCTIVE.

WE HAVE STANDING COMMITTEES WITH CLEARLY DEFINED GOALS AND OBJECTIVES, AND I PLAN TO SELECT CHAIRPERSONS WILLING TO CARRY THEM OUT. I INTEND TO ANNOUNCE MY COMMITTEE ASSIGNMENTS WELL BEFORE THE NEXT BOARD MEETING. MY CHARGE TO THOSE COMMITTEES IS TO BECOME RE-ACQUAINTED WITH BOARD RULES ON AGENDA ASSIGNMENTS, AND TO ENSURE THE ORDERLY MOVEMENT OF ITEMS FROM THE COMMITTEES TO FULL BOARD CONSIDERATION.

PRYOR INAUGURAL ADDRESS
2-2-2-2-2

WE, AS POLICY-MAKERS, MUST EDUCATE OURSELVES ON HOW OUR \$500 MILLION TRANSIT IMPROVEMENT PACKAGE COMES TOGETHER --- HOW 150 NEW CARS WILL BE WORKED INTO THE EXISTING FLEET, HOW OUR NEW AUTOMATIC TRAIN CONTROL SYSTEM WILL BE PHASED-IN TO EXPAND OUR SERVICE, AND HOW OUR NEW DALY CITY TURNBACK FACILITY WILL PROVIDE THE OPERATIONAL EFFICIENCIES WE EXPECT.

AT THE SAME TIME, WE HAVE TO SUPPORT A PROGRAM OF REHABILITATION OF OUR CURRENT FLEET, WHICH IS NEARING 15 YEARS OF SERVICE. THESE CARS CAN PROVIDE MANY MORE YEARS OF SERVICE IF AN EXCELLENT MAINTENANCE PROGRAM IS INTERWOVEN WITH A CAREFUL, WELL-TIMED REBUILDING OF OUR CURRENT VEHICLES.

WE MUST PAY MORE ATTENTION TO THE BAY AREA'S DISABLED COMMUNITY. I INTEND TO DO THIS BY MAKING SURE THAT AT LEAST QUARTERLY, REPORTS FROM BART'S OWN ELDERLY AND HANDICAPPED TASK FORCE ARE MADE TO THE BOARD THROUGH THE PUBLIC AFFAIRS, ACCESS AND LEGISLATION COMMITTEE. MANY OF THE SUGGESTIONS MADE BY THE DISABLED ON HOW TO MAKE BART MORE USABLE ARE NOT ENORMOUSLY EXPENSIVE. HOW DIFFICULT IS IT TO MAKE A TACTILE BOARD, FOR EXAMPLE? I'M SURE THAT PEOPLE AT THE CENTER FOR INDEPENDENT LIVING COULD ASSIST US IN PRODUCING A TACTILE BOARD FOR THE VISUALLY DISABLED THAT IS FUNCTIONAL AND DOES NOT COST A MINT OF MONEY.

PRYOR INAUGURAL ADDRESS
3-3-3-3-3

WE, AS BOARD MEMBERS, MUST GIVE STRONG DIRECTION TO STAFF TO TURN BART'S RIDERSHIP CURVE UPWARDS THROUGH AN AGGRESSIVE MARKETING PROGRAM. WE HAVE TO USE A CREATIVE APPROACH TO SELLING OFF-PEAK CAPACITY AND REVERSE COMMUTE OPPORTUNITIES. WE MUST REACH OUT TO THE CASUAL USER AND OTHER SPECIAL RIDERS TO DISPLAY OUR TRANSIT WARES.

