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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-84

FRIDAY, December 27, 1974

For Information Contact:
MIKE HEALY
District Press Officer

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

Ushered in with the new year for BART will be the "Bikes on BART" program which is officially set to commence on Wednesday January 1, 1975.

The "Bikes on BART" program, which was authorized by BART's Board of Directors back in October, was designed as a six-month trial study to determine the feasibility of transporting regular non-collapsible bicycles on BART trains. Prior policy did not allow for any bikes on trains other than folding bicycles, or bicycles that are disassembled and carried in containers small enough to fit under a seat. The program was developed as a result of wide interest shown in being able to carry regular bicycles onto the trains.

The trial program, which is being conducted on a permit basis, allows for bicyclists who have obtained permits to carry their bikes onto BART trains during non-rush hour travel only, between 9:30 a.m. and 3 p.m., and 6:30 p.m. and 8 p.m. Permits may be obtained by bicyclists interested in participating in the program, through BART's Passenger Service Department.

According to Kay Springer Jaynes, who is managing the program, permits will be issued by appointment only, on a first-come, first-served basis, providing registrants meet specified requirements.

"Issuance of permits for the month of January has been closed out and we are now accepting applications for February," Ms. Jaynes said.

She said all requirements are detailed in a packet which will be mailed to potential registrants upon request. For the first month of the program, approximately 70 permits were issued. Maximum quantities of permits issued for February and the months to follow will be determined by demonstrated demand and train capacity. Once issued, a permit will be valid for the duration of the program.

A fee of \$3.00 will be charged in order to defray the administrative cost of the project. Youths under the age of 14 who wish to register must be accompanied by an adult also seeking a permit.

With the conclusion of the "Bikes on BART" experiment, which is scheduled to run through June 1975, a report evaluating the program will be prepared to determine if transporting bicycles on BART should be continued on a permanent basis.

To inaugurate the program, a modest ceremony will be held at BART's Lake Merritt Station Thursday January 2 at 12 noon. Five bicyclists will demonstrate the procedure to be used for the experiment. The inaugural ceremony will be jointly sponsored by BART, the East Bay Bicycle Coalition and the San Francisco Bicycle Coalition.

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800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

Q 83
FRIDAY, DECEMBER 27, 1974

FOR IMMEDIATE RELEASE:

As part of the continuing process to improve service, new passenger stops will be added along three of BART/AC Transit express bus routes beginning Monday, December 30.

The three routes to receive the additional stops serve the areas between BART's Walnut Creek Station and Dublin; Concord Station and Martinez; and BART's Hayward and Bay Fair Stations and Dublin and Livermore.

On the Dublin line serving Alamo, Danville and San Ramon, the new stops will be located at junctions along Danville Boulevard at Hillgrade Avenue, Ridgewood Road, La Serena Avenue, and Hartford Road. Also new stops will be made at the junctions of North Hartz Avenue and La Gonda Way; and San Ramon Valley Boulevard and Sycamore Valley Road.

Along the Martinez line new stops will be located at the junctions of Center Avenue and Yellowstone Drive; and Highway Frontage Road and Morello Avenue. Express buses serving the areas between BART's Hayward and Bay Fair Stations and Dublin, Pleasanton, and Livermore will be making new stops at Dublin Boulevard and Clark Avenue; and North Livermore Avenue and Junction Avenue.

Express bus service on five routes between several BART stations and outlying areas in Alameda and Contra Costa Counties

(more)

2-2-2-2-2-2-2-2-2

began December 2. The five routes connect BART's Bay Fair and Hayward Stations to the Livermore-Amador Valley; the Concord Station to the Pittsburg-Antioch-Brentwood region; the Concord Station to Martinez; Walnut Creek Station to Danville, Alamo and the San Ramon Valley; and the El Cerrito Del Norte Station to Pinole and El Sobrante.

For the first three weeks of the new service patronage rose steadily from a total of 7,046 passenger trips taken by the end of the first week to 9,505 total passenger trips taken during the third week, representing a 35 percent increase. Buses serving the area between BART's Hayward and Bay Fair Stations and Dublin, San Ramon, Pleasanton, and Livermore generally carried the highest volume of patrons of the five routes in the Express Bus program.

Intervals between buses vary according to route during morning and evening rush hours and generally run hourly during mid-day and evening operation. For exact schedules patrons may call the following toll free numbers:

From Pittsburg, Antioch, Oakley and Brentwood	745 B-A-R-T
From Alamo, Danville, San Ramon, Martinez and Dublin	933 B-A-R-T
From Pinole	236 B-A-R-T
From Pleasanton and Livermore	462 B-A-R-T

Express bus time tables are available in all east bay BART stations.

Fares are on a two-zone basis, 25 cents for the first zone of approximately eight miles and an additional 25 cents for longer trips, for a maximum one-way cost of 50 cents. Fares for senior citizens 65 years of age and over, and youths 12 and under are discounted to 10 cents per zone, or 20 cents maximum for two zones.

(more)

3-3-3-3-3-3-3-3

Exact change is required for express bus rides, however, AC Transit tickets books will be honored.

The Express Bus service is operated by AC Transit under a cost-reimbursement contract agreement with BART. During the six-month trial period of the program on-going adjustments in service will be made to reflect the desires of the communities being served.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-82

Friday, December 13, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

The Board of Control for the Northwest San Francisco Rapid Transit Extension Study determined at its December 10 meeting to recommend and support a major upgrading of the existing Municipal Railway bus system now serving the Geary Corridor.

The proposed improvement would employ extensive use of the concept of "transit preferential streets", meaning that on certain select streets measures would be taken to generally ease the flow of bus traffic.

The Northwest extension study, which began in late 1971, was created for the purpose of considering alternative transit improvements in the Geary Corridor and make final recommendations to the City of San Francisco, the Metropolitan Transportation Commission, and BART.

In adopting its recommendation the Board of Control concluded, after long and careful review of all other concepts, among which was included the possible construction of the Muni light rail system, that a major improvement of the existing bus lines would offer the best solution for addressing the needs of the community to be served.

The board's recommendation was endorsed by the Citizens Advisory Committee chaired by Peter McCrea.

"The majority of the citizens who participated in this study do not support construction of a major new transit facility in the Geary Corridor," McCrea said.

The Board was joined in its decision by the three new members of the Board of Control representing BART. They are BART Directors Ella Hill Hutch, Elmer B. Cooper, and John H. Kirkwood all of San Francisco. Other members of the Board of Control in attendance were John D. Crowley, Chairman; Supervisor John L. Molinari, representing the City of San Francisco, Mr. John E. Dearman and Mr. A. W. Gatov, representing the Metropolitan Transportation Commission.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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Q-81
FRIDAY, DECEMBER 13, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

MEMO TO EDITORS:

Beginning Monday, December 16, an Information Officer from the BART Public Information staff will be available at BART headquarters during the early morning and late evening commute periods.

Members of the media wishing to contact an Information Officer for specifics concerning news on system operations before or after the BART switchboard operating hours may call 465-4110 direct between 6:30 and 8 a.m., and 5:30 and 6:30 p.m., Monday through Friday. BART's switchboard is open between 8 a.m. and 5:30 p.m. for regular calls.

Route commute reports, however, may be obtained by calling BART's phone information center at 465-4100 between 6 a.m. and 10 p.m. during the extended holiday service hours, and 6 a.m. to 8 p.m. when BART resumes regular 14-hour day service Monday, December 30.

NOTE: During emergencies only a special phone (452-1770) in central control will be manned by an Information Officer.

We hope this schedule will better facilitate the lines of communication between your offices and BART during the commute hours. For further information contact Dave Kelsey, Bob Kraehe or myself.

Michael C. Healy
Michael C. Healy

District Press Officer



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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Q-80
FRIDAY, DECEMBER 13, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The San Francisco Bay Area Rapid Transit District is continuing its search for a General Manager, Vice President Elmer B. Cooper, Chairperson of the Special General Manager Selection and Screening Committee, announced today.

The Committee, which is continuing to evaluate the resumes already received, will accept further applications until January 17, 1975, when the application period will be closed. Qualified applicants may send a letter of application with resume in strictest confidence to: Special General Manager Selection and Screening Committee, BART, 800 Madison Street, Oakland, Ca. 94607. BART is an equal-opportunity employer.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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Q-79
FRIDAY, DECEMBER 13, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART Director John W. Glenn of Fremont, representing District Six, today announced the formation of a Citizens Committee to advise him on BART matters of concern to Southern Alameda County residents.

The committee plans to hold its first meeting in early January, at a time and place to be announced, with the public invited to attend.

"I will be looking toward this committee for feedback on what South County citizens think about BART's operating and management policies so that I can bring these views before the District Board," Glenn said. "I also hope this committee will help broaden the public's interest in such BART issues as passenger service, environment, and finances."

Serving on the committee from Fremont are John Gothberg, Claude Roberts, Melvin Mutch, Russ Rabaneau and Dan Lydon. Representing Newark are July Fountain and Paul Sullivan. From Union City are Max Munoz and Edward Spencer; from San Lorenzo is Mary Ann Humphries; from Hayward is Thomas Glenn, and representing the news media is Cy Donaldson of the Hayward Daily Review. Additional appointments from Hayward and other District Six communities will be made in the near future, Glenn said.

Glenn, a Bay Area resident for 12 years and a widely known transit specialist in the insurance adjustor field, was elected to the BART Board November 5, 1974. He is founder and President of the John Glenn, Adjustors firm, which does a major share of claims work with transportation companies

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through its offices in Oakland, San Rafael and Portland, Oregon. He is a director and past president of the East Bay Adjustors Association, and an official of the National Association of Insurance Adjustors.

Glenn resides in Fremont with his wife and three children.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-78

FRIDAY, December 6, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, December 12, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-77
MONDAY, NOVEMBER 25, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Monday, December 2, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-76
NOVEMBER 25, 1974

For Information Contact:
MIKE HEALY
District Press Officer

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BUS EXPRESS
TO BART

Express Bus Service on five routes between several BART stations and outlying areas, not now being served by BART, in Alameda and Contra Costa Counties is set to commence Monday, December 2.

The five routes will connect BART's Bay Fair and Hayward Stations to the Livermore-Amador Valley; the Concord Station to the Pittsburg-Antioch-Brentwood region; the Concord Station to Martinez; Walnut Creek Station to Danville, Alamo and the San Ramon Valley; and the El Cerrito Del Norte Station to Pinole and El Sobrante.

The service will be operated by AC Transit under a cost-reimbursement contract agreement with BART. Initially, the service will employ 31 buses from AC's present fleet and will be marked with blue BART Express Bus flags.

The program calls for the express bus service to conform to BART's operating hours--initially 5:30 a.m. until 9:00 p.m.--five days a week, allowing enough time for early morning and late evening patrons to make their BART/bus connection. BART's present service schedule is 6:00 a.m. until 8:00 p.m. five days a week, with 20-hour, seven day a week service expected in the spring of 1975. The express bus service would also be expanded at that time.

(more)

Intervals between buses will vary according to route, but generally will be every 30 minutes during morning and evening rush hours and hourly during mid-day operation. Peak hour express bus service will be from 5:30 a.m. to 9 a.m. and from 3:30 p.m. until 7 p.m. Service between BART's El Cerrito Del Norte Station and Pinole, however, will be limited to peak commute hours only, with no mid-day service. The express bus extension from Oakley to Brentwood will make four trips daily, two morning runs, one mid-day and one evening.

During BART's extended evening service hours (6 a.m. until 10 p.m.) for the weeks preceding Christmas only, the express bus service will not operate after 9 p.m.

