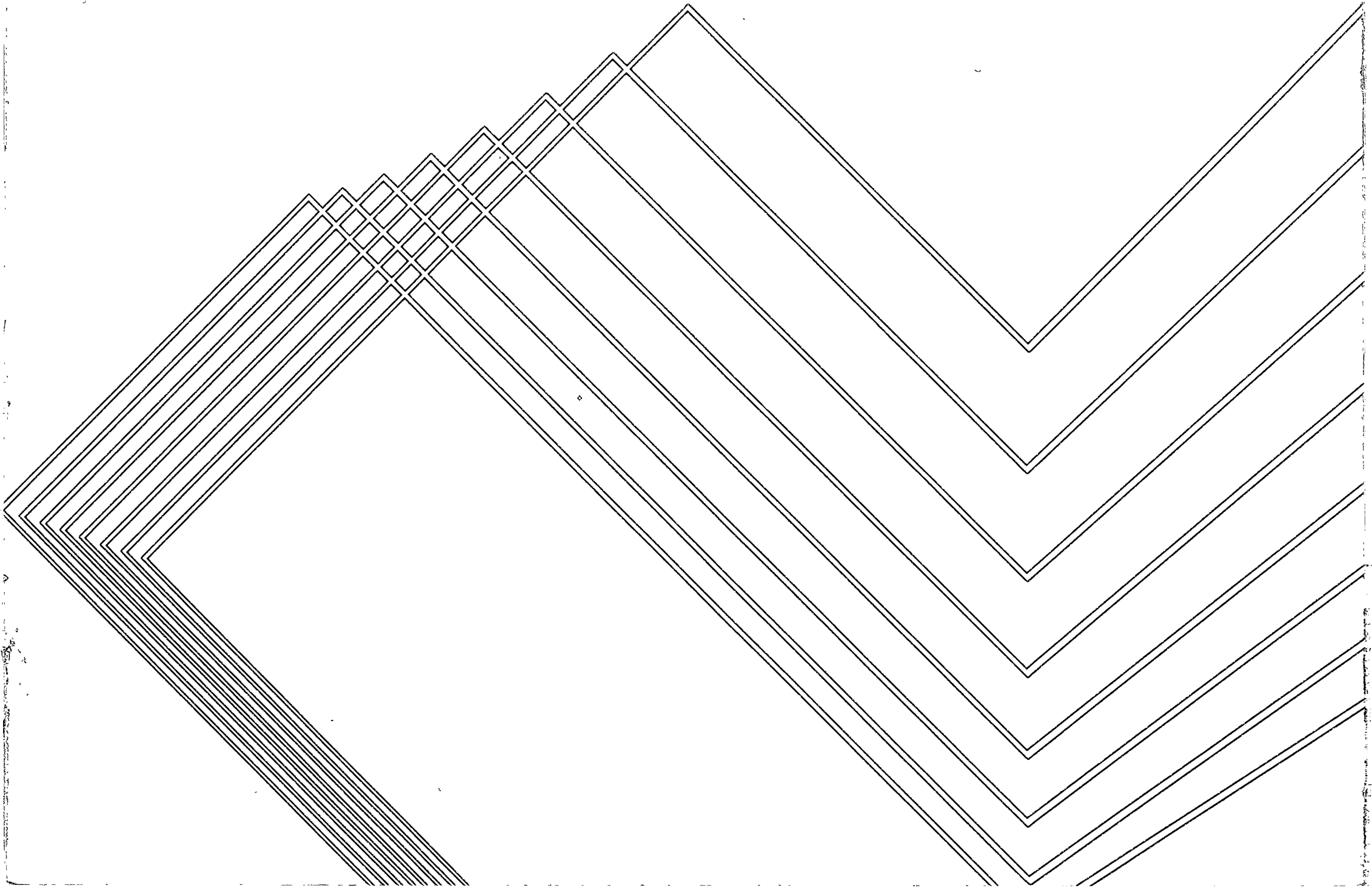


# BART 1980-81 ANNUAL REPORT





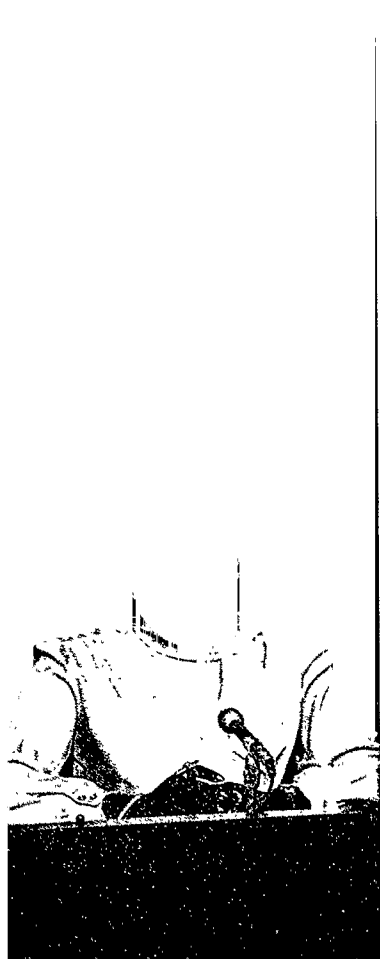
**Robert S. Allen**  
*District 5*  
 Vice President. Served as ex-officio member of all Committees. Director since 1974. Livermore resident and railroad cost analyst.

**Barclay Simpson**  
*District 1*  
 Vice Chairperson, Engineering & Operations Committee. Director since November 1976. Board President, 1977. Orinda resident. San Leandro businessman.

**Wilfred Ussery**  
*District 7*  
 Chairperson, Public Information & Legislation Committee. Member, Engineering & Operations Committee. Director since December 1978. San Francisco resident and Director of Program Development, San Francisco Housing Authority.

**Arthur J. Shartsis**  
*District 3*  
 Member, Public Information & Legislation Committee. Director since November 1976. Oakland resident. San Francisco attorney.

*John Glenn, President  
 Board of Directors  
 San Francisco  
 Bay Area  
 Rapid Transit  
 District*



**Margaret K. Pryor**

*District 4*

Vice Chairperson, Public Information & Legislation Committee. Member, Administration Committee. Director since September 1980. Oakland resident. Community development specialist, OCCUR, Oakland.



**John H. Kirkwood**

*District 9*

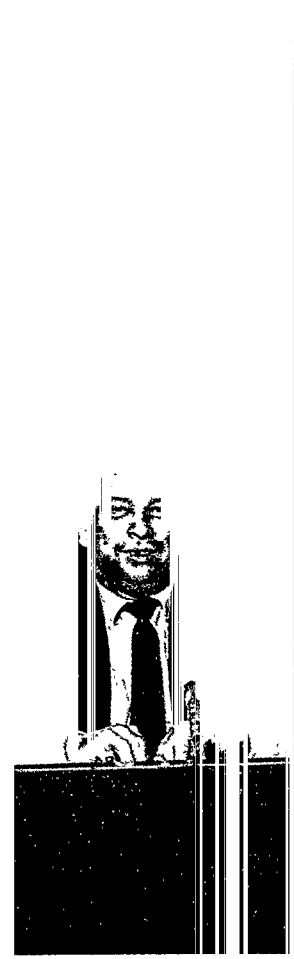
Vice Chairperson, Administration Committee. Director since November 1974. Board President, 1979. San Francisco resident and businessman.



**Eugene Garfinkle**

*District 8*

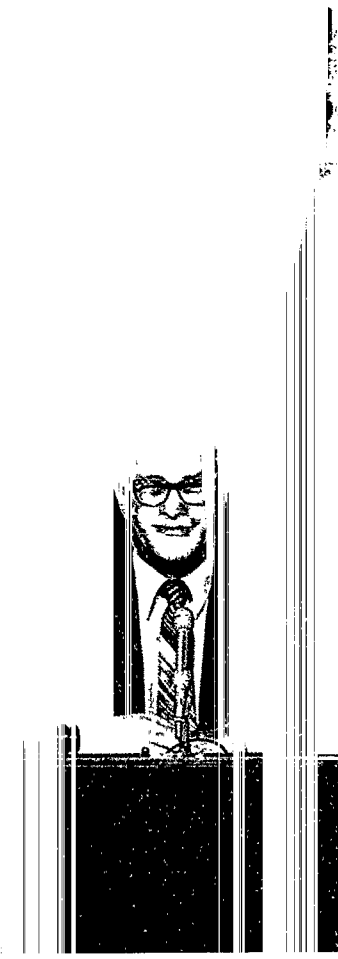
Chairperson, Administration Committee. Director since March 1977. San Francisco resident and attorney.