WE'VE GOT TO STRENGTHEN AS WELL AS OPEN UP NEW LINES OF COMMUNICATION WITH OUR SISTER AGENCIES, AND WITH OUR NEIGHBORS IN SOUTHERN CALIFORNIA, AS WE STRUGGLE -- OFTEN AT ODDS WITH EACH OTHER --- TO GET OUR INDIVIDUAL TRANSPORTATION PROGRAMS FINANCED. AT THE SAME TIME WE HAVE TO LEARN HOW TO DEAL WITH KEY FIGURES FROM HIGHWAY, AIRPORT AND PORT INTERESTS IF WE ARE EVER GOING TO CAPITALIZE ON DWINDLING STATE AND FEDERAL FUNDING FOR OUR COMMON TRANSPORTATION NEEDS --- THE MOVEMENT OF PEOPLE AND GOODS. SERIOUS EFFORTS HAVE TO BE MADE TO BROADEN SUCH INTERFACING OR WE ARE GOING TO BE LEFT ALONE AND UNDERFUNDED OR UNFUNDED IN OUR EXPANSION PROGRAM WHICH IS CRITICAL TO THE MOVEMENT OF PEOPLE --- ESPECIALLY IN ALAMEDA AND CONTRA COSTA COUNTIES.

LOCALLY, WE HAVE TO WORK MORE CLOSELY WITH THE ALAMEDA COUNTYWIDE TRANSPORTATION ADVISORY COMMITTEE AND THE NEW ALAMEDA COUNTY TRANSPORTATION AGENCY AS THEY GO ABOUT ESTABLISHING PRIORITIES FOR THE MEASURE B TAX FUND EXPENDITURE PLAN. IN ADDITION, WE MUST GET THE DUBLIN/PLEASANTON CORRIDOR STUDY BEHIND US SO THAT WE CAN MOVE AHEAD WITH A WORKABLE PLAN FOR THAT EXTENSION WHICH WAS MANDATED BY THE VOTERS OF ALAMEDA COUNTY ON NOVEMBER 4th THIS YEAR.

PRYOR INAUGURAL ADDRESS
4-4-4-4-4

I INTEND TO CONTINUE TO PERSERVERE --- AND ENCOURAGE MY COLLEAGUES TO COME ALONG WITH ME --- IN MY PERSONAL GOALS OF EQUAL OPPORTUNITY AND FULL FEMALE AND MINORITY PARTICIPATION IN BART'S HIRING PRACTICES AS WELL AS ITS CONTRACTING AND EQUITY OPPORTUNITIES. ALTHOUGH SOME GOALS ARE STILL UNMET, WE HAVE MADE POSITIVE STRIDES IN ALL OF THESE AREAS. THEREFORE, WE MUST CONTINUE TO MAKE EVERY EFFORT TO CORRECT THESE INEQUITIES.

I SHALL CONTINUE TO SUPPORT JOINT DEVELOPMENT WITHIN THE FRAMEWORK OF TANGIBLE BENEFITS TO OUR OVER-ALL GOALS AND OBJECTIVES. HOWEVER, WE MUST PUT THIS IN ITS PROPER PERSPECTIVE AS IT RELATES TO OUR BASIC CHARGE OF MOVING PEOPLE. AND BY THIS I MEAN A REFOCUSING OF OUR ENERGIES AND RESOURCES ON OUR BASIC TRANSPORTATION MISSION AND THE CRITICAL SERVICE EXPANSION PROGRAM WE ARE BRINGING TO FRUITION.

BART IS THE BAY AREA'S BASIC TRANSPORTATION NETWORK. ALL ELSE FEEDS INTO IT. WE MUST CONTINUE STRONG TIES WITH AC TRANSIT AND MUNI, BUT WE MUST REMEMBER OUR OWN PLACE IN THE PANOPLY OF TRANSIT SERVICES OFFERED IN OUR THREE-COUNTY DISTRICT --- BECAUSE WE ARE THE FOCUS. I PLEDGE MY EFFORTS TO SHARPENING THAT FOCUS DURING MY PRESIDENCY SO THAT THE BAY AREA WILL KNOW AS THE REST OF THE WORLD KNOWS THAT BART IS THE BEST RAPID TRANSIT SYSTEM IN THE COUNTRY.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

December 5, 1986

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Public Information
(415) 464-7120

FOR IMMEDIATE RELEASE

CONTRACT TO INSTALL EDGE SYSTEM IN BART STATIONS AWARDED

The BART Board of Directors has awarded a \$1,155,000 contract for the construction of a platform edge warning system to Unicon Construction Company of Oakland.