Fares will be on a two-zone basis, 25¢ for the first zone of approximately eight miles and an additional 25¢ for longer trips, for a maximum one-way cost of 50¢. Fares for senior citizens 65 years of age and over, and youths 12 and under will be discounted to 10¢ per zone, or 20¢ maximum for the two zones. Exact change will be required for express bus rides, however, AC ticket books will be honored.

The Express Bus Program was adopted on a six-month trial basis by the BART Board of Directors so that on-going adjustments in service could be made to reflect the desires of the communities to be served. Any adjustments to be made, based on operating experience, would be with regard to routes, specific stops, general safety considerations, community needs, and traffic patterns.

(more)

3-3-3-3-3

Following the six-month trial program, final recommendations on all aspects of the service will be presented to the BART Board for final adoption.

Total cost of setting up and operating the bus program for the remainder of fiscal year 1974/75 is expected to be \$1.5 million, and approximately \$2 million annually thereafter.

For information concerning the BART/bus program patrons may call the following toll free numbers:

From Pittsburg, Antioch, Oakley and Brentwood, call	745 B-A-R-T
From Alamo, Danville, San Ramon, Martinez and Dublin,	933 B-A-R-T
From Pinole, call	236 B-A-R-T
From Pleasanton, and Livermore call	462 B-A-R-T

Express bus time tables will be available in all east bay BART stations beginning Wednesday, November 27.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

November 21, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

MEMO TO EDITORS

A small ceremony will be held Monday, November 25, at 9:30 a.m. in front of BART headquarters at 800 Madison Street, Oakland, as a prelude to the start-up of the Express Bus program, scheduled to begin the following Monday, December 2.

The Express Bus program was developed to offer connecting service between several BART stations and outlying areas in Contra Costa and Alameda Counties not now being served by BART. AC Transit will provide the service under a cost-reimbursement contract with BART.

One of the 36 Express Buses to be used, complete with special "BART Express" flag, will be on display for the ceremony, which will include remarks by BART Board President Nello J. Bianco of Richmond. Invited guests include AC Transit General Manager Alan L. Bingham, and officials from the communities of Livermore, Pleasanton, Antioch, Brentwood, Concord, Martinez, Pinole, Pittsburg, Alameda and Contra Costa Counties, Pleasant Hill and Walnut Creek. Also, several BART Directors will be on hand for the occasion, along with a representative from the Metropolitan Transportation Commission, Valley Action Forum, and Valley Community Services District.

For further information contact me at 465-4100, Extension 529.

Cordially,

A handwritten signature in dark ink, appearing to read "M. C. Healy".

Michael C. Healy
District Press Officer



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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Q-75
WEDNESDAY, NOVEMBER 20, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A special meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 10:00 a.m. on Monday, November 25, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland. The purpose of the special meeting is to officially declare the results of the November 5 election of six new Directors and three incumbent Directors - prior to their official installation - December 2, 1974.

The Directors have been invited to inspect, prior to the meeting at 9:30 a.m., one of the fleet of 36 buses which BART and AC Transit will put into service on four express routes December 2.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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Telephone (415) 465-4100

Q-74

WEDNESDAY, NOVEMBER 20, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

The Bay Area Rapid Transit District (BART) will extend its regular weekday service two additional hours between Thanksgiving and Christmas to accommodate late evening shoppers and store employees, it was announced by BART Acting General Manager Lawrence D. Dahms.

Beginning Friday, November 29, through Friday, December 27, (with the exception of Christmas Day) BART trains will run on 12-minute intervals from 6:00 a.m. until 10:00 p.m., Monday through Friday. BART will operate from 6:00 a.m. until 8:00 p.m. on Christmas Day.

During the special holiday schedule, final train runs will not begin until all stations on the system have been closed. This will insure that any passengers inside a station on or before the 10:00 p.m. closing hour will be able to catch the last train.

Dahms said that BART intends to promote its multiple-ride tickets as "a possible solution to the perennial problem of what to give for Christmas." Such tickets remain valid indefinitely until their value is used up.

Regular-fare tickets in any value up to \$20 can be purchased at any of BART's currently operating stations. Regular tickets in \$10 and \$20 denominations only, and special reduced-fare tickets costing \$2.50 for \$10 worth of rides for youths under 13 and senior citizens 65 and over, are also available at 275 branch banks in San Francisco, Alameda, Contra Costa, San Mateo and Santa Clara counties.

On Thanksgiving Day, Thursday, November 28, BART will operate during its normal service hours between 6:00 a.m. and 8:00 p.m., with train frequencies on a holiday schedule of every 15 minutes.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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Q-73
FRIDAY, NOVEMBER 8, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, November 14, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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Q-72
FRIDAY, OCTOBER 25, 1974

FOR IMMEDIATE RELEASE:

The BART Board of Directors has authorized the commencement of a six-month "Bikes on BART" trial program to determine the feasibility of transporting regular, non-collapsible bicycles on its trains.

BART's present policy does not allow for any bikes on trains other than folding bicycles, or bicycles that are disassembled and carried in containers small enough to fit under a seat. However, because of the wide interest shown in being able to carry regular bicycles onto the trains, the trial program was developed.

Scheduled to begin no later than January, 1975, the "Bikes on BART" test will be conducted during non-rush-hour travel only, between 9:30 a.m. and 3 p.m., and 6:30 p.m. and 8 p.m.

The trial program will be conducted on a permit basis. Bicyclists interested in participating in the program should contact BART's Passenger Service Department for details.

"Permits will be issued by appointment only, on a first-come, first-served basis, providing registrants meet specified requirements," said BART Passenger Service Officer Kay Springer Jaynes, who will be managing the program.

She said all requirements are detailed in a packet which will be mailed to potential registrants upon request. For the first month of the program, approximately 100 permits will be issued, with later quantities to be determined by demonstrated demand and train capacity. Once issued, a permit will be valid for the duration of the program.

(more)

In order to defray the administrative cost of the program, a fee of \$3.00 will be charged for permits. This fee will be non-refundable.

Youths under the age of 14 who wish to register must be accompanied by an adult also seeking a permit.

Ms. Jaynes said that bicyclists who do not obtain a permit will not be allowed to participate in the program, or bring bikes, other than the folding bikes presently accepted, onto trains.

One of the requirements of the program will be a limit of five bicycles on a train at any one time. Only the rear of the last car of a train may be used for bike transport.

At the conclusion of the "Bikes on BART" experiment, a report evaluating the program will be prepared to determine if transporting bikes on BART should be continued on a permanent basis. Major evaluation criteria will include impact on non-bicycle patrons, frequency of use, maintenance problems that might be incurred, and adverse effects on train scheduling, if any.

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Q-71

THURSDAY, OCTOBER 24, 1974

FOR IMMEDIATE RELEASE:

The BART Board of Directors today adopted a trial program of express bus service to begin Monday, December 2, between several BART stations and five outlying areas of Alameda and Contra Costa counties.

The service will be operated by AC Transit under a cost-reimbursement contract agreement with BART. Initially, the service will employ 36 buses from AC's present fleet, with new equipment to be substituted if pending federal grant applications are approved.

The five routes will connect BART's Bay Fair and Hayward Stations to the Livermore-Amador Valley; the Concord Station to the Pittsburg-Antioch-Brentwood region; the Concord Station to Martinez; Walnut Creek Station to Danville, Alamo and the San Ramon Valley; and the El Cerrito Del Norte Station to Pinole and El Sobrante.

"Specific routings, fares, and service schedules were adopted on a six month trial basis," said BART Board President Nello J. Bianco, "so that BART's planning staff can monitor the program and make any adjustments indicated by operating experience and the desires of the affected communities."

After the six-month trial, final recommendations on routes, stops, levels of service, and fares will be submitted to the BART Board for formal adoption.

Bianco said that details of the inaugural service reflect consensus reached in more than five years of inter-agency planning and community involvement.

(more)

The program calls for the hours of bus service to conform essentially to BART's operating hours--initially 5:30 a.m. until 9 p.m.--five days a week, expanding to 20-hour, seven-day service next Spring. Intervals between buses vary according to route, but generally will be every 30 minutes during morning and evening rush hours and hourly during mid-days.

Fares will be on a two-zone basis, 25¢ for the first zone of approximately eight miles and an additional 25¢ for longer trips, for a maximum one-way cost of 50¢. Fares for senior citizens 65 years of age and over and youths 12 and under will be discounted to 10¢ per zone, or 20¢ maximum.

Total cost of setting up and operating the bus program for the remainder of Fiscal Year 1974/75 is expected to be \$1.5 million, and approximately \$2 million annually thereafter.

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Q-70
FRIDAY, OCTOBER 18, 1974

FOR IMMEDIATE RELEASE:

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, October 24, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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Q-69

THURSDAY, OCTOBER 10, 1974

FOR IMMEDIATE RELEASE

As a special convenience for fans planning to attend the World Series, BART will extend its evening service until at least one hour after conclusion of the games, or until all game-goers have been served, it was announced today by BART Acting General Manager Lawrence D. Dahms.

The World Series games, scheduled for Tuesday, October 15, Wednesday, October 16, and Thursday, October 17, at the Oakland Coliseum, will begin at 5:30 p.m.

To avoid conflicting with rush-hour commuter crowds, patrons using BART to get to the games are urged to begin their trips early and purchase full round trip tickets at their point of entry, preferably at least a day in advance.

For first-time BART patrons it should be emphasized that change machines in stations do not make change for bills larger than a dollar. Also, automatic ticket vendors dispense tickets for whatever amount is deposited, and do not return change.

"Purchasing round-trip tickets--in advance--will save the time and frustration of having to stand in long ticket lines," Dahms said.

He said that game-goers traveling on BART from Contra Costa County, Oakland, and San Francisco, should consider starting their trips to the Coliseum as early as 3 p.m., since the peak commute hour begins at approximately 4 p.m. This will help insure that people who plan to attend the Series games do not fall behind schedule by getting caught in the rush hour.

Fans using BART to get to the games will find an added accommodation in the recently completed BART Coliseum walkway, which will be open for use for the first time. The 900-foot walkway arches over San Leandro Boulevard, directly connecting BART's Coliseum station to the stadium's upper concourse.

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Q-68

THURSDAY, OCTOBER 10, 1974

FOR RELEASE MONDAY, OCTOBER 14, 1974:

Nello J. Bianco, president of the Board of Directors of the San Francisco Bay Area Rapid Transit District, has been named a director of the newly-formed American Public Transit Association.

APTA, formed as a result of the merging of the American Transit Association and the Institute of Rapid Transit, now is the official organization representing virtually every bus and rail transit system in the United States, Canada and Mexico. Headquartered in Washington, D.C., APTA will act as the industry voice in support of operational assistance, an expanded capital grant program and as monitor of regulatory agencies that deal with transit matters.

Bianco said: "I am pleased to be a member of the APTA board, since I feel BART and all of transit needs a strong voice in Washington. We need operating subsidies to sustain our current fare structure, or even lower it, and I am dedicated to extension of our current system within our three member counties. APTA is the logical forum from which BART can press for capital grants so that such extensions can be financed."

Other APTA member agencies from the Bay Area include AC Transit, San Francisco Municipal Railway, and the Golden Gate Bridge, Highway and Transportation District.

Bianco will be seated as an APTA director at the organization's first meeting in New York today (October 14).

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Q-67
FRIDAY, OCTOBER 4, 1974

FOR IMMEDIATE RELEASE:

President Bianco has called a special meeting of the Board of Directors for Monday, October 7, 1974, commencing at 10:00 a.m. in the Board Room of the District administrative offices, 800 Madison Street, Oakland, California.