**Nello Bianco**

*District 2*

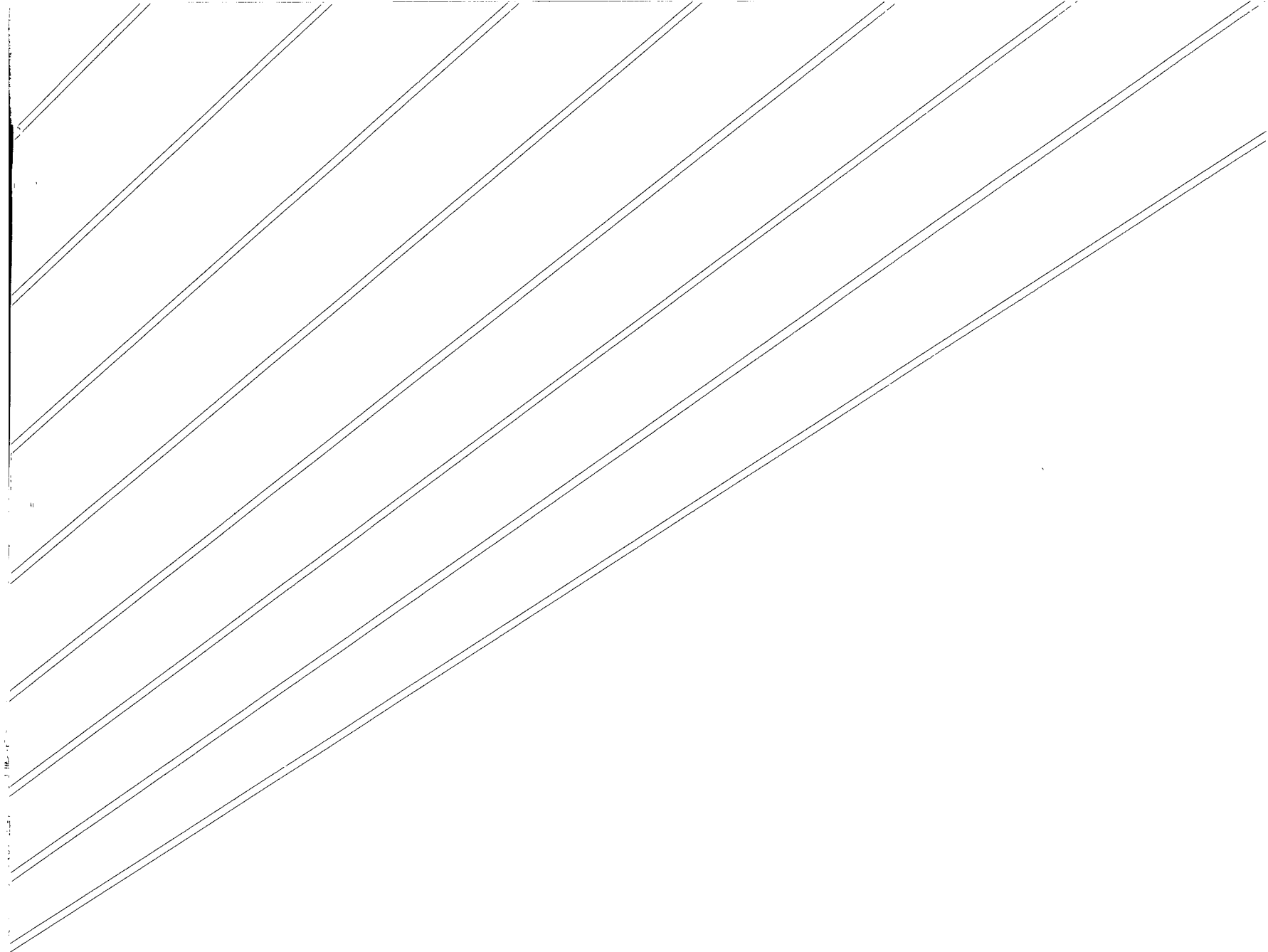
Chairperson, Engineering & Operations Committee. BART representative to the Executive Committee of the American Public Transit Association (APTA) Board of Directors. Director since October 1969. Board President, 1980 and 1974. Richmond resident and businessman.



**John Glenn**

*District 6*

President. Serves as ex-officio member of all Committees. Director since 1974. Fremont resident. Oakland business executive.



BART. GOING PLACES

# PRESIDENT'S MESSAGE

I am pleased to report that during the Fiscal Year 1980/81 BART has grown into full maturity, when for the first time since the system was opened it began operating over all four routes, as originally designed.

BART today is carrying more patrons than ever before and, according to recent nationwide studies, it has been determined that BART, when judged against comparable rapid transit systems, has achieved the best system component reliability record in the United States.

Public acceptance of BART is at an all-time high. Despite a fare increase on June 30, 1980, patronage increased to a record average of 174,000 weekday riders by June, 1981. On May 1, 1981, more people rode BART than on any day in its history when the system carried 192,122 patrons.

The Close Headways project, phased in at the beginning of June, 1980, enabled BART to operate 42 trains on the system at any one given time. Train frequencies are now as little as four minutes.

With the ability to operate a greater number of trains on the system, BART on July 7, 1980, inaugurated its long awaited direct service between Richmond and San Francisco/Daly City. Moreover, peak hour transbay service has been increased by 60 percent from 10 to 16 trains. And because more cars are now available, thanks to improved reliability, most trains on the heavily used Concord and Fremont lines are 10 cars long during rush hour.

Improved reliability and a ruling in April, 1981, by the California Public Utilities Commission that BART could implement the "Cutout Car" system, has been a very important factor in setting the new records for the performance of the system. The "Cutout Car" system permits the train operator to disengage the faulty brakes on a car in a multi-car train, thus permitting the car to roll free, allowing the train to complete its run. Previously, this problem necessitated taking the train out of service.

By the end of this fiscal year, 99 percent of all scheduled runs were regularly being completed and 94 percent of all trains, on the average, ran on time, BART's best performance record in history.

BART's safety has been enhanced during the past fiscal year as well. New low-smoke, fire-resistant neoprene seat cushions have been installed throughout the car fleet replacing the old polyurethane cushions. Improved fire safety contingency plans have been reviewed and drills have been conducted with the Bay Area fire departments to prepare BART staff and the professional firefighters for any fire problems on the system. The BART Emergency Plan has been prepared and will be distributed during 1982.

We are looking forward to completing the Manual Cab Signalling (MCS) modifications that will enable BART trains to run safely at near normal speed under manual control and eliminate a major cause of system slowdowns.

In addition, work on the first phase of the "K-E" track through the subway area of downtown Oakland stations at 12th Street and 19th Street was nearing completion. Early in 1982, when this

third trackway is electrified and the way-side automatic train control system is operational, BART will be able to remove faulty trains with much less impact on service through this congested Oakland area. When the "K-E" track is completed in 1984, it will be the first new mainline track added to the system since it was originally constructed.

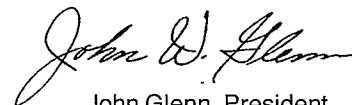
Not only will the completed "K-E" track enhance BART's flexibility, it will also be used as a train storage area, reducing the number of long "deadhead" trips which are now necessary when preparing for daily operations.

As a Fremont resident, I am particularly pleased that BART's Board of Directors voted to include an extension of the Fremont line to Warm Springs in the first phase of the system's four-phase extension program. The Warm Springs extension plan includes a subway beneath Fremont's Central Park and new stations to be built at Irvington and Mission Boulevard. Other phases of the extension program—which could be completed by the year 2000—include extending the Concord line to Antioch, and construction of a line from Bay Fair Station in San Leandro to Livermore. If appropriate local funding is forthcoming, then extending the Daly City line to the San Francisco International Airport could be accomplished.

Finally, we have completed the design of the new C-Car which will enable BART to meet increased capacity demands in the 1980's. This new car will also be capable of being used as either a control car or a mid-train car and we are looking forward to requesting bids for 90 of these new vehicles for delivery beginning in 1985, as soon as sufficient funding is available.

The fiscal year covered by this report has been one of challenges and major accomplishments. I note with pride the outstanding service and hard work performed by BART's employees.

I am proud to have served with eight other Directors whose dedication to BART has resulted in the achievements of Fiscal Year 1980/81.



John Glenn, President

*As a result of improved service reliability and escalating cost of personal transportation, BART saw ridership reach an unprecedented 46,879,319 by the end of the report period. Then, in an effort to sketch a rider profile, BART conducted a passenger survey which revealed almost three-quarters of the riders used the system for work-related activities.*



# BART. GOING PLACES WITH PEOPLE

## Passenger Survey

In May, 1980, BART distributed passenger questionnaires in an effort to develop a rider profile and obtain information that will ultimately lead to improved rider service, comfort and system access.

Based on the 12,301 responses, marking a substantial 61.5 percent return, BART analysts found that off-peak period ridership had increased from 50 percent of a typical day's usage to 52 percent, with a comparable reduction in peak riding.

The relative reduction in peak period ridership may be attributed to the fact that 29 percent of the early morning commuters took advantage of working flextime hours. An additional 9 percent of those surveyed indicated they also could use flextime if they asked for prior approval from their supervisors.

In addition, the survey showed 13 percent of the riders carpooled to BART stations before 7 a.m., while another 7 percent carpooled during the morning peak after 7 a.m. BART has been encouraging carpooling as a part of its access program.

The survey also showed the overall minority ridership at about 33 percent or an increase of 7.4 percent over the previous survey conducted in 1978.

Other findings showed 74.4 percent of all BART riders used the system to get to work or for work-related duties, with the remaining 25.6 percent using it for other activities such as going to school, shopping, touring, entertainment, recreation, and personal appointments.

Interestingly enough, 60 percent of those surveyed used BART although they had a car available. Among the most common reasons given by new riders for use of the system was its convenience and low cost.

## Patronage

During the past year, BART carried more people than ever before. If peak patronage growth trends continue at the current rate, the peak capacity of BART's

fleet will soon be insufficient unless new rolling stock is added during the 80's.

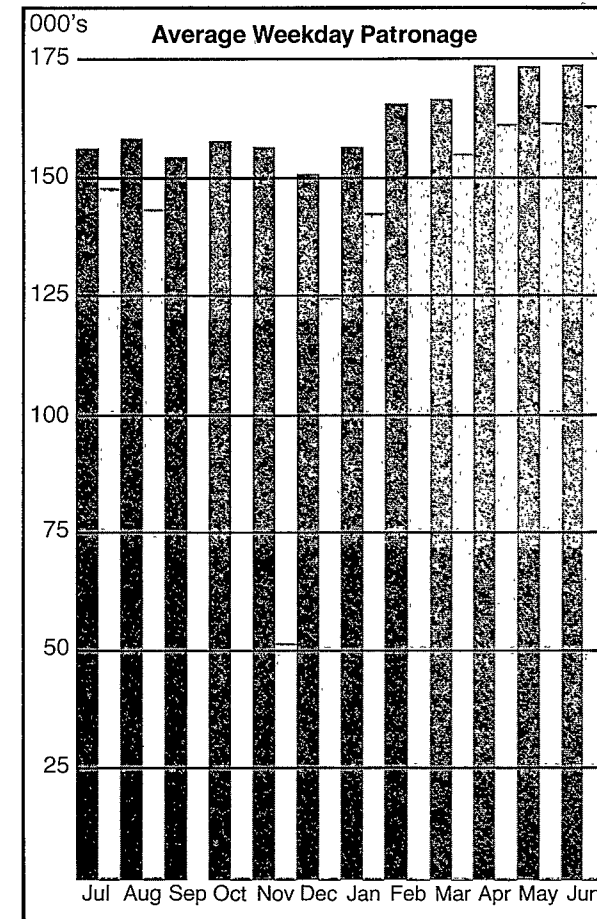
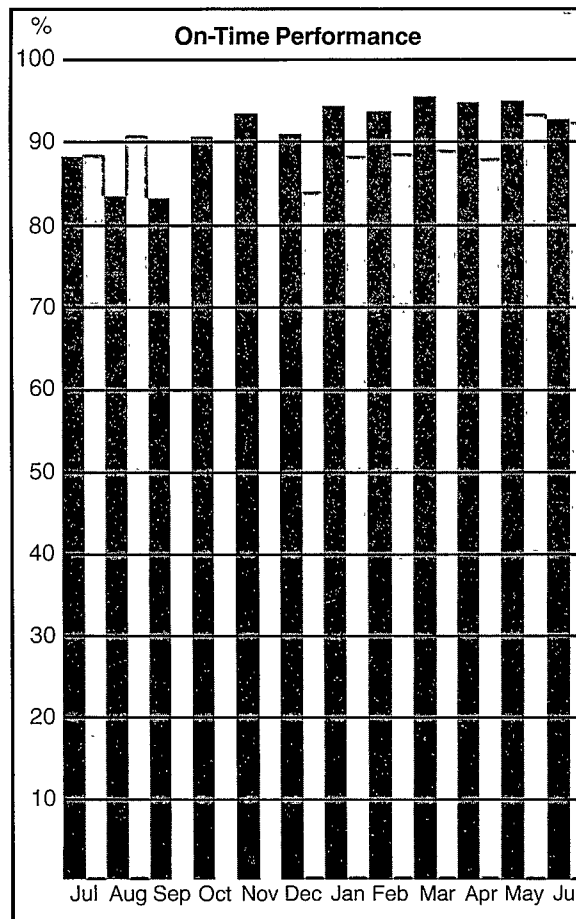
While a fare increase was imposed at the beginning of the 1980/81 fiscal year, the impact on BART ridership was less than expected. Although fares increased an average of 35 percent, patronage dipped a mere five percent during the first quarter of the fiscal year instead of the forecast eight percent and rebounded to record highs by the end of the fiscal year.