Designed to make patrons aware of the platform edge while waiting for a train, the warning system will be made up of synthetic rubber tactile tiles. The tiles will be placed in a two-foot strip which will run the 700-foot length of the platforms in all of the transit system's 34 stations.

According to BART Safety Manager Ralph Weule, the installation of the platform edge warning system should be completed by the fall of 1987.

He said the new system will provide a general safety feature for the system's patrons, and be particularly beneficial for low vision or blind patrons moving around on the platform level.

Eighty percent of the project funding is being provided by the Urban Mass Transportation Administration with the remaining 20 percent coming from local matching funds through the Metropolitan Transportation Commission.

BART will be the first rail transit system in the country to install such a warning system.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

December 5, 1986

CONTACT: Sy Mouber, Manager
Public Information
(415) 464-7120
(415) 881-2663

FOR IMMEDIATE RELEASE

NEW DEADLINE SET FOR SUBMITTING PUBLIC COMMENTS ON BART'S

DUBLIN/PLEASANTON PARK-RIDE PROJECT

BART has announced that the deadline for submitting public comments on the proposed Dublin/Pleasanton Park-Ride facility has been extended to Wednesday, January 21, 1987.

At a meeting held on November 20, 1986 in Pleasanton, BART presented the findings of the Initial Study on the Dublin/Pleasanton Park-Ride project and solicited public comments on the proposed Negative Declaration, which is an environmental assessment of the project.

These comments were to have been submitted by Friday, December 5, 1986; however, due to local interest and the scheduling of another community meeting to be held in Dublin, this deadline has been extended to Wednesday, January 21, 1987.

BART Director Robert Allen of Livermore, stated, "The planned park-ride lot will give Valley residents a parking facility from which BART passengers can use the BART Express Buses and make connections at the Bay Fair, Hayward, or Walnut Creek BART Stations." Designed to serve BART's freeway-oriented Express Bus routes, U, UL, UP, D, and DX1, the parking lot will also be used by the Livermore-Amador Valley Transit Authority buses.

(MORE)

Allen went on to explain that BART proposes to build a 1,400 space park-ride facility just west of the Interstate 580/680 interchange. The Dublin/Pleasanton Park-Ride Lot will be located just west of I-680 with approximately half of the 16.25-acre facility north of I-580 in Dublin and the remainder of the facility south of I-580 in Pleasanton. The Dublin lot will accommodate 706 automobiles and will have access roads from Golden Gate Drive, which is located off Dublin Boulevard. The Pleasanton side of the park-ride lot will have 715 automobile spaces and will have access roads from Stoneridge Mall Road, which is off Foothill Road. A 360-foot long pedestrian bridge over I-580 will connect the two lots.

All westbound BART Express Buses are slated to stop at the Dublin site and all eastbound BART Express Buses at the Pleasanton site, which would require passengers to cross over the bridge at least once each day.