The business to be transacted is an executive session with General Counsel to consider litigation matters within the attorney-client relationship.

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Q-66
FRIDAY, OCTOBER 4, 1974

FOR IMMEDIATE RELEASE:

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, October 10, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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Q-65

THURSDAY, SEPTEMBER 26, 1974

FOR IMMEDIATE RELEASE

Nello J. Bianco, President of the BART Board of Directors, today announced he has received word that Governor Ronald Reagan has signed Senate Bill 1966, the emergency financing measure needed to sustain BART operations over the next two years.

Signing of the bill, which has been pending since its passage by the Legislature on August 31, had been strongly urged by many state legislators, locally elected officials, community-interest groups, and editorials in the Bay Area press.

The bill, co-authored by State Senate President Pro Tempore James Mills and Assembly Speaker Leo McCarthy, extends the special $\frac{1}{2}$ -cent sales tax in the three-county BART District for two years, providing up to \$82.2 million in operating funds.

The effect of the bill, Bianco said, is to prevent BART's having to shut down October 1 this year for want of operating money, and to assure the continued operation of the rapid transit system through the early part of the 1977-78 fiscal year.

The BART Board of Directors, as well as the State and local governments, have considered the bill to be a stopgap measure intended only to carry BART until a permanent source of operating funds is found, Bianco pointed out. The measure directs the Office of the State Legislative Analyst to make recommendations on long-term financial needs, and on sources of tax revenues that could be made available to BART and to other transit operators within the District. The Analyst's

(more)

report is due no later than November 1, 1975.

The $\frac{1}{2}$ -cent sales tax was the financing method preferred by the Governor in the late 1960's to finance additional capital needs of BART. (Passed in 1969, it would have expired in late 1975 with the retirement of the last of a \$150 million revenue-bond issue.

#



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PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

Q-64
THURSDAY, SEPTEMBER 26, 1974

FOR IMMEDIATE RELEASE

The BART Board of Directors today approved a limited demonstration program to set aside preferential parking space for car pools.

The program, scheduled to begin on Monday, October 7, would be in effect approximately two months at the Orinda and Lafayette stations only. These stations are located on the Concord line where patronage has more than doubled since BART began transbay service.

"The purpose of this project will be to test the effectiveness of car pools in helping to relieve the present parking shortage," said BART's Director of Planning William F. Hein.

He said the car pool program will initially be limited to two stations only in order to adequately measure its effectiveness in encouraging car pools and overall parking efficiency.

Hein said that if the concept proves successful, BART will extend preferential parking for car pools to other stations on the line, on a permanent basis.

The program calls for reserving centrally located areas at the two selected station lots for cars carrying three or more patrons. These preferential parking sites will be roped off and monitored by personnel from BART Police Services during the morning commute hours throughout the first week. Thereafter, random checks will be made to insure program compliance.

Cars not meeting the car-pool requirement could be cited for parking in the reserved area during commute hours. However, after 9 a.m. unused spaces in the car pool areas may be used for parking by mid-day patrons.

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Q-63

MONDAY, SEPTEMBER 23, 1974

FOR IMMEDIATE RELEASE:

BART'S FIRST WEEK OF TRANSBAY SERVICE

The first week of BART's transbay service, linking east-bay communities with San Francisco, translated into well over half a million trips taken by new and regular system patrons.

Total system patronage for the week was 566,077, an increase of approximately 200,000 trips over the prior week. Rush-hour commuter counts, taken at the Oakland West Station, indicated that first-week transbay commuters were making an average of about 27,000 trips a day, between 7 and 9 a.m. and 4 to 6 p.m.

It is estimated that about 220,000, or approximately 39%, of the total rides taken along the entire 71-mile system were through the three-and-a-half mile transbay tube. By Friday, BART had experienced an increase of 45,000 passenger trips over the August average when BART carried approximately 73,600 patrons a day.

"We consider this very important first week of transbay operation a success," said BART's Acting General Manager, Lawrence D. Dahms.

"We did experience some problems the first week, as anticipated, but most did not substantially affect the commuter. Some crowded conditions occurred at the transfer points, and a few delays were experienced toward the end of the day," Dahms said.

He noted that patronage grew throughout the week from a Monday total of 107,846 to 118,887 for Friday, and that this works out to about 81% of BART's revised forecast of 146,000 total passenger trips per day for initial transbay operations.

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Dahms explained that not meeting the forecast for the first week of transbay service is in part due to the fact that many potential patrons are probably waiting for a marked increase in BART's carrying capacity during the peak commute hours and that the transbay off-peak market may take some while to build up.

Indications were that the major transbay commute force throughout the week was originating from points east along the Concord line. This added to the many BART commuters already traveling between east Contra Costa County and downtown Oakland. As a result, evening transbay commuters traveling from San Francisco to points north along the Richmond Line were urged to transfer at the 12th Street Station in downtown Oakland for Richmond bound trains, or take a Fremont train and transfer at the Lake Merritt Station. Also, morning transbay commuters originating from points north along the Richmond line were urged to continue their trip south past the MacArthur Station (the main transfer point) to 12th Street Station, or the next station down the line, Lake Merritt, to transfer to San Francisco bound trains.

A major factor in the success of BART's first week of transbay service was the stability and growth of passenger car availability. With BART's three yard facilities, located at Richmond, Concord, and Hayward working around the clock, cars available for service grew in number from 198 on Monday (September 16) to 213 on Friday, and 225 today (Monday, September 23), representing a 27-car net gain in seven days. Though revenue cars available for service on any given day have always fluctuated, this increase, coupled with the efforts of the personnel in BART's central control, were key elements in maintaining generally good service through the first week of transbay service.

Many of the stations on the line experienced an immediate doubling of traffic, while most parking lots along the Concord line and portions of the southern Alameda line were filled to capacity by the end of the week. Individual stations that showed the

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3-3-3-3-3-3-3

largest increase (double or more) in patronage were Concord, Pleasant Hill, Walnut Creek, Lafayette, Orinda and Rockridge; Lake Merritt and 12th Street Stations in Oakland; and Montgomery, Powell Street and Civic Center Stations in San Francisco.

BART is presently operating 30 trains, 10 trains on each of its three routes, at 12 minute intervals throughout the service day. This results in trains operating at six minute intervals between the Oakland West Station and Daly City before branching off to serve the Concord and Fremont lines.

Since BART opened for service on September 11, 1972, the system has carried over 23 million patrons 274,600,000 passenger miles.

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MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

Q-62
FRIDAY, SEPTEMBER 20, 1974

FOR IMMEDIATE RELEASE:

BART Board of Directors' President Nello J. Bianco announced from Washington, D.C. today that he has participated in a series of meetings with Urban Mass Transportation Administration officials regarding funds for the BART system and for future extensions.

Mr. Bianco is in Washington following up on proposals BART has been making over the last two years which seek special treatment for the District in recognition of the significant local contribution to BART financing. Founded several years before major federal funding became available for transit, BART is more than 80% locally financed, in contrast to the exact opposite proportion for the nation's most recently conceived systems.

BART, last year, presented a paper to Urban Mass Transportation Administrator Frank Herringer and to the Office of U. S. Senator Alan Cranston which pleads for 100% financing of future BART extensions, in compensation for the original system's disproportionate local share. A corollary staff paper describes the extent to which BART has been a demonstration project for the nation, and as a result should deserve additional federal financial support of testing and other shakedown activities.

Senator Cranston last year announced his interest in supporting legislation which would provide 100% financing for BART. UMTA has only recently made a \$7.0 million grant to BART which includes some funds defraying the costs of past training and system shakedown leading to the start of revenue operations.

Mr. Bianco is hoping to elicit additional support for the 100% financing extensions, and is hoping to increase the funds that can be made available to BART for training and related activities.

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Mr. Bianco is particularly concerned with extension financing because of his chairmanship of the Pittsburg-Antioch Extension Board of Control, and his commitment to see that project implemented. The Pittsburg-Antioch project--one of three extensions within the three BART counties to which the Board of Directors has given priority--is in the last stages of route selection, with the consultants' final report due in October.

Even given adequate funding, however, several years would be required to construct the 17-mile rail extension from Concord serving Contra Costa County's easternmost communities. In the interim, service will be provided by express buses to BART's Concord Station, beginning this December 30.

Mr. Bianco is accompanied on his trip to Washington by W. F. Hein, BART's Director of Planning and the director of the Pittsburg-Antioch project.

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Q-61
FRIDAY, SEPTEMBER 20, 1974

FOR IMMEDIATE RELEASE

At 9:00 a.m. a regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held on Thursday, September 26, 1974, in the Board Room of the District Administrative Office, 800 Madison Street, Oakland

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Q-58

THURSDAY, SEPTEMBER 12, 1974

FOR IMMEDIATE RELEASE

The BART Board of Directors today (Thursday) approved a contract with AC Transit to provide express bus service in five areas of Alameda and Contra Costa counties not directly served by rail, beginning no later than December 30.

The contract could permit the service to begin earlier, by mutual agreement of the agencies. Toward this end, BART Board President Nello J. Bianco directed BART and AC members of the AC Transit Coordinating Committee---a nine-person panel of the two agencies and the Metropolitan Transportation Commission---to meet as soon as possible. The service, originally scheduled to begin in November, was delayed by the recently settled AC strike, Bianco said.

The agreement calls for express buses to serve Martinez, Pittsburg and Antioch from the Concord Station; Danville and the San Ramon Valley from the Walnut Creek Station; the Livermore-Pleasanton Valley from the Hayward and Bayfair Stations, and Pinole from the El Cerrito Del Norte Station. Specific details of routes, levels of service and fares will be acted upon soon by the BART Board, Bianco said.

"Approval of this contract is the culmination of more than five years of cooperative, inter-agency planning," he added.

The contract provides that AC Transit will operate the system, with monthly reimbursement by BART for the full costs. The service is estimated to cost about \$2.0 million annually.

Service will begin with existing AC Transit equipment, although BART plans to purchase 36 new buses for the service next year. Consistent with BART policy, the new buses will incorporate lifts to accommodate the handicapped.

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Q-60
MONDAY, SEPTEMBER 16, 1974

FOR IMMEDIATE RELEASE:

BART STATION PARKING SET FOR BOTH COMMUTER AND NON-CUMMUTER PATRONS

Beginning today--the first day of BART transbay revenue service--parking regulations will be strictly enforced at all rapid transit stations to assure space for the cars of off-peak patrons, as well as all-day commuter parking.

According to Sergeant Larry Danner, in charge of station parking lots for BART Police Services, only warnings will be issued for parking violations during the first week of transbay revenue service, but they will become costly citations beginning Monday, September 23, the start of the second week.

"We know that parking space will be very scarce, but we also have an obligation to see that our patrons travelling in off-peak hours between 9:00 a.m. and 4:00 p.m. have access to the station parking areas originally set aside for them," said Sgt. Danner.

The major portion of all BART parking lots will be available to commuters for all-day parking. However, the areas marked "Mid-day Parking" will be reserved for off-peak riders who can park at the station after 9:00 a.m. and get back to their parked cars before 4:00 p.m. Cars left in these areas after 4:00 p.m. will be warned the first week and cited thereafter, Danner said.

"Mid-day Parking" areas will be open to driver-attended vehicles -- waiting to pick up or drop off patrons -- up to 9:00 a.m. and after 4:00 p.m., as these areas are normally close to the station entrances.