The inauguration of the Close Headways program and the start of the direct Richmond/Daly City service shortly after the fare increase helped offset any appreciable passenger loss. As a result of service delays experienced during the first three months of the Close Headways program, patronage growth remained relatively flat. Moreover, last year's sluggish holiday shopping season did not change the picture. By the end of 1980, BART patronage was averaging 150,000 per weekday.

As a direct result of the beginning of the Richmond/Daly City direct service, transbay ridership between San Francisco and East Bay stations increased 25 percent and travel between stations on the Richmond line and San Francisco increased 95 percent.

BART's increasing reliability, together with minor adjustments to the Close Headways schedules, the start of the direct Richmond/Daly City service, the federal deregulation of the price of gasoline and the subsequent rise in the cost of personal transportation, helped spark a major ridership increase that saw BART reach a record of over 174,000 average weekday patronage during April and sustained this average during the fiscal year's last quarter.

BART saw its highest patronage yet during this fiscal year with the final figure reaching 46,879,319. On May 1, 1981, BART carried a record 192,122 riders, due in part to attendance at the Oakland A's/New York Yankees baseball game at the Oakland Coliseum



NOTE: Peak period train schedule revised October 1980.

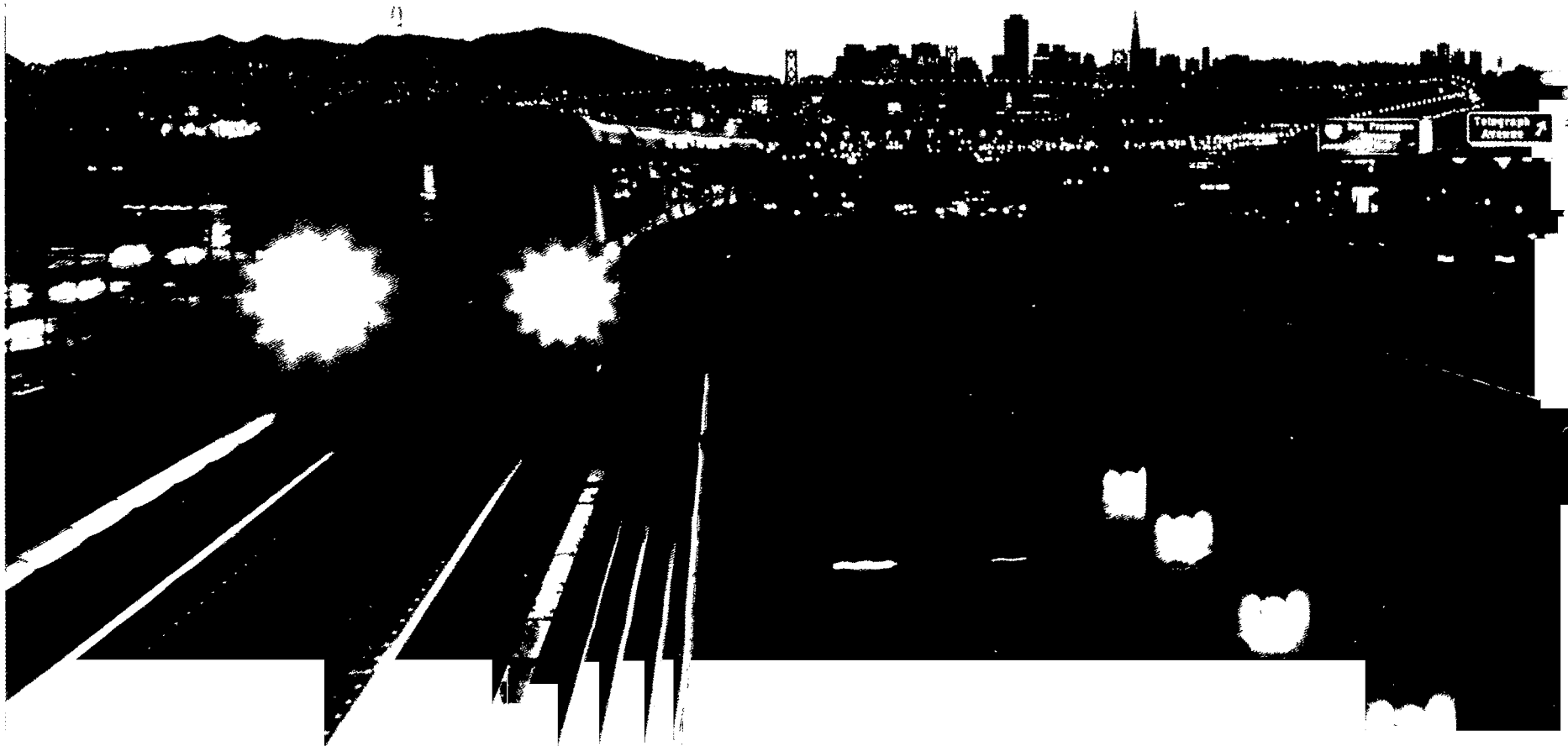
34.9% fare increase starting June 30, 1980 and addition of direct Richmond/Daly City service.

Work stoppage September-November 1979; limited service provided during October & November.

FY 1980-81  
 FY 1979-80

*With the new reliability improvements program already 60% under way, BART surpassed on-time performance record and had the lowest vehicle component failure rate in the nation.*

*Other projects included finishing the new C-Car specifications and the near completion of the first phase of the K-E track, a new subway track beneath downtown Oakland.*





# BART. GOING PLACES WITH IMPROVEMENTS

## Performance

In order to give BART patrons the most reliable transit service possible, on January 1, 1979, the district embarked on a multi-faceted Reliability Improvement Program (RIP). During the past fiscal year, RIP was funded in major part by a \$5 1 million federal grant.

As part of this program to increase performance, the California Public Utilities Commission ruled in April, 1981, that the District could implement a new operating procedure by which a car, in a multi-car train experiencing a friction brake problem, would be allowed to "free-wheel." All other systems on the "free-wheeling" car would still be fully operative and, based on extensive tests, the braking power of the rest of the train is more than sufficient to stop the train within established safety limits.

This "Cutout Car System," as it is called, permits the train to run at full speed rather than half speed, as was required in the past, when a car on a multicar train develops a problem with its braking system.

Before the implementation of the Cutout Car System, the incidents of trains running at half speed due to friction brake failure had been occurring about five times each seven working days. The new system has virtually eliminated these incidents.

During FY1980/81, 60 percent of other RIP elements were completed, which have contributed to a marked improvement in BART's service reliability. These included reliability improvements to the train propulsion motors, upgrading of the automatic train control equipment and modifications which permit trains with minor faults to stay in normal service.

RIP showed impressive results with the system reaching a record high of 94 percent of all trains arriving within five minutes of their scheduled run times last spring. This increased reliability enabled BART to issue its first Saturday

daytime schedule in January, 1981, for four-route service.

Moreover, according to a federally sponsored study, BART achieved the lowest vehicle component failure rate among the nation's heavy rail transit operations.

## New Tracks

The first phase of BART's K-E track, a new subway track beneath downtown Oakland, neared completion by the end of the fiscal year along with the completion of new passenger platforms for the K-E track at the 12th Street/Oakland City Center and 19th Street Stations.

Toward the end of the fiscal year, design got underway for the above-ground, phase two portion of the track between the Washington Street portal and MacArthur Station. The total K-E track project cost is expected to be approximately \$23 million.

When completed in early 1984, the K-E track—the first new section of BART mainline trackway built since the system began operating—will improve service through the heavily congested Oakland corridor, in addition to providing an extra trackway for the removal of malfunctioning trains and as a bypass around stalled traffic. The new track will serve as mainline storage for the long commute trains, in preparation for daily revenue service, thereby reducing the cost of deadheading these trains to and from BART train yards.

At the Daly City end of the system, BART's planners have developed alternatives for a proposed turnback track and storage yard which would ultimately provide increased train frequency.

Ultimately, with the Daly City turnback and storage yards in operation, the District expects to save at least \$700,000 a year in electricity costs by not having to deadhead long trains to East Bay yards after the evening commute hours or from the East Bay to Daly City before the morning commute service begins.

## Budget/Property Tax Rate

At the end of 1979/80 fiscal year, the BART Board adopted a \$105 million operating budget for the 1980/81 fiscal year. This was an increase of 10.8 percent over the previous year, due primarily to inflation and anticipated increase in electrical power cost of \$5 8 million. An additional amount of \$2.5 million was set aside as a general system improvement allowance.