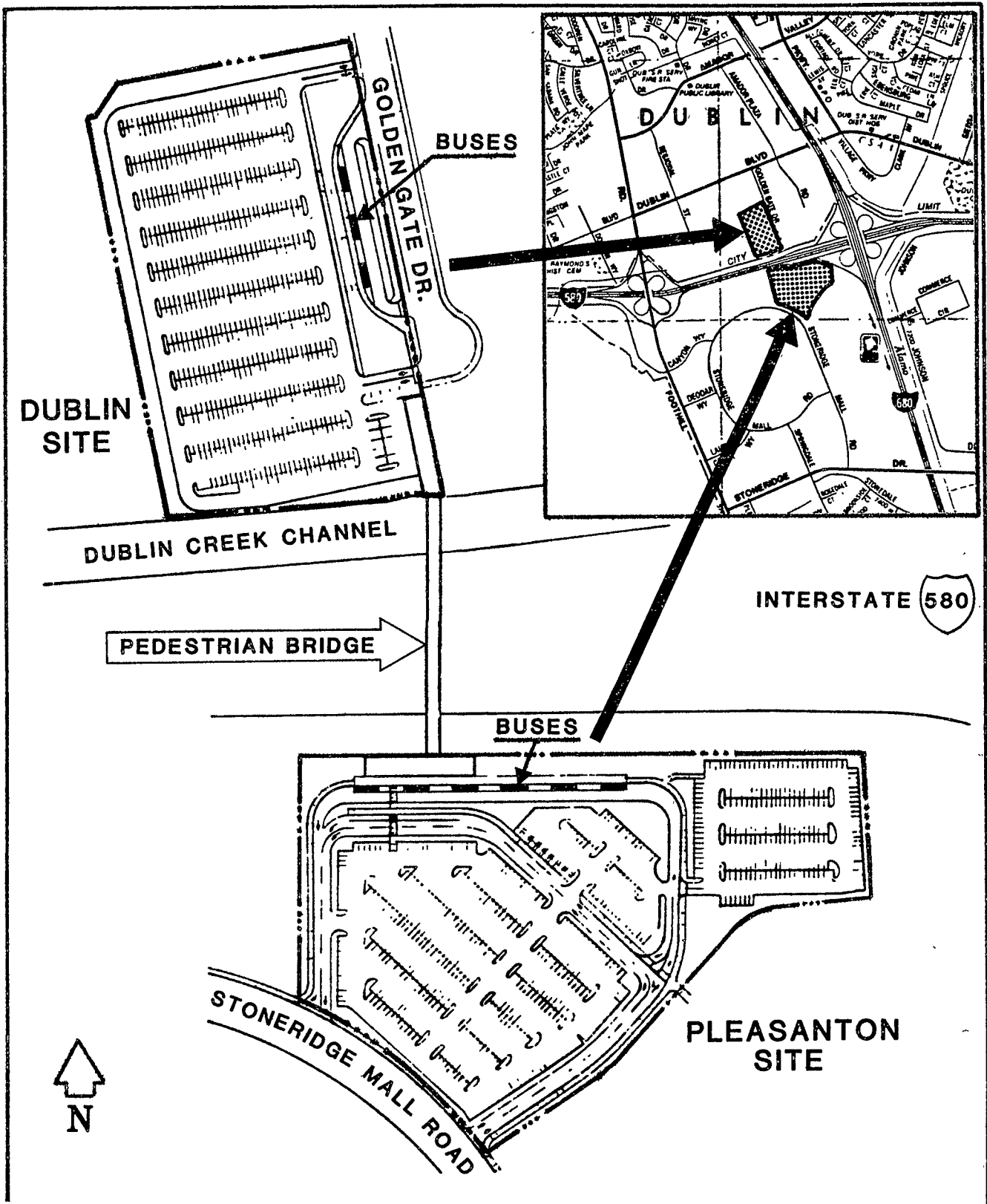
In order to provide opportunities for those persons wishing to submit written comments on the study findings, copies of the report may be reviewed at the following locations:

Dublin Public Library	Pleasanton Library	City of Livermore Library
7606 Amador Valley Blvd.	4333 Black Avenue	1000 So. Livermore Avenue

With the extension of the deadline for submitting written comments to Wednesday, January 21, 1987, the adoption of the proposed Negative Declaration will be considered by the BART Board's Engineering and Operations Committee on February 3, 1987. It is expected that the BART Board of Directors will make a decision on this matter at its February 5, 1987 meeting. At both of these meetings the public will have an opportunity to speak to the environmental issues of the project.

Marianne Payne, BART project coordinator of the Dublin/Pleasanton Park-Ride Project, may be contacted for additional information at (415) 464-6173.