Sgt. Danner said efforts are underway to arrange for additional "satellite parking" in shopping centers or other locations near BART stations where overflow BART parking can be accommodated.

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"We are urging , however, that BART commuter patrons consider forming car pools wherever possible to help combat the crowded parking conditions," Sgt. Danner emphasized. "This would be the quickest, most effective, and economical solution to the parking problem."

All parking areas and non-parking areas in BART parking lots are well marked.

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THURSDAY, SEPTEMBER 12, 1974

FOR IMMEDIATE RELEASE:

First-time BART patrons who will begin riding the trains when transbay service commences Monday, September 16, will find the system easy to use.

BART has taken pains not only to design easy functionality into the system, but to communicate it to its riders.

Commuters and off-peak travelers will find that all 33 stations open for service on the line will be stocked with free, pocket-size "All About BART" folders which have distilled the process of riding BART into four basic steps. These illustrated guides will be available in newly installed racks placed on the walls near the automatic ticket vending machines, and in numerous banks participating in the Bank Ticket Sales program.

The pocket guide is aimed at enabling passengers to ride BART without personal assistance, relying on the variety of automated equipment and informational aids built into the system. The guide will also list BART's toll-free information numbers.

The BART Phone Information Center has English, Spanish, and Chinese-speaking operators dispensing BART, Alameda/Contra Costa (AC) Transit, and San Francisco Municipal Railway (MUNI) information from 6:00 a.m. to 8:00 p.m.

As explained by the "All About BART" folders, riding BART very simply consists of:

- Planning your trip, using the BART route maps conveniently located on the walls of stations and trains, and consulting the schedule of trains, fares (30¢ minimum to \$20 maximum) and travel times

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contained in the pocket guides.

- Buying a ticket, either in advance at branch banks, or at BART stations, and using it to pass through the automatic entrance gates to the system.
- Getting on the proper platform and right train for the desired destination, following conventional and lighted electronic directional signs, also watching for flashing destination signs over the platform which will indicate final destination of trains, along with destination placards in the front window of the train's lead car.
- Knowing when to board and alight by listening for announcements of station stops on the train public-address system or by simply learning the sequence of stations from wall maps in the cars. Each station may be easily identified from signs along the boarding platform.
- Exiting, using the same ticket in an automatic fare gate. If there is fare left over on the ticket, the ticket will be returned automatically by the exit gate to be used for another trip. On occasion, a ticket may be rejected by the exit gate and indicated by a flashing sign that the ticket is underpaid for exit at that particular station. The patron would then go to what is called an addfare machine, which, when the ticket is inserted, will show how much the value must be increased. After paying the additional fare into the addfare machine, the ticket will be returned and the patron may then exit through the gate. Station agents will be on hand for any additional assistance that might be required.

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Special discount tickets may be purchased by senior citizens 65 years of age or over and youngsters 12 years of age or under at most local branch banks. The discount is 75 percent of the normal value of the ticket. The banks will also have regular fare tickets on hand.

Patrons continuing their journey by bus in the east bay may get a free AC Transit transfer from a white vending machine in the station. In San Francisco, installation of Muni transfer machines is underway and not expected to be operational for several weeks after start-up of transbay service. The program is also awaiting discount funding approval, which could delay use of the Muni transfer system even longer. Upon commencement of the BART/Muni transfer program, patrons will be able to purchase a two-part transfer ticket for 25¢ from the special automatic ticket vendor. This ticket will be valid for a transfer to a bus going from a BART station, and a return trip within a 72 hour period.

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Q-57

THURSDAY, SEPTEMBER 12, 1974

FOR IMMEDIATE RELEASE:

With the advent of transbay service, BART's successful Bank Ticket Sales program will become an even more important commuter convenience than in the past.

BART patrons may purchase high value tickets at 264 branch banks throughout the three counties BART presently serves, and 13 branch banks in San Mateo and Santa Clara Counties.

Arrangements call for the banks to handle \$10 and \$20 denominations of regular fare blue tickets, and a special, reduced-fare red ticket for senior citizens 65 years of age or over, and youths 12 years of age or under. The discount red ticket costs \$2.50 for \$10.00 worth of rides.

Though patrons may purchase a discount ticket without proof of age, they will be monitored upon entrance to the BART stations to insure control of the program. High-value tickets, up to \$20, may also be purchased from the automatic ticket vendors in the BART stations, but the discount tickets may be purchased only through the bank program.

"We are urging all regular BART patrons, and especially BART commuters to take advantage of the bank ticket sales program", said Jack McDowell, BART's Manager of Passenger Service. "Purchasing a high-value ticket in advance should prove to be of special advantage to the commuter during the congested peak-hour travel."

He said that anyone who purchases a high-value or discount

(more)

ticket at a bank will receive a handsome ticket protector free, while the supply lasts.

McDowell noted that banks will not, however, handle any transactions involving damaged tickets or redemption of used tickets with remaining value; such adjustment responsibilities remain with BART.

BART patrons wishing to know more about bank ticket sales, or which bank in their community is a participant in the program, may ask any BART station agent or call BART's phone information center at the following toll-free numbers: From San Francisco/Daly City...788-BART; Oakland/Berkeley...465-BART; Hayward/San Leandro...783-BART; Richmond/El Cerrito...236-BART; Fremont/Union City...793-BART; Walnut Creek/Concord...933-BART; and from Livermore/Pleasanton...462-BART.

BART operates Monday through Friday, from 6:00 a.m. to 8:00 p.m., with trains running approximately every 12 minutes in the east bay and every 6 minutes along San Francisco's intra-city line.

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Q-56

Saturday, September 7, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

CORRECTION

BART news release Q-53, dated Friday, September 6, announcing the signing of BART's emergency financing bill, is NOT for immediate release, as stated.

Please hold the story pending confirmation by the Governor's Office, or further contact from BART's Office of Public Information.

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Q-55

FRIDAY, SEPTEMBER 6, 1974

FOR IMMEDIATE RELEASE:

BART's long-awaited transbay service, set to begin Monday, September 16, represents a major milestone in placing the full 71-mile system in operation. At the same time, however, the opening is only the first of several remaining steps before the system's full 7-day, 20-hour service potential is realized, Board of Directors' President Nello J. Bianco and Acting General Manager Lawrence Dahms said Saturday during a final dress rehearsal.

"The California Public Utilities Commission, the State Legislature and their advisors, and the BART staff have worked together to devise an initial operating plan enabling the start of two-route transbay service," Dahms stated. "I want to caution, however, that it won't be the full service we want to provide, nor the quality of service which BART will ultimately be capable of. For instance, we will have more passenger demand than our limited car availability and temporary operating restrictions can comfortably handle. But for those willing to view the months until next Spring with patience and understanding, BART now offers an important new increment of service."

As authorized by the Public Utilities Commission, BART's initial transbay service will use the system's central train-control computer in an interim role to keep trains at least one station, or a minimum of five minutes,

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apart. That minimum train frequency, together with a maximum train length of 10 cars, will limit seated and standing capacity to about 60,000 to 70,000 transbay riders a day, BART estimates. Patronage on non-transbay routes, currently averaging about 75,000 daily, is expected to benefit also from the system's expansion, raising estimated total patronage some-time after September 16 to about 160,000 daily.

By early next year a permanent train-detection modification employing a network of 26 small computers placed throughout the system will have been installed, tested, and hopefully approved by the Public Utilities Commission, Bianco said. That system, called SOR, will permit addition of the third transbay route, as well as increasing BART's ability to adjust and recover from delay situations, he explained.

Expansion of service to include nights and weekends should shortly follow the conversion of system operations to SOR, Bianco said, although specific dates for those improvements will not be set until some transbay service experience is gained.

Next week's initial transbay service will have 10 trains running at 12-minute headways on each of three routes: Concord-Daly City, Fremont-Daly City, and Richmond-Fremont. Under this schedule, a train will pass through downtown Oakland, the transbay tube and San Francisco every six minutes. Service hours will be from 6 a.m. until 8 p.m., Monday through Friday.

Passengers from the Richmond line intending to travel across the Bay will, until next Spring, have to transfer at the MacArthur, 19th Street or 12th Street Stations. "We are encouraging people to transfer only at MacArthur", Bianco said, "since this has been designed as the system's

major transfer station." "However, transferring at MacArthur and the other two downtown Oakland stations will require cooperation and good will among passengers under the expected crowded conditions," he explained.

Bianco noted that the successful program of bus transfers now operating in the East Bay between BART and AC Transit will continue, but that financing of a transfer agreement with the San Francisco Municipal Railway may delay a similar arrangement in the West Bay for several months.

BART has contracted with AC Transit also to provide express bus service in five areas of Alameda and Contra Costa counties not directly served by rail. This service, originally scheduled to begin in November but delayed by the recently settled AC strike, will now start no later than December 30.

Express buses will serve Martinez, Pittsburg, Antioch and Brentwood from the Concord Station; the San Ramon Valley from the Walnut Creek Station; the Livermore-Pleasanton Valley from either the Hayward or Bayfair stations, and Pinole - El Sobrante from the El Cerrito Del Norte Station.

"Lack of local feeder service means that parking will be a problem at many stations in central Contra Costa and southern Alameda Counties," Dahms said. "We are recommending to the Board of Directors that some close-in spaces be preserved for car-poolers in order to make better use of available parking space." BART also intends to begin strict enforcements of the parking spaces already designated for off-peak passengers between 9:00 a.m. and 4:00 p.m.

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Q-54

FRIDAY, SEPTEMBER 6, 1974

MEMO TO EDITORS:

On Saturday, September 14, ceremonies will be held to usher in BART's transbay service, set to begin Monday, September 16. This is intended to help you plan your coverage of Saturday's events.

Three successive opening ceremonies will be held: the first at the Lake Merritt Station, the next at the Oakland West Station, and the last and largest at the Hallidie Plaza entrance to the Powell Street Station.

Media passes and information packets will be available to the working press beginning Monday, September 9, and may be picked up between 8:15 a.m. and 5:00 p.m. at BART's Public Information Office, 800 Madison Street, Oakland.

Media passes may also be picked up the morning of the 14th after 8:00 a.m. There will be a press sign-up table located on the plaza near the Oak and 8th Street entrance to the Lake Merritt Station in Oakland. Passes will be valid for the ceremonial day and the first week of transbay operation, but will not be honored after that. We suggest that your staff members who are assigned to go directly to the Oakland West or Powell Street stations on Saturday pick up their passes at my office in advance.

Ceremony Details

The first ceremony will commence at 9:30 a.m. on the plaza behind BART's headquarters building, 800 Madison Street, Oakland. Ceremony speakers will be BART Board President Nello J. Bianco and California State Senate President Pro Tem James R. Mills. Others attending will be Oakland Mayor John Reading, and San

(more)

Francisco Mayor Joseph Alioto, accompanied by a group of 30 visiting mayors from around the country.

Immediately following the ceremony, at approximately 10:15 a.m., dignitaries, invited guests, and members of the press will descend to the Lake Merritt Station to board a waiting ceremonial train. The train will depart for Oakland West Station, where a ribbon cutting dedication will take place at 10:25 a.m. Oakland Mayor John Reading will preside over this ceremony, which will conclude at approximately 10:55 a.m.

From Oakland West the train will make the ceremonial run through the transbay tube to the Powell Street Station where the third and final ceremony of the day will be held in Hallidie Plaza. This ceremony is scheduled to begin at 11:15 a.m. with featured speaker to be Mayor Joseph Alioto and State Assembly speaker Leo McCarthy. Other guests will include San Francisco Board of Supervisors President Diane Feinstein, Daly City Mayor McRoberts Stewart, and New York's Mayor Abraham Beame.