In order to meet rising costs and a regionally imposed farebox recovery formula, and to remain eligible for state subsidy assistance, the BART Board adopted an average fare increase amounting to 35 percent. The new fare level was expected to generate annually about \$42.4 million. In addition, \$3.1 million in operating revenues was realized from advertising, concessions, rentals, parking fees, fines and interest.

The remainder of the adopted budget funding sources included an estimated \$56.5 million from the half-cent sales tax levied in the three BART counties for regional transit; \$3.1 million from a combination of state (Proposition 13 relief), UMTA-Section 5 and Transportation Development Act funds; and slightly over \$2.7 million from property tax.

During August, 1980, the Board adopted a single tax rate of 32.3 cents per \$100 assessed property valuation for the 1980/81 fiscal year levied on Alameda, Contra Costa and San Francisco County property owners. This represented an increase of slightly more than one-half cent over the previous fiscal year's rate of 31.6 cents. The property tax rate in Berkeley, to service construction bonds approved by the voters for the construction of the subway through the city, was lowered by about one-half cent to 14.8 cents.

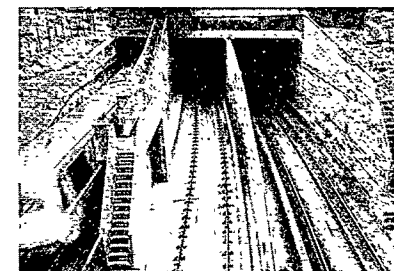
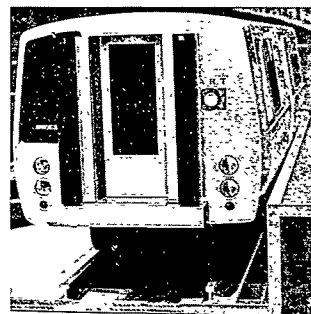
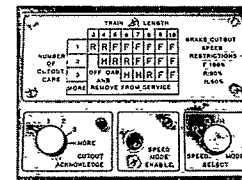
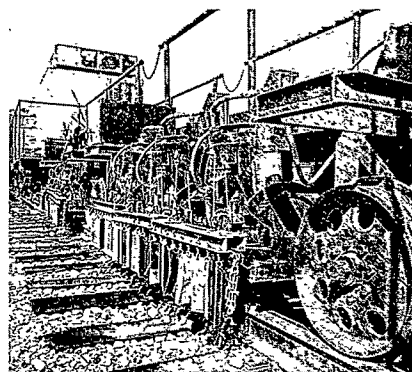
## C-Cars are Coming

With an eye to meeting future passenger capacity demands, the BART staff completed detailed specifications for the construction of 90 new C-Cars, capable

of operating either at the end of a BART train or in the middle. Federal assistance is being sought to defray 80 percent of the estimated total cost of \$118 million (in 1981 dollars) for the C-Car.

The C-Car will give BART greater capacity and improved flexibility, since the length of trains can be adjusted on the main line, without going into a yard, in order to meet changing passenger demands during the day. In addition, the C-Car's design is based on BART's transit experience and a "keep it simple" approach which will enhance the system's overall reliability.

Early in 1982, BART will be advertising for bids for the construction of prototypes of this new rolling stock. As soon as approval is received from the federal government, BART will proceed with the program to acquire the new cars which are expected to be in service by 1985.



*As a part of the overall program to provide better service, BART moved ahead by adopting an extension plan which included the linking of Fremont's Irvington and Warm Springs districts to the system. Also added were new shuttles, more express and direct service buses, and access facilities and station parking lots were upgraded.*



# BART. GOING PLACES WITH SERVICE

## Extensions

In late 1980 and early 1981, BART worked with the City of Fremont to develop station locations and track alignment that would meet both the city's and the BART system's needs when tracks are extended south to Fremont's Irvington and Warm Springs districts by 1987. This work is part of the first phase of BART's system expansion plan which also includes a track extension to a station in North Concord at State Route 4.

In February, 1981, the BART Board of Directors voted to route the southern Fremont extension through a subway beneath Fremont's Central Park and build stations in Irvington and at Mission Boulevard near the General Motors assembly plant in Warm Springs.

The Warm Springs extension is expected to cost \$274 million in 1981 dollars, including \$24 million in 1981 dollars to pay for the additional cost of building the Central Park subway instead of an aerial structure as was originally planned. Some 3200 riders are expected to use the Warm Springs extension each day.

To begin implementing its decision, the Board of Directors voted to seek funds to buy land for the Warm Springs extension as well as other planned extensions to eastern Contra Costa County and later to Livermore.

In Contra Costa County, BART is planning to add track from Concord north to State Route 4 and then east along the freeway to Pittsburg and Antioch with stations slated for North Concord, West Pittsburg, Pittsburg and Antioch.

In addition, BART's plans call for building new track from Bay Fair Station along Interstate 580 with new stations at Castro Valley, Dublin, Pleasanton and Livermore during Phases II, III and IV of the four-phase extension plan.

## BART Express Bus Service

BART's express bus service between its Concord Station and Eastern Contra Costa County expanded in January when "P" line buses began running at 30-minute intervals instead of every

60 minutes. Also during the past fiscal year, bus access at Concord was made easier with the opening of the new Concord Station busway.

Beginning in April, 1981, AC Transit, operators of the express bus service on behalf of BART, began painting the express buses blue and silver and added the BART logo to the front and sides. This change in identification was made so that express bus patrons would be aware that the express bus network was part of and funded by the BART system.

These efforts have paid off in increased ridership. During 1980/81, 2,536,245 patrons rode the express buses between BART stations and their home communities.

## Improved Access Program

For greater passenger convenience, a number of BART access facilities and station parking lots were improved.

At the Hayward station, a permanent surface was constructed creating 300 parking spaces including a pedestrian underpass connecting it to the west parking lot, and at the Union City station a gravel lot was converted, making 300 permanent parking spaces. In addition to the parking lot work, interim parking spaces were also established. The Concord station added 530 new parking spaces from nearby leased lots, and the Pleasant Hill Station opened 175.

As a way to enhance System performance, two new shuttles were initiated—the Loma Ranger and the Concord SST, "Super Shuttle Transit."

The Loma Ranger shuttle began as a six-month demonstration project on June 3, 1980, to reduce parking congestion during the peak period commute from the Miraloma Park area of San Francisco to the Glen Park Station, and was so successful its service was extended

The other new shuttle, the free Concord SST, began service on January 5, 1981, between the Concord BART Station and Bailey Road, when a new parking ordi-

nance became effective, limiting non-residential, street parking hours. This shuttle was also a complete success, carrying over 300 passengers per week-day by the end of the fiscal year, exceeding the forecast by about 25 percent.

Another program, a unique use of carpooling called BARTPOOL, began operation in March, 1981, at the Fremont, Daly City and Lafayette stations to reduce commuter costs and relieve vehicle overcrowding encountered at many BART station parking lots. BARTPOOL also expanded its service at the Concord Station, which had been operating successfully since 1978.

BARTPOOL offers preferential parking spaces for vehicles carrying three or more persons who must make their round trip on BART. These BARTPOOL vehicles are registered, issued permits and routinely inspected by BART Police to ensure authorized use of the designated parking spaces.

As a result of the program, more than 900 BARTPOOL vehicles carrying over 2,800 BART riders were regularly using the allotted spaces at the four participating stations by the end of the fiscal year.

## Train Controls

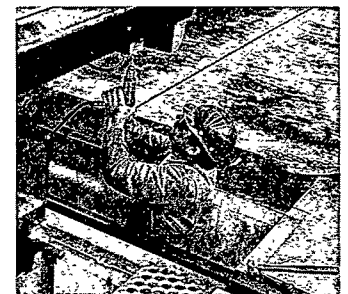
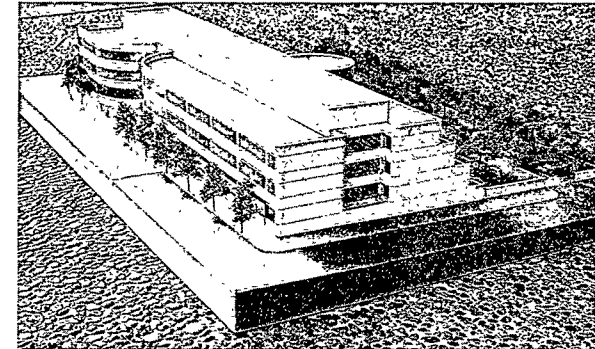
BART is moving forward with its Integrated Control System (ICS) Project designed to allow the system to run as many as 75 trains, instead of the current maximum of 49 trains. The design of this complex project includes new central control computers, and will accommodate additional computers at a later date, should the need develop.

Provisions have been made to house an expanded central control in the basement of the new regional administrative facility office building, to be located adjacent to the present District headquarters, which will be occupied in early 1985. In addition to providing much needed office space for District staff members, the new building is planned to house the Metropolitan Transportation Commission and the Association of Bay Area Governments.

## Daly City/Richmond Direct

When direct transbay service between San Francisco/Daly City and Richmond was inaugurated on July 7, 1980, patrons on the Richmond line could travel to San Francisco without changing trains. The introduction of the new service was an immediate success as patronage on that segment leaped 95 percent on week-days. The new service was extended to Saturdays on October 25, 1980.

This new service, coupled with the introduction of the Close Headways program, finally allowed the system to function the way it was designed to be run, and laid a foundation for greatly improved service overall during the past fiscal year. Moreover, use of the Richmond BART Station's connection with the adjacent Richmond AMTRAK railroad platform was enhanced by the new service as well.



*BART's commitment to safety can best be seen in the exhaustive testing and work needed to develop and install projects such as the seat replacement and transit car fire hardening programs. In addition, a new anti-vandalism campaign was launched. The discount fares were offered during the major holidays to encourage a safe ride on BART.*



# BART. GOING PLACES WITH SAFETY

## New Seats

As a major step in increasing fire safety aboard BART cars, the transit district completed replacing all 32,000 polyurethane seat cushions with new low-smoke, fire-resistant neoprene cushions. The replacement program began in June, 1980, after an exhaustive testing program from which wool covered, low-smoke neoprene cushions emerged as the best all-around material. The program was completed in November, 1980, for a total cost of \$4.4 million

## Fire Hardening

Perhaps less visible, but just as important as the seat replacement program, is BART's transit car fire hardening program that received the support of the Metropolitan Transportation Commission last April when MTC forwarded an \$18.5 million grant request for state and federal funds, as well as UMTA funds. These funds will be used to pay for the replacement of the cars' interior walls and ceiling panels with new fire resistant fiberglass material. In addition, the cars' floors are to be protected with a special coating sprayed over about half the underside of the car.