X X X



PIX CAPTION

Here is a plot plan of BART's proposed Dublin parking lot, to be located on each side of Highway I-580, near the I-680 interchange. A community meeting is planned for Thursday, November 20, 1986 at 7:00 p.m. at the Community Club House, located at 4455 Black Ave., Pleasanton. The public is invited to attend this meeting and offer comments on the environmental assessment of the project.

F.Y.I. This diagram may be reproduced.

NEWS RELEASE

BART



BART AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

December 16, 1986

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(415) 464-7120
(415) 881-2663

FOR IMMEDIATE RELEASE

BART TO HOLD ANNUAL "SAFE HOLIDAYS" PROGRAM

For the eighth consecutive year, BART will hold its "Safe Holidays" program at various BART stations on Christmas Eve and New Year's Eve. Under the program, local community groups volunteer to serve free coffee, cookies and doughnuts at selected stations in an effort to promote riding BART as a safe alternative to driving the bay area's crowded highways on those two evenings. The program is supported by local radio and television stations, which sponsor public service announcements.

This year, free refreshments will be served from 6 p.m. to 10 p.m. at twelve BART stations Christmas Eve, and from 7 p.m. to 11 p.m. at ten BART stations New Year's Eve. BART's Safe Holidays stations are: El Cerrito Del Norte (12/24 only), MacArthur, 12th Street/City Center, Oakland West (12/24 only), Concord, Walnut Creek, Fremont, Hayward, Bayfair, Fruitvale, Coliseum and Powell Street.

BART's coordinator for the Eighth Annual Safe Holidays Program is BART Police Sergeant Leonard Thomas.

Sgt. Thomas said, "The response to our request for help from these organizations has been most gratifying and I believe we are going to have one of the best Safe Holidays programs ever." He further stated, "While we especially urge those who have had too much to drink to ride BART instead of driving, we want to remind people that even if they have not been drinking, BART's a safer way to travel over the holidays."

(more)

SPONSORS

<u>BART STATION</u>	<u>VOLUNTEERS</u>	<u>RADIO</u>	<u>TELEVISION</u>
Oakland West (12/24 only)	Boy Scouts of America/Troop #10 Girl Scouts of America/Troop #1259	KABL	KTVU-2
12 Street Station	St. Andrews/St. Josephs (Davis Family/Oakland)	KCBS	KPIX-5
MacArthur Station	B'NAI B'RITH/Oakland Lodge #252	KNBR	KRON-4
Fruitvale Station	Boy Scouts of America/Troop #410 Boy Scouts of America/Troop #11 (12/31 only)	KYUU	KTVU-2
Coliseum Station	Allen Temple Baptist Church Mae Douglas Circle/Oakland	KGO	KGO-7
Bayfair Station	Kiwanis Club of Chabot/E.Oakland	KNBR	KRON-4
Hayward Station	Kiwanis Club/Hayward	KSFO	KPIX-5
Fremont Station	Kiwanis Club/Fremont	KCBS	KPIX-5
Concord Station	Red Cross/Diablo Chapter/Concord	KABL	KTVU-2
Walnut Creek Station	Red Cross/Diablo Chapter/W.Creek	KNEW	KGO-7
El Cerrito D.N.(12/24 only)	B'NAI B'RITH/Oakland Lodge #252	KYUU	KRON-4
Powell Street Station	8th Annual Volunteers (Volunteers from all over the area) B'NAI B'RITH/Lodge #21 (12/24 only)	KGO	KGO-7

On December 24, from 6 a.m. to 7 p.m., trains will operate on a regular weekday schedule. From 7 p.m. to midnight, BART's regular night schedule will be in effect, meaning service is reduced to two lines -- Richmond/Fremont and Concord/Daly City -- with trains operating every 20 minutes.