At 12:00 noon the ceremonial train will return to the Lake Merritt Station. Members of the press who wish to return to Lake Merritt should plan to return on this train.

Immediately after the return of the ceremonial train, abbreviated transbay rides for the public will begin, with four trains shuttling between the Coliseum Station in Oakland and the Montgomery Street Station in San Francisco. This preview service will continue until 6:00 p.m. Only the Coliseum, Oakland West and Montgomery Stations will be open. Passengers taking an uninterrupted round-trip without disembarking can take advantage of BART's special 60¢ excursion fare. Otherwise, regular one-way fares will apply.

NOTE: At approximately 9:00 a.m., Mayor Alioto and a party of 30 visiting mayors--members of the National Conference of Mayors Committee on Transportation--will arrive by Golden Gate Ferry at the Bow and Bell Restaurant, Jack London Square, Oakland. They will be greeted by BART President Nello J. Bianco and Oakland Mayor John Reading, and escorted to the first of the three opening ceremonies at BART headquarters.

Attached is a time schedule of the day's events. For any further information, please call Dave Kelsey or me at BART's Public Information Office.

Cordially,


Michael Healy
District Press Officer

Attd.

Q-53

FRIDAY, SEPTEMBER 6, 1974

FOR IMMEDIATE RELEASE

Nello J. Bianco, President of the BART Board of Directors, today announced he has received word that Governor Ronald Reagan has signed Senate Bill 1966, the emergency financing measure needed to sustain BART operations over the next two years.

The bill, co-authored by State Senate President Pro Tempore James Mills and Assembly Speaker Leo McCarthy, extends the special $\frac{1}{2}$ -cent sales tax in the three-county BART District for two years, providing up to \$82.2 million in operating funds.

The effect of the bill, Bianco said, is to prevent BART's having to shut down October 1 this year for want of operating money, and to assure the continued operation of the rapid transit system through the early part of the 1977-78 fiscal year.

The BART Board of Directors, as well as the State and local governments, have considered the bill to be a stopgap measure intended only to carry BART until a permanent source of operating funds is found, Bianco pointed out. The measure directs the Office of the State Legislative Analyst to make recommendations on long-term financial needs, and on sources of tax revenues that could be made available to BART and to other transit operators within the District. The Analyst's report is due no later than November 1, 1975.

The $\frac{1}{2}$ -cent sales tax was the financing method preferred by the Governor in the late 1960's to finance additional capital needs of BART. Passed in 1969, it would have expired in late 1975 with the retirement of the last of a \$150 million revenue-bond issue.

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Q-52
Friday, September 6, 1974

FOR IMMEDIATE RELEASE

TRANSBAY TUBE OPENING DAY CEREMONIES

A ten-car inaugural train, three sequential ceremonies and special "first-day rider" public service will highlight the official opening of the Bay Area Rapid Transit District's Transbay Tube, Saturday, September 14.

BART president Nello J. Bianco announced that, following morning opening festivities, the general public will be offered an abbreviated transbay preview service between the Coliseum Station in Oakland and the Montgomery Street Station in San Francisco. Public Service will be from approximately 12 noon to 6 p.m., and regular fares will be charged. BART's special excursion fare of 60¢ will apply if riders take a full round-trip without disembarking. Otherwise, regular one-way fares will be in effect.

September 14 opening celebrations will begin at 9 a.m. with the first ceremony held on the plaza of BART's Lake Merritt headquarters, 800 Madison Street, Oakland. Featured speakers at this event will be BART president Bianco, California State Senate President Pro Tempore James R. Mills and John E. Hirten, Deputy Administrator of the Urban Mass Transportation Administration, U.S. Department of Transportation. Following the Lake Merritt ceremony over one-thousand invited guests will board the ten-car inaugural train to begin the transbay trip.

Before entering the Tube, the inaugural train and its complement of dignitaries will stop at the Oakland West Station, 7th and Cypress, for a 10:25 a.m. ceremony. This will commemorate the only completed BART station not previously in revenue service nor formally dedicated. Features speakers at Oakland West will be Oakland Mayor John Reading and BART president Bianco. Also participating are Ralph Williams, chairman, West Oakland Planning Committee; Robert L. Hamilton, chairman, Oakland Redevelopment Agency and Lillian Love, chairman, Oak Center. A ribbon-cutting ceremony is planned, and entertainment for the audience will be provided by the Oakland Municipal Band and the Oakland Children's Fairyland's Popo The Clown.

At approximately 10:55 a.m., the VIP train will leave Oakland West Station to begin the symbolic first run under San Francisco Bay -- arriving at the Powell Street Station, San Francisco, some 8 minutes later for the last official ceremony of the day at Hallidie Plaza.

Scheduled to begin at 11:15 a.m., the Hallidie Plaza event will feature San Francisco Mayor Joseph Alioto, BART president Bianco, San Francisco Board of Supervisors president Diane Feinstein, New York City Mayor Abraham Beame, Daly City Mayor McRobert Stewart and California State Assembly Speaker Leo McCarthy. Music will be provided by the University of California Marching Band.

Immediately following the ceremonies at Hallidie Plaza, BART will open three stations for public transbay rides. From 12 noon until 6 p.m. paying passengers will be able to board ten-car trains at the Coliseum, Oakland West and Montgomery Street Stations. The passenger trains will run every

12 minutes on the transbay circuit. BART president Bianco noted that large crowds are anticipated at the three stations, and urged that all passengers get off the trains after one round-trip ride in order to make room for others who will be waiting.

The BART staff is instituting special measures to insure crowd safety and comfort. A potential problem, Bianco said, will be congestion at the ticket vendors because of the unusual crowd. To alleviate the situation, BART staff will sell pre-encoded and specially-printed souvenir tickets, in \$1.00 and \$2.00 values, at the three stations.

This limited run of tickets will bear an overprint indicating that the bearer was among the first to make the transbay trip, and will serve as souvenirs to those who wish to retain them.

An additional service to first day riders is being provided by the San Francisco Municipal Railway. From 11:40 a.m. to 4:30 p.m. three Muni buses will shuttle passengers between the Montgomery Street Station and the downtown shopping area. The Muni Shuttle will run in a triangle route from the Montgomery Street Station along Market Street past Powell Street to Taylor, continuing right on Taylor to Post Street, and down Post returning to Montgomery. The one-day Muni shuttle will be free.

Another feature of the ceremonial day will be an early morning Golden Gate ferry trip from San Francisco to Oakland, transporting the official San Francisco delegation. The party will arrive in Oakland's Jack London Square, where it will be met and officially welcomed to the City of Oakland and BART by Oakland Mayor John Reading and BART president Nello Bianco. Included in the San Francisco group will be the 30 mayors who comprise the United States Conference of Mayors Legislative Action Com-

mittee.

Regular Monday through Friday, 6 a.m. to 8 p.m. public service throughout the entire BART 71-mile system, including the transbay run, will begin Monday, September 16.

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Q-51
Friday, September 6, 1974

FOR IMMEDIATE RELEASE

At 9:00 a.m. a regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held on Thursday, September 12, 1974, in the Board Room of the District Administrative Office, 800 Madison Street, Oakland.

#

Q-50
FRIDAY, AUGUST 30, 1974

MEMO TO EDITORS AND EDITORIAL STAFF:

On Saturday, September 7, BART will conduct its second full-scale test of transbay service. The first test, on August 3, was a safety demonstration for the Public Utilities Commission, and was therefore limited to official observers.

This time, however, we would like to invite members of the press and their families to ride the system during the test, as a preview of our full transbay service to begin on September 16.

On Saturday, the system will be open for preview rides from 10 a.m. until 5 p.m., although the test itself will last for a full 14-hour simulated service day. Five stations will be open to passengers-- Lake Merritt and the terminal stations of Richmond, Fremont, Concord and Daly City--although trains will, of course, run system-wide.

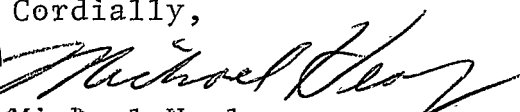
Before beginning preview rides, an important press conference with Acting General Manager Lawrence D. Dahms and other senior staff members will be held at 9:30 a.m. in the Board Room of BART's headquarters at 800 Madison St., Oakland. The purpose of this briefing will be to report on the progress of the day's testing, and to discuss both our positive and negative expectations for regular service after September 16. Following the briefing, members of the press may descend to the Lake Merritt Station and ride the system at their leisure.

Special Press Passes for the day will be available from the Office of Public Information prior to Saturday, or they may be picked up at the press briefing Saturday morning. Only one press pass per family will be needed to gain entrance to any of the five open stations. If a member of the press plans to enter at a station other than Lake Merritt during the day, it is suggested that a pass be obtained in advance from BART's Public Information Office.

Another activity of interest will be a demonstration of police-dog skills by the canine force of BART's Police Services Department at 12:00 noon and again at 3:00 p.m. on the lawn behind BART's headquarters building.

For additional information, please call Dave Kelsey or myself.

Cordially,


Michael Healy
District Press Officer



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-47

FRIDAY, AUGUST 2, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, August 8, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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THURSDAY, JULY 25, 1974

FOR IMMEDIATE RELEASE

Supervisor Quentin L. Kopp of San Francisco, a BART Director and chairman of a special committee for the selection of a new, permanent General Manager, announced that the committee would hold its first meeting on Wednesday, July 31, at 10 a.m., in the fifth-floor conference room of the District's administrative offices, 800 Madison Street, Oakland.

Other members of the committee are Directors James D. Hill and Dana Murdock of Walnut Creek and George M. Silliman of Newark. Board President Nello J. Bianco will serve as an ex-officio member.

In announcing the meeting, Kopp stated that the committee has already received a number of applications and recommendations. "However," he added, "the work of this committee is of the highest significance to the future of BART, and therefore we urge applications from all interested persons, male or female, from any and all parts of the country, who believe they are qualified. I intend to recommend to the committee and the full BART Board of Directors that actual selection of the new General Manager be left to the first elected Board which will take office November 29, and we want to submit as comprehensive a list of qualified candidates as possible."

Kopp said the initial meeting of the committee, and as many subsequent sessions as is consistent with sound personnel practices, will be open to the public, although BART's General Counsel has advised that non-public meetings are authorized for the actual selection process. Kopp added that members of the public are invited to attend and to make comments or suggestions concerning procedures to be employed by the committee.

With the resignation of B. R. Stokes July 1, former Assistant General Manager Lawrence D. Dahms assumed the duties of Acting General Manager pending installation of the new elected Board.



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-46
TUESDAY, JULY 30, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

MEMORANDUM

TO: Bay Area Editors and Editorial Staff

FROM: David Kelsey, BART Manager of Public Information

SUBJECT: Press Coverage of Full-Scale Transbay Service Test for California Public Utilities Commission, Saturday, August 3

This Saturday, August 3, starting at 4 a.m. until 8 p.m., BART will conduct a full-scale, 36-train test to demonstrate system performance to the California Public Utilities Commission, as a further step toward securing CPUC approval to begin transbay revenue service September 16.

This memo is to inform you of our arrangements for media coverage of this test.

I hope you will understand that, due to the critical nature of this test to BART and the importance of assuring no inadvertent interference with our operations that day, we will not be able to permit riders on the trains other than official participants. Similarly, the limited space in our Oakland Control Center requires that it be reserved for BART operating personnel and official observers.