Fire resistant materials installed in a BART car were subjected to an extensive series of fire tests at a McDonnell-Douglas laboratory in December, 1980. In what is believed to be the first full-scale fire test of a rapid transit car ever performed in the United States, a full size BART car outfitted with the new materials was placed in a steel tube designed to simulate a subway tunnel or the Transbay Tube and was subjected to numerous fire sources. The test results indicated that new materials selected by BART will meet BART's fire hardening objective.

To further increase the effectiveness of BART's fire safety programs, the transit district's operating staff conducted many fire and evacuation drills in both the Transbay Tube and the Berkeley Hills Tunnel with members of fire departments serving BART.

The success of BART's safety program is due in large part to the close cooperation which has been developed between BART Police, BART's Safety Department and local Fire and Police Departments.

## Close Headways

In June, 1980, after two years of public hearings, BART received permission from the California Public Utilities Commission (CPUC) to begin "Close Headways" service. This allowed BART trains to run closer together by increasing the number of trains operating on the system from 33 to 43. This increase allowed the District to introduce direct Richmond/Daly City service on July 7, 1980. The CPUC allowed BART to begin the use of its Sequential Occupancy Release System (SORS), a mini-computer system which ensures train spacing as a back-up to the primary train control system. This change eliminated the spacing of one station between trains, permitting more trains to be operated.

Because the Close Headways program was an entirely new way of operating the system, several months were required to smooth out service. The problems were most frequently encountered in the downtown Oakland area where all four of the BART lines converge. Adjustments to the new train schedule were necessary to maintain programmed train spacing and to overcome delays caused by the removal of malfunctioning trains in this congested area.

In October, 1980, the number of trains operating during the commute hours was reduced from 43 to 42, with an increase in train length in order to maintain the system capacity. As a result, BART's "on-time" performance objective of 85 percent was exceeded, and by the end of the fiscal year, 94 percent of BART trains operating on the system were arriving at stations within five minutes of their scheduled run time.

## WeTiP

To reduce the vandalism, graffiti and other crimes that cost over \$250,000

per year in damages to District property, BART joined an anonymous witness program called "WeTiP" in April, 1981. WeTiP is a statewide program to encourage people who have witnessed, or have knowledge of, crimes of violence or property damage to report these incidents—without fear of reprisal.

Rewards up to \$500 may be given, based on the gravity of the crime and how instrumental the information was to the arrest and conviction of an offender. Founded in Southern California, WeTiP has proven to be a highly successful program in combating crimes of violence and property damage by providing a means for public involvement, while at the same time ensuring the anonymity of those who provide law enforcement agencies with useful information which leads to arrests and convictions of those breaking the law.

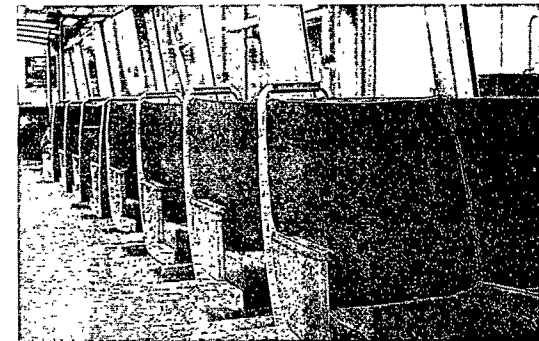
Additionally, BART is proud to have joined with AC Transit, the Oakland Unified School District and the City of Oakland in a program to motivate the students to take an active role in reducing illegal acts costing thousands in taxpayer dollars.

## Safe Holidays

This year, BART's "Safe Holidays" program was extended to include Memorial Day and July 4, as well as Christmas and New Year's Eve as in previous years. Joining with the District in its efforts to encourage drivers to leave the risky road and travel safely on BART were many local community service groups and several of the Bay Area's leading radio stations.

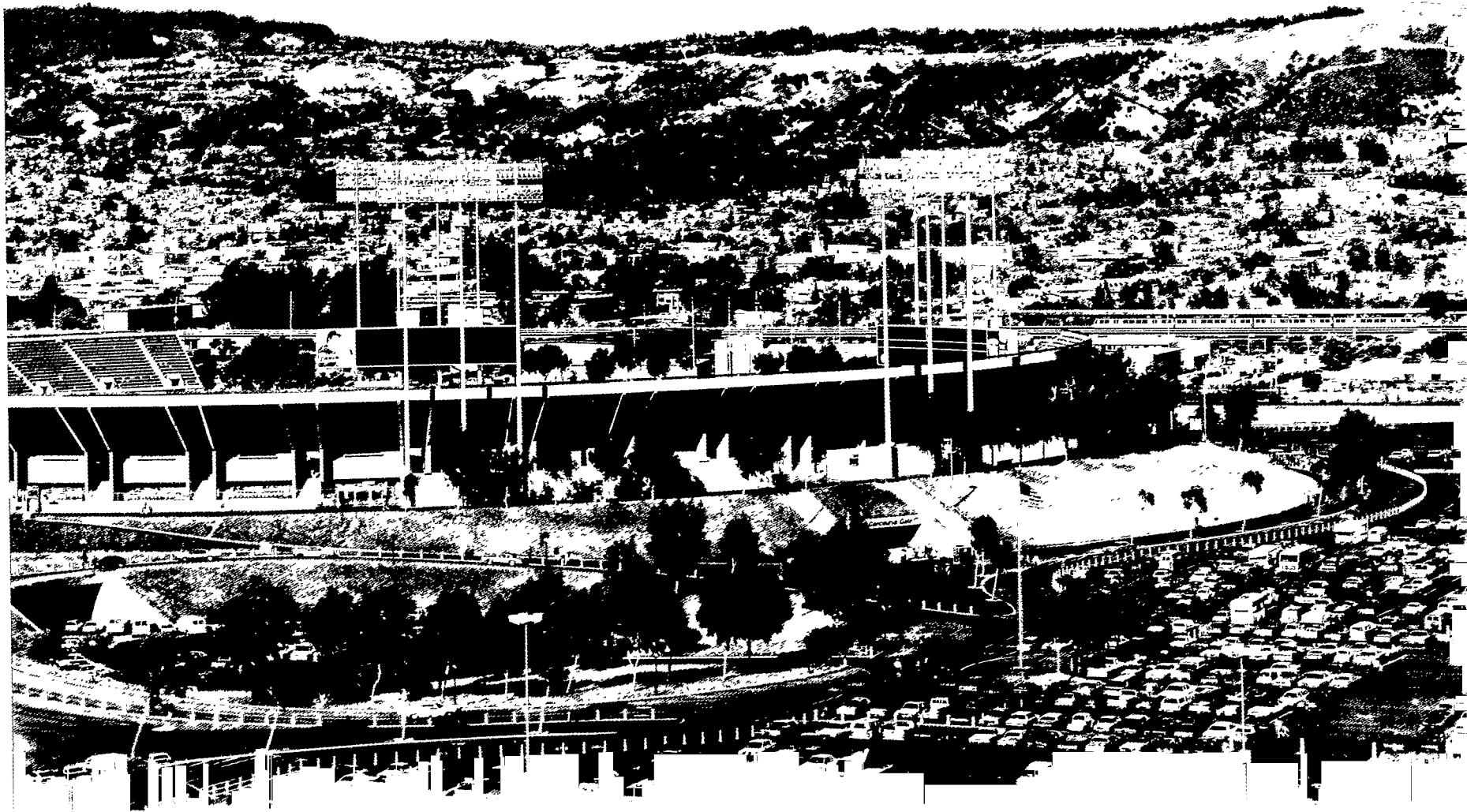
Representatives of the local agencies, who met BART patrons at stations around the system with light refreshments, were very encouraged with the reception they received and the cooperation and support they received from BART Police and other employees. Service on the Concord/Daly City and the Richmond/Fremont lines operated around the clock on New Year's Eve to make sure revelers safely reached home.

In order to encourage new riders to try BART and to promote holiday safety, fares were discounted an average of 26 percent on Thanksgiving Day, Christmas Day and New Year's Day and on weekends throughout December, 1980.



*Traveling to a sports event or going to a parade? BART is ready to take you there. As a part of the growing number of programs, bikes were allowed at certain times on some routes and a special task force was activated to stop illegal use of discount tickets.*

*It all adds up to keeping BART an inexpensive, pleasant way to get you where you want to go.*



# BART. GOING PLACES WITH NEW PROGRAMS

## Fare Evasion

During this fiscal year, it was determined that BART was losing an estimated \$1 million annually in full fare revenues through the misuse of the green and red discount tickets. To combat this problem, in May, 1981, both uniformed and plain clothes BART Police were assigned to a special task force to issue citations to those abusing this special BART privilege. These citations could result in a fine of up to \$50, plus court costs.

BART's Finance Department, armed with BART's Passenger Survey and historical discount ticket usage data, estimated that 40 percent of discounted revenues could be recouped if this fraudulent use of red and green discount tickets can be stopped. According to these surveys and past records, BART believes discount tickets should represent six to seven percent of total fares collected. However, when the sale of the tickets exceeded ten percent of the total, the intensified police surveillance program was initiated.

These tickets, which are discounted at the point of sale by 90 percent of face value, are for use only by senior citizens, 65 years and over, children 12 and under, and the handicapped.

## BART Uniforms

BART's uniformed personnel had something to crow about this past year. The familiar brown, beige, blue and rust-colored garb received national recognition by winning the 1980 *National Career Apparel Award* presented by the National Association of Uniform Manufacturers.

## Mexican Holidays

BART marked the celebration of two important Mexican holidays by hosting a colorful mariachi band together with the exciting Ballet Folklórico dance group from Richmond on Cinco de Mayo, May 5, and on September 16, the Mexican Independence Day.

In keeping with the festive spirit of Cinco de Mayo, many of BART's station agents and line personnel dressed in traditional Mexican garb and, as an added treat, BART patrons were served free coffee and Mexican pastries, courtesy of the Amalgamated Transit Union Local 1555.

## Special Trains

Special train service, in addition to the Special A's Trains directly to the Coliseum from Concord and Daly City, was provided for many community events for which large crowds were anticipated. Longer trains were placed in service to accommodate those attending theatrical, musical and athletic events at the Oakland Coliseum and the Concord Pavilion.