On Christmas Day, December 25, train service will be in effect from 6 a.m. to midnight on two lines only -- Richmond/Fremont and Concord/Daly City. On Friday, December 26, 1986, BART will operate on a regular weekday schedule.

(more)

Trains will operate New Year's Eve, December 31, from 6 a.m. to 2 a.m. BART's regular weekday schedule will be in effect during the day. After 7 p.m. BART's regular night schedule will be in effect.

On New Year's Day, Thursday, January 1, 1987, BART train service will be available from 6 a.m. to midnight on two lines only -- Richmond/Fremont and Concord/Daly City -- with trains arriving every 20 minutes.

BART Express Buses will be operating Christmas Eve, December 24, and New Year's Eve, December 31, on a regular weekday schedule. On Christmas Day, December 25, and on New Year's Day, January 1, 1987, BART Express bus routes U, D, P2X and ME will be operating on a Sunday schedule. Routes Q, J, UP, UL, PX1, PE, PE1, PEX and Loma Ranger Shuttle will not be in service.

For additional information call BART's Information Center at (415) 465-BART or the toll-free information number listed in local telephone directories for train and bus information.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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Public Affairs

December 18, 1986

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Public Information
(415) 464-7120
(415) 881-2663 (during nonbusiness hours)

FOR IMMEDIATE RELEASE

BART DIRECTORS APPROVE 64 SEAT CONFIGURATION FOR NEW TRANSIT VEHICLE

The BART Board of Directors today gave final approval to a 64-seat configuration for the 150 new transit vehicles, known as the C-Car, rather than 68 seats called for in the original plan.

The new vehicles are on order from SOFERVAL, a subsidiary of the French firm, Alsthom Atlantique, one of the largest manufacturers of transit vehicles in the world.

The decision of the BART Directors to approve the new seating configuration of 64 seats on the C-Cars, came after several meetings and discussions with handicapped and wheelchair-bound BART patrons, who had requested that space adjacent to the doors be made available.

After full consideration and following BART staff recommendations to remove one double seat at each door, BART Directors gave the go-ahead to BART staff for the 64-seat configuration.

In support of the BART staff recommendation, it was noted that such a configuration will provide a larger open area near the doors for standees, wheelchair patrons and, at the same time, mean faster entry and exits from the train which will be needed when more trains are added and operating closer together.

(MORE)

2-2-2-2 BART DIRECTORS APPROVE 64 SEAT CONFIGURATION FOR NEW VEHICLE

The new BART C-Car has the flexibility to be used in a BART train as a lead or trailing car or in the middle of the train. The C-Cars are virtually indistinguishable from the B-Cars, which are used as mid-train cars.

The C-Car is equipped with a train operator's compartment and new automatic train control system. When the C-Car is used as a lead or trailing car, this compartment is closed off from the passengers. When used as a mid-train car, the end doors (which have a protective rubber "bumper") are open and the train operator's compartment is closed, thus permitting passage from one car to another.

In October, 1982, BART ordered 150 of the new transit vehicles from SOFERVAL. This company was the successful bidder for the \$242 million project, the largest equipment contract BART has ever awarded.

The C-Cars were designed by BART engineers. The prototypes of these cars were delivered in the fall of 1985, and are being used for extensive on-line testing. When this testing program is completed, these prototypes will be returned to the manufacturer. The replacements for the prototypes will be delivered to BART by SOFERVAL in Spring, 1987.

The current schedule calls for the delivery of two new cars in June 1987; four in July, 1987; six in August, 1987; and starting in September, 1987, eight cars are to be delivered every month. According to this new production schedule, by December, 1988, all of the 150 new C-Cars will have been delivered to BART.

The basic aluminum shell, trucks, electrical wiring, carpeting, seats and air compressor plumbing will be manufactured and installed in France. Final

(MORE)

3-3-3-3 BART DIRECTORS APPROVE 64-SEAT CONFIGURATION FOR NEW VEHICLE

assembly of the new BART cars will be done at the SOFERVAL plant in Union City.