To provide coverage, therefore, we plan to hold two extensive press conferences by top District management at the MacArthur Station, 550 40th Street, Oakland, the first at 10 a.m. and another at 2 p.m. In addition, Mike Healy and I of the Public Information Office will be accessible for updates throughout the day at a special press phone number, 452-1770.

Personal observation and photography of the test will be possible from the MacArthur Station, which will be open to the press throughout the day, staffed for information purposes by Phil Ormsbee and an engineering staff member. We will also broadcast train-radio communications on the station public address system so media representatives can monitor that information. The MacArthur Station is the pivotal location in this test, since it is the convergence point for east-west and north-south trains.

Please contact Mike Healy or me with any questions you may have about Saturday's activities.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-44
FRIDAY, JULY 19, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, July 25, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-43
JULY 5, 1975

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

For further information
contact Mike Healy, Public
Information Office

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District (BART) will sponsor a public hearing 7:30 p.m., Wednesday, July 10, at the Daly City City Hall on a proposed plan for constructing a multi-level parking facility to serve BART's Daly City Station.

The proposed plan calls for the new structure to be built over the existing surface parking lot located between the station and interstate Highway 280, and will provide additional parking spaces for BART patrons. No land acquisition is required for this project.

All aspects of the project, including maps, design drawings, and an environmental study will be available at the hearing which has been scheduled to provide an opportunity for public participation.

The hearing will be held in the Council Chambers at the City Hall located at 90th and Sullivan Avenue, Daly City.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-42
FRIDAY, JULY 5, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, July 11, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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Q-41

THURSDAY, JUNE 27, 1974

FOR IMMEDIATE RELEASE

BART President Nello J. Bianco of Richmond today expressed to the Metropolitan Transportation Commission (MTC) the BART Board's unanimous support of proposed routes for two extensions of BART rail service in eastern Contra Costa and Alameda Counties.

The recommended route in Contra Costa County would extend BART rails approximately 15 miles from the Concord Station through the downtown sections of Pittsburg and Antioch.

The Alameda extension project envisions a route branching eastward from the Bay Fair Station, through Castro Valley and Dublin Canyon, to the downtowns of both Livermore and Pleasanton. This addition would be approximately 20 miles.

In his letter to MTC Chairman Jack Beckett, Bianco noted that these corridors had been selected and recommended after an extended planning process involving the MTC, BART and local agency and citizen participation.

Bianco, who has been a staunch advocate of those extensions, urged the MTC to incorporate the recommended routes into its Regional Transportation Plan.

Routes and station locations -- selected after two years of study -- were decided primarily by local community planning goals and service considerations. The studies were funded by BART, the respective communities, and an Urban Mass Transit Technical Studies grant from the U. S. Department of Transportation, Urban Mass Transportation Administration (UMTA). The total cost of the studies was approximately \$9,000,000, two-thirds financed by UMTA.

A schedule for implementing the now-defined extensions will be the next step undertaken by BART, MTC and the local communities. In the meantime, express bus feeder service in these corridors will begin this November and continue until the BART rail extensions are constructed and operational.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-40
FRIDAY, JUNE 21, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, June 27, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-39

FRIDAY, JUNE 7, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, June 13, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-38

TUESDAY, MAY 21, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

BART today (Tuesday, May 21) made formal application to the California Public Utilities Commission (CPUC) to operate existing service on a one-station separation basis, rather than the present two-station separation of trains, as a further step toward implementing transbay service.

Monitored by the Computer Automated Block System (CABS), BART's Concord line and Richmond-Fremont line have been operating with proven efficiency and safety since November, 1973, and January, 1974, respectively. After several months of flawless demonstration that the central computer was doing the job, the CPUC granted BART permission to remove the "manual block" supervisors from the Concord line on February 20, 1974, and on the Richmond-Fremont line April 23, 1974.

The manual block supervisors, positioned at every other station, had been required by the CPUC since BART began passenger service in September, 1972, as a precautionary back-up to the automatic train operation. Generally, however, the system has always been operated under automatic mode.

The San Francisco line has been under the control of CABS since April and a request to remove platform supervisors on this line was granted by the CPUC today, Tuesday, May 21, bringing the entire operating line under CABS.

In his letter to CPUC Secretary, William R. Johnson, BART General Manager B. R. Stokes said that the District now desires to implement a one-station enforced train separation to allow improved service for present operations and establish an experience base before progressing to transbay service. The advent of "one-station"

(more)

separation would allow BART more train flexibility, and thereby eventually trim the present 10-minute interval between trains during rush hour periods to five-minute intervals.

The proposed change in operating rules governing separation of trains would involve no new elements, but rather a minor change in the programming. The program, separating trains by one station rather than two, has been simulated and tested "on line" with non-passenger trains with 100 percent success. These tests also included merging situations at the MacArthur transfer station and the Oakland Wye, and returning trains from San Francisco with the same success.

In relating this to transbay service, the one-station separation program, if approved by the CPUC, could be one step away from allowing BART to operate passenger service through the tube in September. In the meantime, the Sequential Occupancy Release (SOR) back-up system, scheduled for completion in November, would continue to be installed and with permission of the CPUC, phased in at a later time. The SOR would allow even shorter intervals between trains than the one-station separation program.

Another aspect of preparation for transbay service -- adjusting number and length of trains from peak to off-peak rider demand -- begins Tuesday (May 28) on the Concord line. BART transportation personnel will polish and refine techniques for rapid removal, change-of-consists, and dispatch onto main line of Concord line trains. These maneuvers will not affect peak-hour service, but off-peak service, between 9 a.m. and 4 p.m. daily, will see train headways lengthened from 10 to 15 minutes. Only the Concord line is involved, and off-peak service will return to the normal 10 minutes in about one month.



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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Telephone (415) 465-4100

Q-37
FRIDAY, MAY 17, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

On Wednesday, May 22, BART will ask its passengers to help with the District's operating and marketing decisions by completing a brief questionnaire on why and where they are travelling.

The one-day study will be the second time BART has directly sought its patrons' comments on how and why they use the system, and it's hoped the project will receive the public's full cooperation. The first such study, conducted a year ago, provided passenger-profile knowledge basic to BART's initial marketing program and to the Metropolitan Transportation Commission's federally funded, long-range assessment of BART's impacts on the Bay Area.

Results of this year's survey, and future ones to be conducted at least annually, will be used to develop long-range operating and marketing programs, and to identify such immediate service needs as areas of high parking-lot usage and feeder-bus demand.

On Wednesday, between 6:30 a.m. and 2 p.m., members of BART's Market Research and Passenger Service departments will be stationed at fare gates in all 32 operating stations to hand out questionnaires to all entering passengers high-school age or older. Passengers will be asked to complete their questionnaires during their trips, and to deposit them in containers near the fare gates where they exit.

The questionnaire takes only about a minute to complete, and contains such questions as trip origin, destination, purpose, and method of getting to and from the station.



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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Telephone (415) 465-4100

Q-36
FRIDAY, MAY 17, 1974

PHILLIP G. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, May 23, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-35
TUESDAY, MAY 7, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

RELEASE AT WILL

A special flag raising and dedication ceremony will be held at BART's San Leandro Station on Monday, May 13, at 11:30 a.m.

Presented to BART by the city of San Leandro, the American flag will be raised at the direction of Captain R. E. Adams, United States Marine Corps, of the 12th Marine Corps District. He will be assisted by a four-man Marine flag-raising detail. Following the actual flag raising, the 60-member San Leandro High School band will play appropriate tunes to celebrate the event.

The 50-foot flagpole, which was paid for by the city of San Leandro, has been placed at the south end of the station, near the entrance, and is marked with a bronze plaque which reads: "Donated by the People of San Leandro, May 13, 1974". The flagpole will tower over the station, which at 43 feet is the highest station on the system.

Presiding over the ceremony will be the mayor of San Leandro, Jack D. Maltester. The city will also be represented by the city council and other city officials. City councilman Mario J. Polvorosa originally initiated the resolution to provide funds to construct the flagpole and the dedication plaque.

BART will be represented by BART Board President Nello J. Bianco, who will make a few remarks; Vice-President Harry R. Lange; and Director George M. Silliman. They will be accompanied by BART General Manager B. R. Stokes; Assistant General Manager L. A. Kimball; Manager of General Services William E. Benedict, who helped coordinate the project with the city, and other members of the staff.

(more)

2-2-2-2-2-2-2

Also attending will be special guests who will include Mr. Tallie B. Maule, chief architect during the construction phase of the system, and Colonel B. C. Stinemetz, USMC, Director of the 12th Marine Corps District.

The San Leandro Station was designed by the architectural firm of Gwathmey, Sellier & Crosby/Joseph Esherick and was completed at a cost of \$2.6 million. Colorful supergraphics decorate the interior of the station, which presently serves approximately 3600 patrons entering and exiting daily.

The station is located at Estudillo and San Leandro Boulevards near Davis Street.

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MAILED TO:

OAKLAND TRIBUNE
SF EXAMINER
SF CHRONICLE
THE DAILY REVIEW, HAYWARD
NEWARK-FREMONT ARGUS
CONTRA COSTA TIMES
THE INDEPENDENT, RICHMOND
LIVERMORE HERALD & NEWS
MONTCLARION, OAKLAND
BERKELEY DAILY GAZETTE

plus

KTVU, KPIX, KRON, KGO-TV, KQED
KGO, KPFA, KCBS, KNBR
SF PROGRESS, SUN NEWSPAPERS, BERKELEY POST,
ALAMEDA TIMES-STAR, CLAREMONT PRESS,
NEIGHBORHOOD JOURNAL, PIEDMONTER,
CALIFORNIA VOICE, SUN REPORTER, SUNSET MAG.,
BAY GUARDIAN, EXAMINER SUNDAY MAGAZINE ED.



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-34
TUESDAY, MAY 7, 1974

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

Will city dwellers use BART to get to the suburbs for a Sunday hike or horse ride? Should BART build bike trails leading to its stations for the bicycling commuter? Will proposed BART extensions, including those to Livermore and Antioch, have hiking and riding trails as part of the rights-of-way?

These and other recommendations of the recently completed BART/TRAILS Study were urged today by BART staff to the Engineering Committee of the District's Board of Directors. Specifically proposed were these Demonstration Projects:

- - A 10-mile hiking and riding loop trail from the Orinda BART Station to Sibley-Round Top Regional Park, with a horse rental stable within walking distance of the station (Figure 1);*
- - A similar hiking and riding trail in the Eastbay hills between the Hayward and South Hayward stations.
- - A student commuter bike route from Balboa Park Station to San Francisco State University (Figure 2);*
- - Bike trails from San Leandro Station to Chabot Regional Park (Figure 3);* from Richmond Station to Point Pinole Regional Park (Figure 4);* and along the Eastbay shoreline from the Bay Bridge to El Cerrito Station;

--MORE--

Further, as urged in the BART/TRAILS Study, BART staff asked the Board committee to authorize:

- - tests of transporting bicycles on BART
- - construction of trails along BART-owned property between San Leandro's Bayfair and the Hayward Station (Figure 5);* and between Pleasant Hill and Concord Stations.
- - inclusion of trails within the rights-of-way for extensions of BART lines, where possible.
- - provision of more and safer bike parking facilities at stations.

But BART staff urged the Directors to reject one study recommendation: to donate BART-owned surplus land suitable for parks to park-operating agencies. The study identifies several such properties, including one a few blocks from the Concord Station (Figure 6);*

Hart, Krivatsy and Stubee, San Francisco planning consultants, conducted the one-year \$50,000 study, funded by the U.S. Department of Transportation and by the East Bay Regional Park District.