For those planning to attend the St. Patrick's Day Parades in San Francisco and Oakland and for the Chinese New Year Celebration in San Francisco, BART ran longer trains and extended the commute hour service in some instances.

When the Oakland Raiders returned winners of Super Bowl XV, BART ran longer trains so that fans could welcome their heroes home in a victory parade.

## Bikes on BART

To satisfy the demand for more bike permits, the *Bikes on BART* program expanded service on July 16, 1980, from two days a week to a Tuesday through Saturday office schedule, on an appointment only basis.

To further expedite and administer permit distribution, BART began making permits available by mail on October 1, 1980.

Requests for applications can be made by phone or forms can be picked up and returned to BART's Office of Passenger Service.

## A's Promotion

BART's ridership during the 1981 Oakland A's baseball season at the Coli-

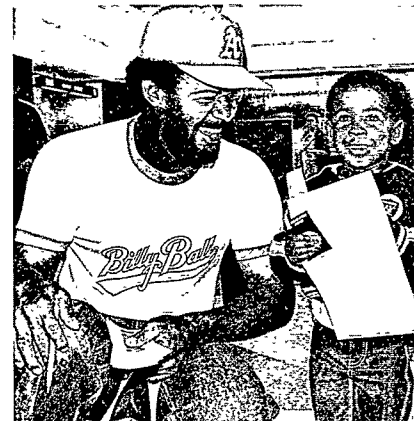
seum nearly doubled from last year's period. BART carried a whopping 20 percent of the total A's attendance or an average 5,000 to 6,000 per game.

BART had initially run longer trains, but more and more fans discovered how convenient it is to travel to the Coliseum by BART, where the stadium is only a short walk across an aerial bridge way from the station.

In May, BART added extra service, when it began operating the "Special A's Trains," which provided direct service to the Coliseum from both the Concord Station and the Daly City Station. When this special direct service operated on Sunday, it eliminated the need for making a transfer at the downtown Oakland stations, when only two lines, Richmond/Fremont and Concord/Daly City, are in operation.

The baseball strike, which began in June, 1981, forced BART to cancel the special direct trains.

Everyone had a great time during the April 30 personal appearance of five Oakland A's players, including A's catcher Tim Hosley (L), and 3-year old fan Chevante Edwards (R). Players signed autographs and handed out "Billyball" souvenirs at selected BART stations in Oakland and San Francisco.



## Are you breaking the law?

You are if you're using discount tickets and you're not entitled to them. Remember, unless you're 65 and older, 6-12 years old, or handicapped with a Bay Region Transit Discount card, your BART ticket must be blue. Fraudulent use of discount tickets will cost taxpayers a million dollars this year. So BART's going to crack down.

WARNING: Unauthorized use of BART red and green discount tickets is subject to citation and fine up to \$50.00 as determined by the Court.  
Public Utilities Code Section 25201.6 BART Resolution No. 270



## PERFORMANCE HIGHLIGHTS

Rail Ridership	FY 1980/81	FY 1979/80
Annual passenger trips	<b>46,879,319</b>	34,482,335
Average weekday trips	<b>161,965</b>	148,682 <sup>(2)</sup>
Average trip length	<b>13.4 miles</b>	12.8 miles
Annual passenger miles	<b>626,662,000</b>	443,085,000
System utilization factor (ratio of passenger miles to available seat miles)	<b>0.314</b>	0.307
End-of-period ratios:		
Peak patronage	<b>49%</b>	49%
Off-peak patronage	<b>51%</b>	51%
BART's estimated share of peak period transbay trips—cars, trains & buses	<b>30.2<sup>(1)</sup></b>	26.5 <sup>(3)</sup>
Passengers with automobile available (as alternative to BART)	<b>60%</b>	60%
<b>Operations</b>		
Annual revenue car miles	<b>27,707,000</b>	20,046,000
Unscheduled train removals—average per revenue day	<b>7.8</b>	10.6
Transit car availability to revenue car fleet	<b>83.3%</b>	76%
Passenger miles per equivalent gal. of gas	<b>69</b>	60
Passenger accidents reported per million passenger trips	<b>18.43</b>	20.76
Patron-related crimes reported per million passenger trips	<b>18.45</b>	18.18
<b>Financial</b>		
Net passenger revenues	<b>\$46,207,000</b>	\$25,942,000
Other operating revenues	<b>6,615,000</b>	3,818,000
Total operating revenues	<b>52,822,000</b>	29,760,000
Net operating expenses	<b>103,256,000</b>	88,457,000
Farebox ratio (net passenger revenues to net operating expenses)	<b>45.27%</b>	34.35% <sup>(2)</sup>
Operating ratio (total operating revenues to net operating expenses)	<b>51.75%</b>	38.59% <sup>(2)</sup>
Net rail passenger revenue per passenger mile	<b>7.2¢</b>	5.7¢
Rail operating cost per passenger mile	<b>15.5¢</b>	15.5¢ <sup>(2)</sup>
Net average passenger fare	<b>96.4¢</b>	73.3¢

### Notes

General note: Data represent annual averages unless otherwise noted.

(1) Average of October 1980 and April 1981 survey data.

(2) Excludes work stoppage period September 1-November 25, 1979.

(3) Reflects April 1980 survey data.

## 1980-81 OPERATING FUNDS—\$118,246,000 (including Capitalized Costs)

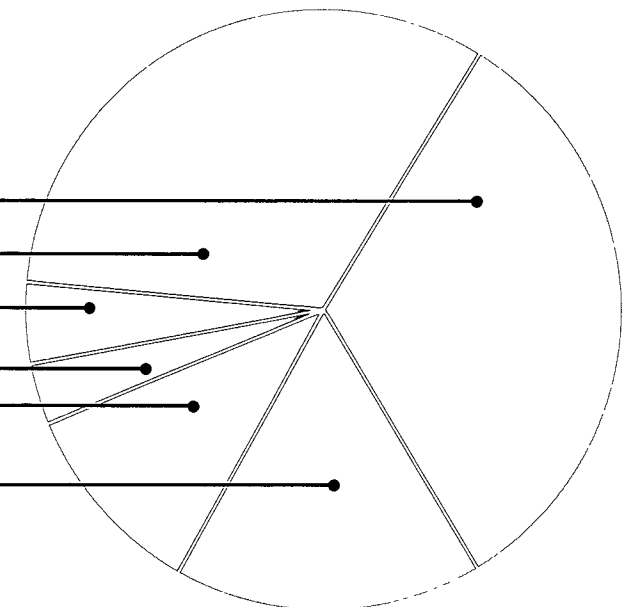
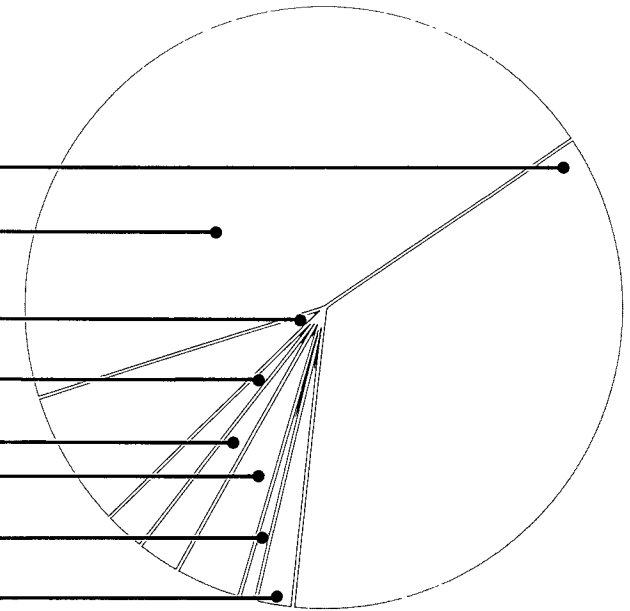
Where Funds Came From (in thousands)

Source	Percentage	Amount
<b>Total:</b>	100.0%	\$118,246
<b>Fares:</b>	39.1%	46,207
<b>Transactions &amp; Use Tax:</b>	47.7%	56,426
<b>Investment Income &amp; Other Operating Revenues:</b>	5.6%	6,615
<b>Regional Financial Assistance:</b>	1.5%	1,732
<b>Construction Funds:</b>	2.1%	2,490
<b>Property Tax:</b>	3.4%	4,064
<b>State Financial Assistance:</b>	0.1%	94
<b>*Decrease in Working Capital:</b>	0.5%	618
<b>Federal Financial Assistance:</b>	0.0%	0

\*Funded excess of expenses over revenues

How Funds Were Applied (in thousands)

Application	Percentage	Amount
<b>Total:</b>	100.0%	\$118,246
<b>Maintenance:</b>	34.2%	40,443
<b>Transportation:</b>	31.3%	36,985
<b>Police Services:</b>	4.2%	5,017
<b>Construction &amp; Engineering:</b>	3.4%	3,986
<b>Capital Allocations:</b>	10.6%	12,500
<b>General &amp; Administrative:</b>	16.3%	19,315





## FINANCIAL STATEMENTS

San Francisco, California  
September 17, 1981

The Board of Directors  
San Francisco Bay Area Rapid Transit District

We have examined the balance sheet of San Francisco Bay Area Rapid Transit District as of June 30, 1981 and 1980 and the related statements of operations, changes in net capital investment, changes in financial position, and revenues, expenditures and fund balances of debt service funds for the years then ended. Our examinations were made in accordance with generally accepted auditing standards and, accordingly, included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, such financial statements present fairly the financial position of San Francisco Bay Area Rapid Transit District as of June 30, 1981 and 1980 and the results of its operations and the changes in its financial position for the years then ended, in conformity with generally accepted accounting principles applied on a consistent basis.