The new cars will incorporate all the appropriate modifications made to the existing fleet over the years to improve the reliability of the BART cars. The interiors of the new C-Cars will be made of materials comparable to or exceeding the fire-resistant qualities which were recently installed in the present BART fleet.

Mike Healy, Department Manager
Public Affairs

December 22, 1986

CONTACT: Sy Moubert, Manager
Public Information
(415) 464-7120
(415) 881-2663

FOR IMMEDIATE RELEASE

BART HOLIDAY TRAIN SERVICE

On Christmas and New Year's Day, BART trains will operate on a modified Sunday schedule, which means trains will operate on two lines only (Richmond-Fremont and Concord-San Francisco/Daly City) and stations will be open from 6 a.m. to midnight. Trains will arrive at stations every 20 minutes.

Regular BART train service will be in effect on Christmas Eve. On New Year's Eve BART will keep trains in service until 2 a.m. Regular BART train service will be in effect on all other days during the holiday season.

Volunteers from community organizations will again participate in BART's Safe Holidays program at selected stations on Christmas Eve and New Year's Eve. The volunteers will serve free coffee and doughnuts to passengers from 6 p.m. to 10 p.m. Christmas Eve and from 7 p.m. to 11 p.m. New Year's Eve.

The BART Safe Holidays Stations are: Oakland West (Dec. 24 only), 12th Street, MacArthur, Fruitvale, Coliseum, Bay Fair, Hayward, Fremont, Concord, Walnut Creek, El Cerrito Del Norte (Dec. 24 only) and Powell Street.

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NEWS RELEASE

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BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

Mike Healy, Department Manager
Public Affairs

December 31, 1986

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FOR IMMEDIATE RELEASE

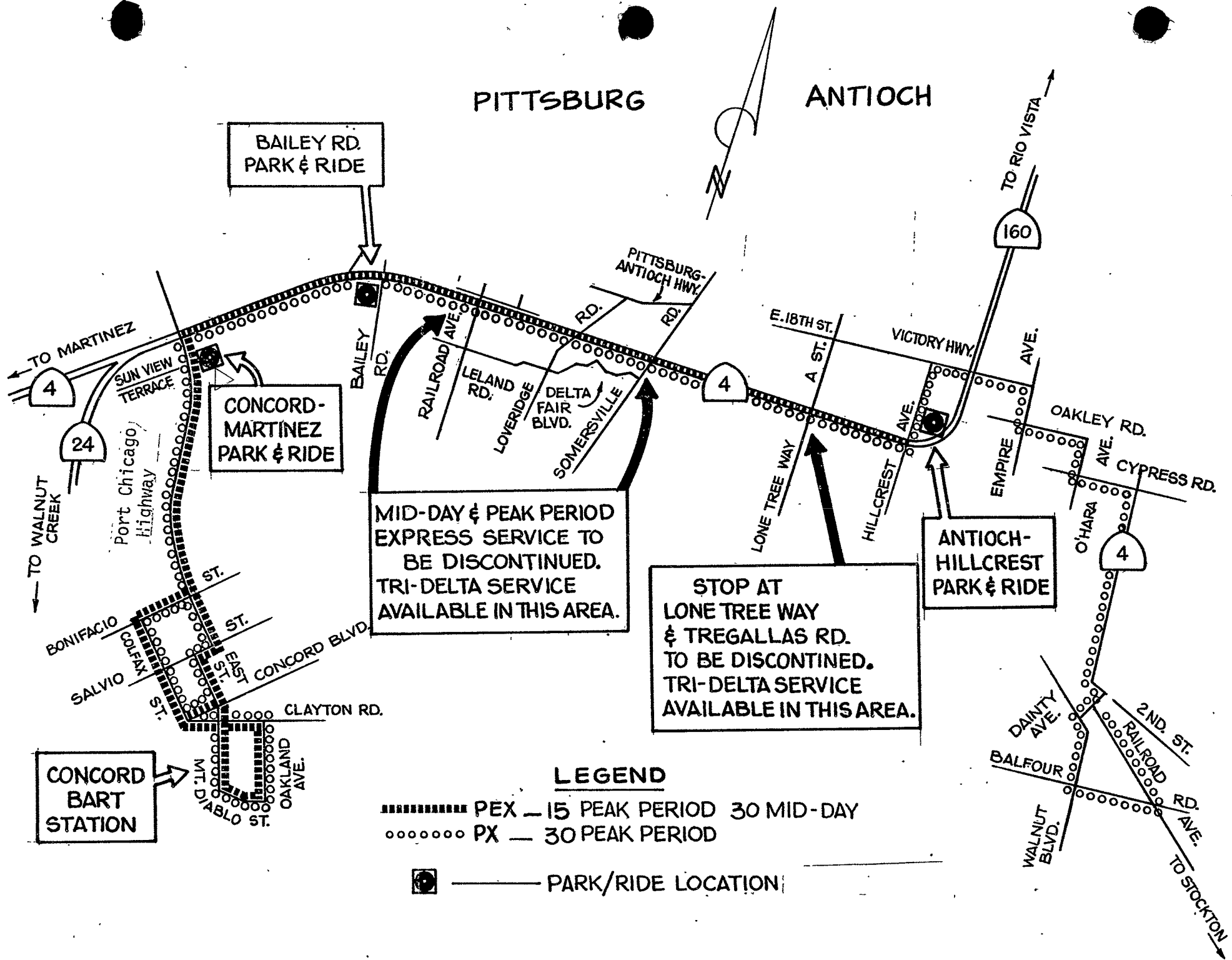
BART TO CONDUCT MEETINGS TO DISCUSS PROPOSED STREAMLINING OF EXPRESS BUS SERVICE