Oakland City Councilman John Sutter, Chairman of the Steering Committee for the study, told the BART Directors, "None of us thought too much about hikers, riders, or cyclists when BART was first conceived and designed. But BART now offers the promise of taking the city residents to recreation areas as well as carrying commuters into the cities. BART will need recreational patronage on weekends and non-rush hours, especially as leisure time increases and the four-day work week becomes a reality. Moreover, BART should capitalize on the current bicycle boom. Try out 'Bikes on BART', at least on weekends. Cyclists will use BART if they can cycle to the stations safely and park their bikes securely."

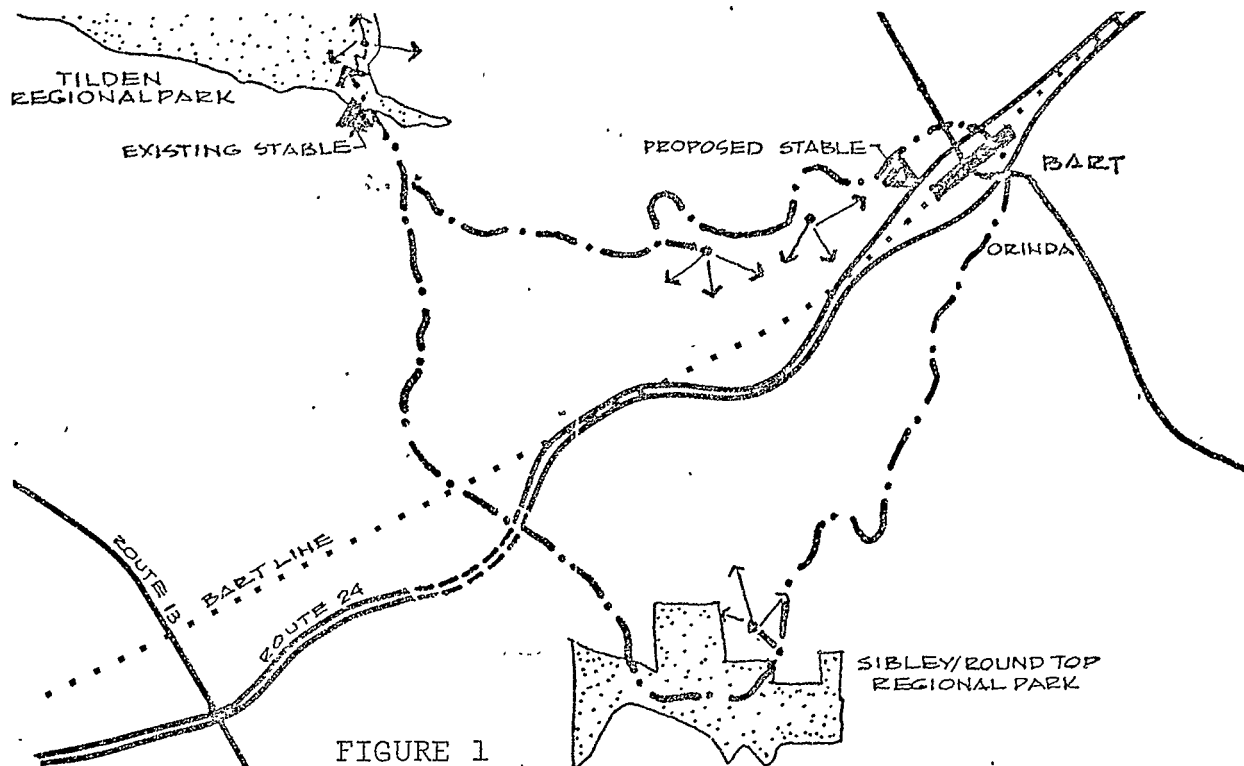


FIGURE 1

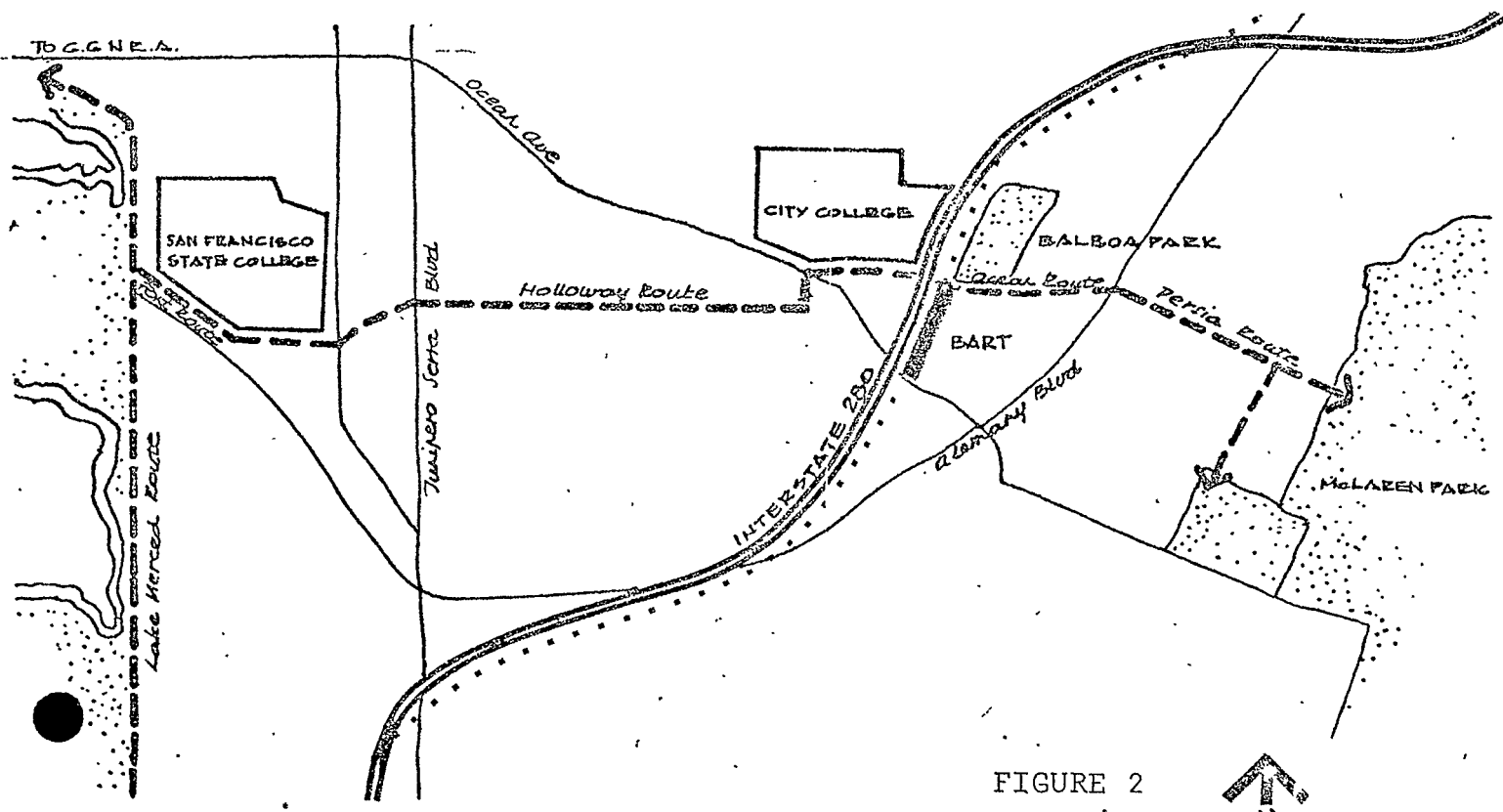


FIGURE 2



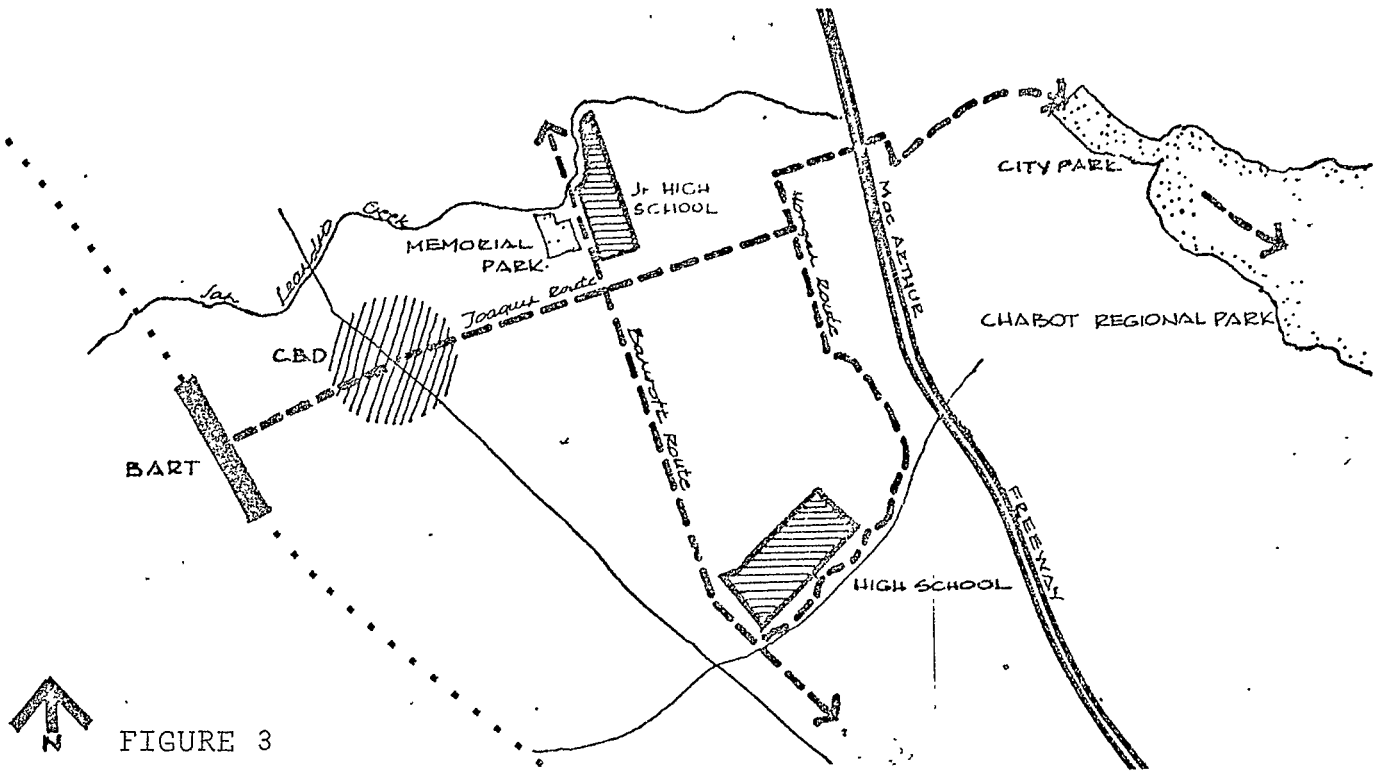


FIGURE 3

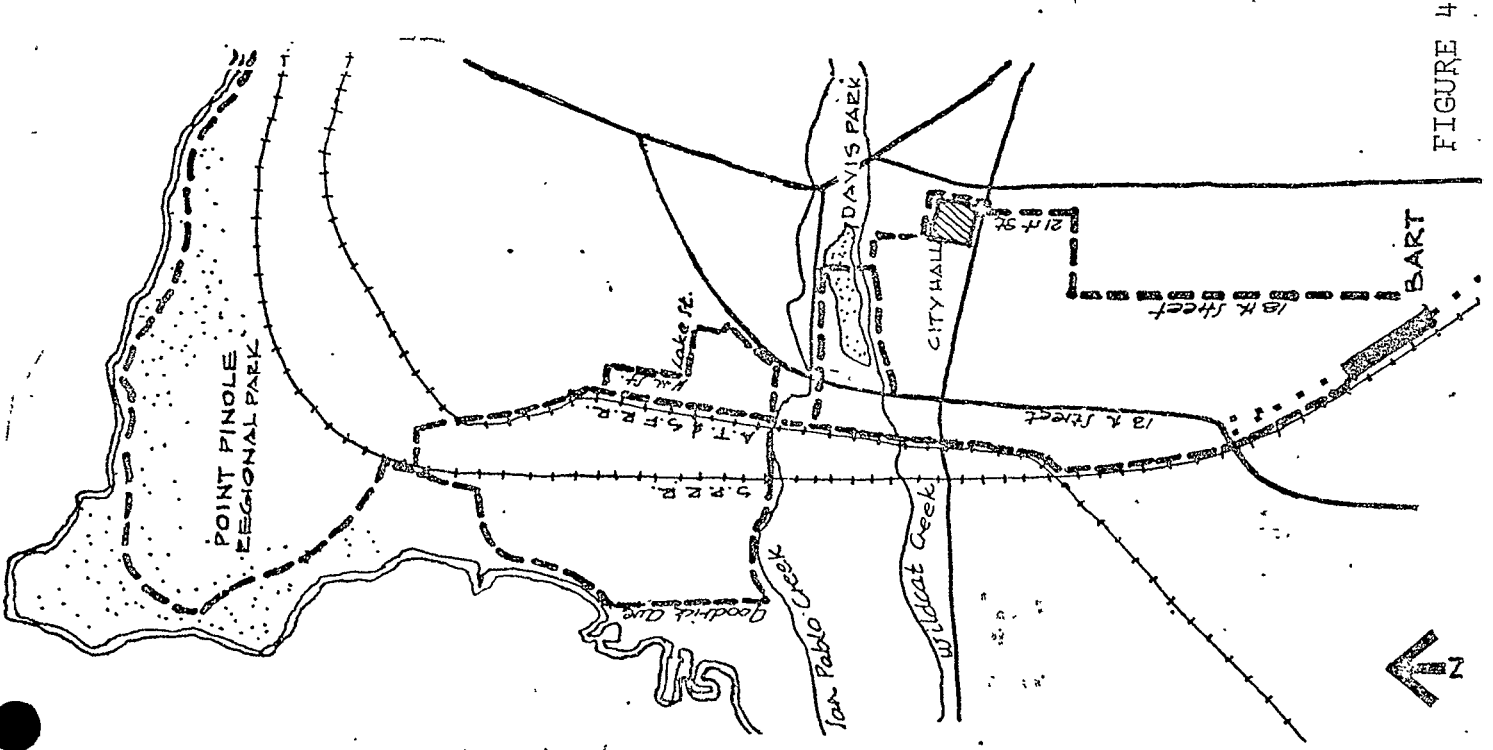


FIGURE 4

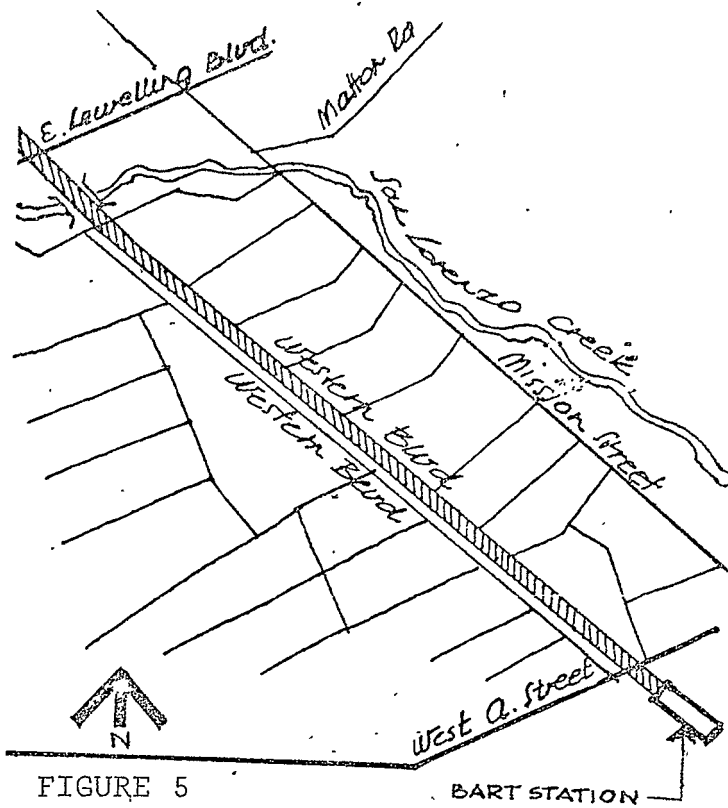


FIGURE 5

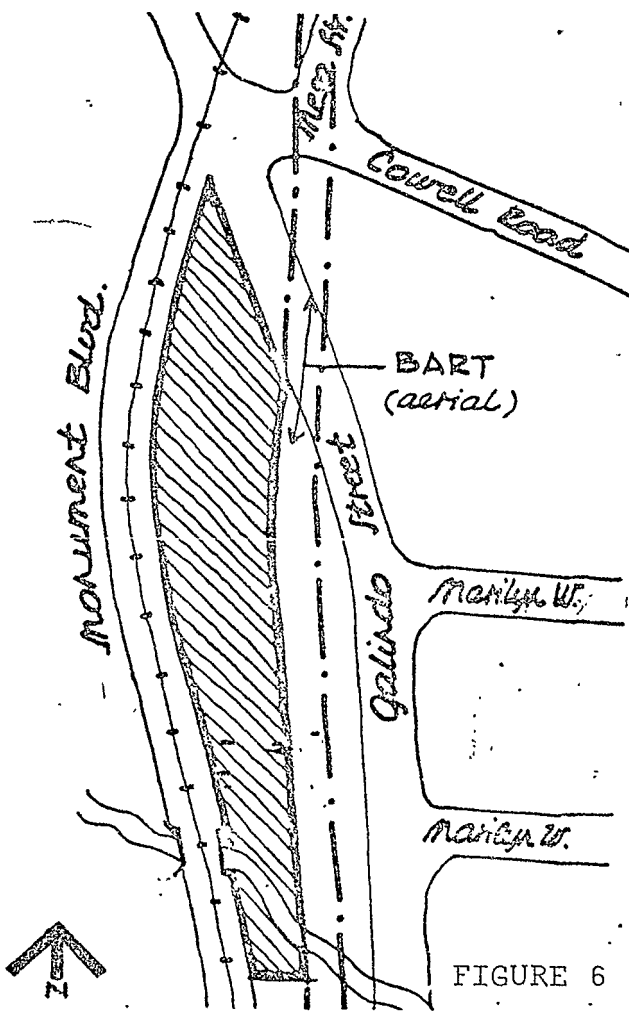


FIGURE 6



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-33
FRIDAY, MAY 3, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, May 9, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-32

MONDAY, APRIL 29, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

After scoring a perfect record in keeping an extra-cautious, two-station distance between trains on the Concord line, BART's Central Train Control computer today began doing the same job for trains on the Fremont and Richmond lines.

If the computer continues its flawless performance, it could have a bearing on BART's ability to meet its goal of providing transbay service this fall.

Gone are the familiar red and green lights flashing above the tracks in every other checkpoint station. Gone also are the "manual block" supervisors who, until today, could be seen in their little platform booths. Their function has been to give trains the green light to leave a checkpoint station only after receiving word via telephone that the next train was two stations ahead and departing that station. Hence, the name "manual block" to describe the method of assuring by telephone the extra-cautious, two-station distance between trains currently required by the California Public Utilities Commission (CPUC).

The central computer has been handling this safety back-up job with CPUC approval on the Concord line since last February. After seeing it demonstrate equal proficiency on the Richmond and Fremont lines for the past several months, the CPUC last week approved the removal of the manual block supervisor from those lines.

The computer method of assuring two-station train separation is referred to by engineers as the computer automated block system -- or more simply "CABS."

(more)

"CABS has had a perfect record of protecting against block violations in automatic operation on the Concord line and during its test on the Fremont and Richmond lines," said BART General Manager B. R. Stokes. "We've also been testing CABS on the San Francisco line since April 8, and will remove the manual block supervisors from that line when the CPUC says we can do so."

The computer makes a far more thorough check in the CABS system -- in milliseconds -- than the most experienced supervisor could ever accomplish. For example, before releasing a northbound train at South Hayward Station, the computer verifies that all doors on the train are closed, that the track to Bay Fair Station is absolutely clear, and that the next train ahead is leaving, or has left, the Bay Fair Station.