Main Hurdman  
Certified Public Accountants

### BALANCE SHEET June 30, 1981 and 1980 (In Thousands)

	1981	1980
<b>ASSETS</b>		
Cash (including time deposits. 1981, \$-0-; 1980, \$15,080)	\$ 1,429	\$ 17,012
Securities	68,761	36,225
Securities representing reserves	45,389	43,743
Deposits, notes, and other receivables	5,578	6,450
Construction in progress	39,544	47,636
Facilities, property, and equipment—at cost (less accumulated depreciation and amortization 1981, \$203,191, 1980, \$175,998)	1,310,839	1,321,028
Materials and supplies—at average cost	10,598	10,241
Debt service funds, net assets	15,347	15,207
	<u>\$1,497,485</u>	<u>\$1,497,542</u>
<b>LIABILITIES AND CAPITALIZATION</b>		
Contracts and other liabilities	\$ 22,976	\$ 20,790
Unearned passenger revenue	1,074	733
Debt service funds	15,347	15,207
	<u>39,397</u>	<u>36,730</u>
Capitalization:		
Reserves	45,389	43,743
General Obligation Bonds	649,930	673,570
Net capital investment	762,769	743,499
	<u>1,458,088</u>	<u>1,460,812</u>
	<u>\$1,497,485</u>	<u>\$1,497,542</u>

The accompanying notes are an integral part of these financial statements.

### STATEMENT OF OPERATIONS Years Ended June 30, 1981 and 1980 (In Thousands)

	1981	1980
Operating revenues:		
Fares	\$ 51,055	\$ 28,218
Less discounts and other deductions	4,848	2,276
	<u>46,207</u>	<u>25,942</u>
Other	870	626
Investment income	5,745	3,192
Total operating revenues	<u>52,822</u>	<u>29,760</u>
Operating expenses:		
Transportation	36,985	30,578
Maintenance	40,443	34,412
Police services	5,017	6,388
Construction and engineering	3,986	3,546
General and administrative	19,315	16,147
	<u>105,746</u>	<u>91,071</u>
Less capitalized costs	2,490	2,614
Net operating expenses	<u>103,256</u>	<u>88,457</u>
Operating loss before depreciation expense	<u>50,434</u>	<u>58,697</u>
Depreciation (unfunded):		
Of assets acquired with own funds	16,623	16,083
Of assets acquired with grants and contributions by others	11,370	9,838
	<u>27,993</u>	<u>25,921</u>
Operating loss	<u>78,427</u>	<u>84,618</u>
Financial assistance:		
Transactions and use tax	56,426	53,336
Sales tax allocated	—	3,500
Property tax	4,064	3,670
State	94	160
Transportation Development Act of 1971	1,732	1,060
Federal	—	2,500
Capital allocations	(12,500)	(5,600)
Total financial assistance	<u>49,816</u>	<u>58,626</u>
Net loss	<u>28,611</u>	<u>25,992</u>
Depreciation of assets acquired with grants and contributions by others	<u>11,370</u>	<u>9,838</u>
Net loss transferred to accumulated deficit	<u>\$17,241</u>	<u>\$16,154</u>
Reconciliation to net funded deficit:		
Operating loss before depreciation expense	\$50,434	\$58,697
Deduct financial assistance	49,816	58,626
Funded excess of expenses over revenues	<u>\$ 618</u>	<u>\$ 71</u>

**STATEMENT OF CHANGES IN NET CAPITAL INVESTMENT**

Years Ended June 30, 1981 and 1980 (In Thousands)

	Property Tax	Transactions and Use Tax	Grants and Contributions	Depreciation and Retirements of Assets Acquired With Grants and Contributions by Others	Accumulated Deficit	Interest on Capital	Reserves	Net Capital Investment
Balance, July 1, 1979	\$108,725	\$150,000	\$513,428	(\$52,682)	(\$80,246)	\$129,476	(\$37,156)	\$731,545
Net loss for the year	—	—	—	—	(16,154)	—	—	(16,154)
Proceeds from grants and contributions	—	—	17,607	—	—	—	—	17,607
Depreciation of assets acquired with grants and contributions by others	—	—	—	(9,838)	—	—	—	(9,838)
Interest on capital	—	—	—	—	—	5,221	—	5,221
Establishment of vehicle replacement reserve	—	—	—	—	—	—	(5,000)	(5,000)
Decrease in system completion reserve	—	—	—	—	—	—	2	2
Increase in system improvement reserve	—	—	—	—	—	—	(1,589)	(1,589)
Bond principal	21,705	—	—	—	—	—	—	21,705
Balance, June 30, 1980	130,430	150,000	531,035	(62,520)	(96,400)	134,697	(43,743)	743,499
Net loss for the year	—	—	—	—	(17,241)	—	—	(17,241)
Proceeds from grants and contributions	—	—	30,700	—	—	—	—	30,700
Other agency's portion of shared grant	—	—	(11,565)	—	—	—	—	(11,565)
Depreciation of assets acquired with grants and contributions by others	—	—	—	(11,370)	—	—	—	(11,370)
Interest on capital	—	—	—	—	—	6,752	—	6,752
Decrease in system completion reserve	—	—	—	—	—	—	292	292
Increase in system improvement reserve	—	—	—	—	—	—	(1,938)	(1,938)
Bond principal	23,640	—	—	—	—	—	—	23,640
Balance, June 30, 1981	<u>\$154,070</u>	<u>\$150,000</u>	<u>\$550,170</u>	<u>(\$73,890)</u>	<u>(\$113,641)</u>	<u>\$141,449</u>	<u>(\$45,389)</u>	<u>\$762,769</u>

**STATEMENT OF CHANGES IN FINANCIAL POSITION**

Years Ended June 30, 1981 and 1980 (In Thousands)

	1981	1980
Cash and securities (used) provided by:		
Operations:		
Net loss transferred to accumulated deficit	(\$17,241)	(\$16,154)
Deduct expenses not requiring cash:		
Depreciation of assets acquired with own funds	16,623	16,083
Cash and securities used by operations	(618)	(71)
Contributions from U.S. Government grants and others	30,700	17,607
Increase in contracts and other liabilities	2,186	3,458
Increase (decrease) in unearned passenger revenue	341	(377)
Decrease in deposits, notes, and other receivables	872	4,200
Interest on capital	6,752	5,221
Total cash and securities provided	<u>40,233</u>	<u>30,038</u>
Cash and securities applied to:		
Additions to construction in progress	3,473	9,205
Additions to facilities, property, and equipment	17,804	1,126
Additions to materials and supplies	357	199
Total cash and securities applied	<u>21,634</u>	<u>10,530</u>
Increase in cash and securities	<u>\$18,599</u>	<u>\$19,508</u>

**DEBT SERVICE FUNDS STATEMENT OF REVENUES, EXPENDITURES, AND FUND BALANCES**

Years Ended June 30, 1981 and 1980 (In Thousands)

	General Obligation Bonds	
	1981	1980
Revenues:		
Property tax	\$48,882	\$45,332
Interest	3,156	3,167
	<u>52,038</u>	<u>48,499</u>
Expenditures:		
Interest	28,258	29,406
Principal	23,640	21,705
	<u>51,898</u>	<u>51,111</u>
	140	(2,612)
Balance, beginning of year	<u>15,207</u>	<u>17,819</u>
Balance, end of year	<u>\$15,347</u>	<u>\$15,207</u>
Represented by:		
Cash (including time deposits 1981, \$4,684, 1980, \$3,240)	\$ 4,740	\$ 3,475
Securities	9,155	10,700
Taxes and interest receivable	1,452	1,032
	<u>\$15,347</u>	<u>\$15,207</u>

The accompanying notes are an integral part of these financial statements.

# NOTES TO FINANCIAL STATEMENTS

## 1—Summary of Significant Accounting Policies

### Description of District

The San Francisco Bay Area Rapid Transit District is a public agency created by the legislature of the State of California in 1957 and regulated by the San Francisco Bay Area Rapid Transit District Act, as amended. The District does not have stockholders or equity holders and is not subject to income tax. The disbursement of all funds received by the District is controlled by statutes and by provisions of various grant contracts entered into with Federal and State agencies.

### Securities

Securities are carried at cost which approximates market.

### Facilities, Property, and Equipment

Facilities, property, and equipment are carried at cost. Depreciation is calculated using the straight-line method over the estimated useful lives of the assets. The amount of depreciation of assets acquired with District funds is distinguished from depreciation of assets acquired with grants and contributions by others. The latter amount is shown on the statement of changes in net capital investment with the related grants and contributions.

### Federal and State Grants

The District receives amounts from both Federal and State governments to assist in operations and for capital or other projects. Grants for capital and other projects are recorded as additions to net capital investment on receipt. Grants for operating expenditures are included as financial assistance in the statement of operations.

### Sales Tax Revenue

The one-half percent transactions and use tax is collected and administered by the State Board of Equalization. Of the amounts available for distribution, 75% is transmitted directly to the District and 25% is allocated by the Metropolitan Transportation Commission to the District, the City and County of San Francisco, and the Alameda-Contra Costa Transit District for transit services on the basis of regional priorities established by the Commission. The District records these amounts as financial assistance when received. The State Board of Equalization estimates that transactions and use tax revenues for the period April 1, 1981 to June 30, 1981 will be approximately \$12,000,000. Of this amount, \$3,000,000 had been received and recorded by the District. Comparable figures for 1980 were \$10,875,000 and \$2,719,000, respectively.

### Property Tax Revenue

The District receives property tax revenues to service the debt requirements of the General Obligation Bonds and records these revenues in the debt service funds. It also receives an allocation of property tax revenues to provide for general and administrative expenses not involving construction, although such revenues may be used for construction if needed. The District records this property tax allocation as financial assistance.

### Interest Earned on Capital Sources

The District accounts for interest earned on capital sources as an increase in net capital investment to recognize that this interest should be directly associated with the capital which gives rise to the interest and which is not available for current operations.

### Self-Insurance

The District is largely self-insured for worker's compensation, general liability claims, and major property damage. The District records the costs of self-insured claims and major property damage when they are incurred.

## 2—Reserves

Securities are separately classified on the balance sheet to reflect designation by the Board of Directors of a portion of the District's capitalization as reserves for the following purposes:

	------(In Thousands)-----	
	1981	1980
Basic System Completion	\$12,706	\$12,998
System Improvement	18,683	16,745
Self-Insurance	9,000	9,000
Vehicle Replacement	5,000	5,000
	<u>\$45,389</u>	<u>\$43,743</u>

The Board of Directors has also established the following reserves:

1. An imprest cash reserve of \$568,000 to be used solely in the District's automatic fare collection equipment.
2. An operating balance/working capital reserve consisting of the unencumbered balance in the General Operating Fund in an amount not to exceed \$10 million.