BART will hold hearings for comment on the reorientation of BART's PEX and PX Express Bus Service in Pittsburg, Antioch, and Concord.

A community meeting will be held Thursday, January 15, 1987, 8 p.m., Room 119, Los Medanos College, 2700 East Leland Road, Pittsburg, with a public hearing to follow Tuesday, January 20, 1987, 10 a.m. at BART headquarters, fifth floor, 800 Madison Street, Oakland.

Letters and comments from those unable to attend the public hearing can be sent to Phillip Ormsbee, District Secretary, 800 Madison Street, P. O. Box 12688, Oakland, CA 94604-2688, but must be received before January 20, in order to be entered in the public hearing record.

BART plans to reduce time and streamline service between the hours of 6 a.m. and 6 p.m. for the PEX and PX lines by rerouting buses to Highway 4 from local streets, where Tri-Delta Transit now provides service. Rerouting will affect Leland Road, Delta Fair Boulevard, and Lone Tree Way. Express buses will stop only at Hillcrest Park/Ride Lot in Antioch, Bailey Road Park/Ride Lot in West Pittsburg, and at the North Concord Park/Ride lot on Port Chicago Highway in Concord. Express Bus service between Brentwood and Hillcrest Park/Ride lot will not be affected.



PITTSBURG

ANTIOCH

BAILEY RD.
PARK & RIDE

CONCORD-
MARTINEZ
PARK & RIDE

MID-DAY & PEAK PERIOD
EXPRESS SERVICE TO
BE DISCONTINUED.
TRI-DELTA SERVICE
AVAILABLE IN THIS AREA.

STOP AT
LONE TREE WAY
& TREGALLAS RD.
TO BE DISCONTINUED.
TRI-DELTA SERVICE
AVAILABLE IN THIS AREA.

ANTIOCH-
HILLCREST
PARK & RIDE

CONCORD
BART
STATION

LEGEND

———— PEX — 15 PEAK PERIOD 30 MID-DAY
 ○○○○○○ PX — 30 PEAK PERIOD

◻ ——— PARK/RIDE LOCATION