3. A general construction fund reserve in the amount of the uncommitted and not otherwise reserved balance including interest thereon in the General Construction Fund, such reserve to be dedicated to the construction and/or acquisition of basic system projects.
4. A capital allocation reserve consisting of all unexpended Metropolitan Transportation Commission capital allocations.

## 3—Facilities, Property, and Equipment

Facilities, property, and equipment, assets lives, and accumulated depreciation and amortization at June 30, 1981 and 1980 are summarized as follows:

	Lives (Years)	------(In Thousands)-----			
		-----1981-----		-----1980-----	
		Cost	Accumulated Depreciation and Amortization	Cost	Accumulated Depreciation and Amortization
Land	—	\$ 109,610	\$ —	\$ 114,294	\$ —
Improvements	80	1,041,617	100,593	1,035,058	87,714
System-wide operation and control	20	102,717	33,450	95,346	28,251
Revenue transit vehicles	30	152,500	36,247	145,580	31,259
Service and miscellaneous equipment	3 to 20	14,499	6,191	13,093	5,471
Capitalized construction and start-up costs	30	85,655	25,159	86,278	21,958
Repairable property items	30	7,432	1,551	7,377	1,345
		<u>\$1,514,030</u>	<u>\$203,191</u>	<u>\$1,497,026</u>	<u>\$175,998</u>

## 4 — General Obligation Bonds

	Composite Interest Rate	Year Last Series Matures	------(In Thousands)-----					
			Original Amount		-----1981-----		-----1980-----	
			Authorized	Issued	Due in 1 Year	Total	Due in 1 Year	Total
1962 District Bonds	4.05%	1999	\$792,000	\$792,000	\$25,000	\$641,250	\$23,300	\$664,550
1966 Special Service District Bonds	4.36%	1998	20,500	12,000	360	8,680	340	9,020
			<u>\$812,500</u>	<u>\$804,000</u>	<u>\$25,360</u>	<u>\$649,930</u>	<u>\$23,640</u>	<u>\$673,570</u>

In 1962, voters of the member counties of the District authorized a bonded indebtedness totaling \$792 million of General Obligation Bonds. Payment of both principal and interest is provided by the levy of District wide property taxes. During 1966, City of Berkeley voters formed Special Service District No. 1 and authorized the issuance of \$20.5 million of General Obligation Bonds for construction of subway extensions within that city. Payment of both

principal and interest is provided by taxes levied upon property within the Special Service District. Bond principal is payable annually on June 15 and interest is payable semiannually on June 15 and December 15 from debt service funds. Interest of \$13,336,000 on General Obligation Bonds and \$189,000 on Special Service District No. 1 Bonds is payable on December 15, 1981.

## 5—U.S. Government Grants

### Capital

The U S. Government, under grant contracts with the District, provides financial assistance for capital projects. Grants for capital projects are recorded as additions to net capital investment when received. A summary of Urban Mass Transportation Administration Grants in force at June 30, 1981, is as follows:

Type Of Grant	--- (In Thousands) ---	
	Maximum Grant	Funds Received
Beautification	\$ 1,961	\$ 1,961
Demonstration	13,360	13,317
Capital	343,589	303,155
	<u>\$358,910</u>	<u>\$318,433</u>

### Operating

The District's 1979/80 Federal operating assistance grant of \$2,500,000 under Section 5 of the Urban Mass Transportation Act was approved by the United States Department of Transportation. The grant is reflected in the statement of operations as financial assistance and in the balance sheet as a receivable at June 30, 1980. No Federal operating assistance grant has been approved for the year ended June 30, 1981

## 6—Litigation and Disputes with Contractors and Others

The District is involved in various lawsuits, claims and disputes which, for the most part, are normal to the District's operations. In the opinion of management, the costs that might be incurred, if any, would not materially affect the District's financial position or operations.

## 7—Public Employees Retirement System

The District contributes to the Public Employees Retirement System. The System is a contributory pension plan providing retirement, disability, and death benefits to employees of certain State and local governmental units. Substantially all full-time employees of the District are covered by the System. Pension costs of the System are determined actuarially and required contributions are expensed currently. Pension expense was \$5,856,000 and \$4,819,000 in 1981 and 1980, respectively.

## 8—Grants and Contributions

Under a joint exercise of power agreement, the District was responsible for the administration and execution of a federally funded project to construct assets shared with another agency. During the year the administration of the constructed assets passed to the other agency on completion of the project. The reduction in grants received by the District of \$11,565,000 in respect of this is reflected in the statement of changes in net capital investment for the year ended June 30, 1981.

## San Francisco Bay Area Rapid Transit District

800 Madison Street—Oakland, CA 94607 (415) 465-4100

Established in 1957 by the California State Legislature. Authorized to plan, finance, construct and operate a rapid transit system.

Governed by a Board of Directors elected for four-year terms by voters in nine election districts within the Counties of Alameda, Contra Costa and San Francisco.

### Board Appointed Officers

C K Bernard, *General Manager*

Malcolm M. Barrett, *General Counsel*

William F. Goelz, *Controller/Treasurer*

Phillip O. Ormsbee, *District Secretary*

### Department Heads Reporting to the General Manager

Richard P. Demko, *Executive Manager, Maintenance & Engineering*

William B. Fleisher, *Chief Transportation Officer*

Howard L. Goode, *Planning & Analysis*

Michael C. Healy, *Public Affairs*

Ernest G. Howard, *Administrative Services*

John Mack, *Affirmative Action*

Hedy Morant, *Budget & Capital Program Control*

Thomas R. Sheehan, *Information Systems*

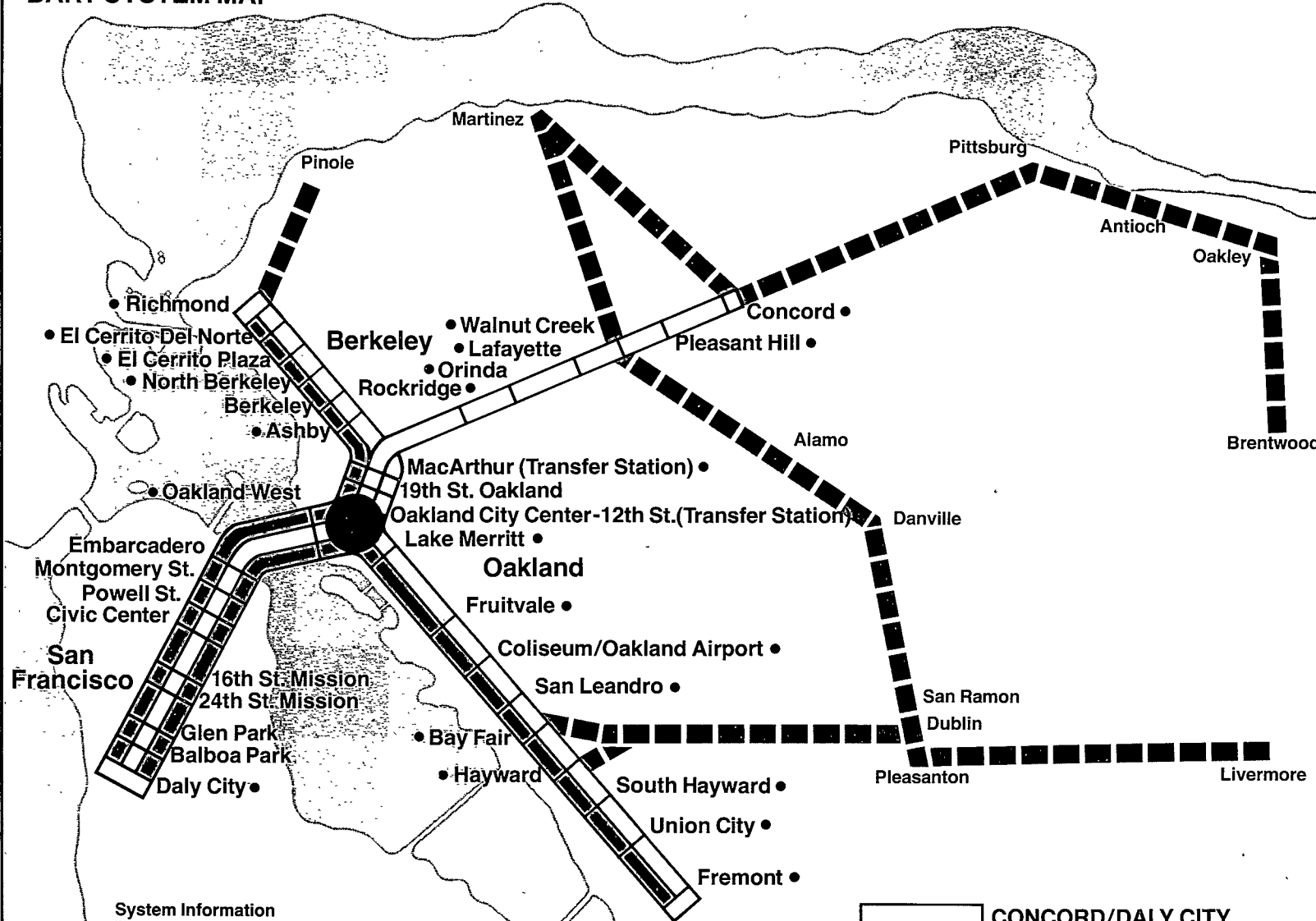
William Thomas, *Material Management & Procurement*

Ralph S. Weule, *Safety*

Lawrence A. Williams, *Employee Relations*

The Annual Report is published by the District Pursuant to Section 28770, Public Utilities Code of the State of California.

# BART SYSTEM MAP



### System Information

Total number of automobile parking spaces at all BART Stations: 22,000\*

**Line Miles†**

A Line—(Fremont to Lake Merritt)	23 Miles
M Line—(Daly City to Oakland West)	15 Miles
R Line—(Richmond to McArthur)	12 Miles
C Line—(Downtown Oakland to Concord)	21.5 Miles
<b>Total Miles</b>	<b>71.5 Miles</b>

† All miles are calculated from the Oakland WYE  
 \* 10% of these parking spaces for mid-day parking.

	CONCORD/DALY CITY
	RICHMOND/FREMONT
	FREMONT/DALY CITY
	RICHMOND/DALY CITY

**BART Express Bus**

**Parking** ●



*As a means to better identify the BART express buses, a fresh coat of blue and silver paint, including the BART logo, was applied.*