All conditions must be met before the computer releases the South Hayward Station train. It similarly checks, and releases or holds, all 18 trains on the three East Bay lines, always on the basis of two-station separation.

In the unlikely event the central computer and the back-up central computer both shut down, all trains will automatically remain at the first station stop, and cannot proceed until the computer and CABS are re-activated.

"Use of CABS is one of three operating options BART intends to submit to the CPUC as a basis for approval to start up transbay service," said Stokes. "If the CPUC determines that no back-up protection at all is required, or that CABS will meet this requirement, either of these options would mean earlier start-up of transbay service."

If the third option is required by the CPUC -- systemwide activation of a new back-up train detection system now being installed -- transbay service might be delayed beyond the end of the year.

The 18 men and women released from manual block duty begin new training this week in specialties which will enable them to fill various supervisory shortages in line operations and yard control towers.



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-31

THURSDAY, APRIL 25, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

An adjourned regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 8:00 a.m. on Tuesday, April 30, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-30
FRIDAY, APRIL 19, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, April 25, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-29
FRIDAY, APRIL 19, 1974

PHILLIP O. ORMSBEE
MANAGER, PUBLIC INFORMATION

DAVID H. KELSEY
SUPERVISOR, PRESS SERVICES

FOR IMMEDIATE RELEASE

An adjourned regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Monday, April 22, 1974, in Room 509 (Fifth Floor) at the District administrative offices, 800 Madison Street, Oakland.

The business to be transacted shall consist of:

1. An executive session.
2. Any business within the scope of the duties of the Board.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-28
TUESDAY, APRIL 16, 1974

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

A tentative operating expense budget of \$54.4 million for fiscal year 1974/75 was submitted today (Tuesday, April 16) to the San Francisco Bay Area Rapid Transit District's Administration Committee by BART General Manager B. R. Stokes.

Stokes told the committee that the budget exceeded the Five-Year Plan target by \$1.2 million, or 2.3 per cent, mainly in the areas of material usage, contract maintenance and professional and technical services.

He singled out \$210,000 for attorneys' fees and travel expenses in connection with litigation against major contractors, an item not included in the Five-Year Plan. Another \$43,000 is carried for the cost of electing District directors in November, an amount that should be reimbursed by the State, but for which funds have yet to be appropriated.

Stokes said that recent re-estimates show fare box and other revenues to be \$1,375,000 higher than expected in the upcoming fiscal year, and the projected express bus service deficit to be \$380,000 lower than previously expected. Although the net effect is to improve BART's deficit position by about \$500,000, he cautioned against concluding that the District's unfunded deficit is now \$500,000 lower. A full re-evaluation of other factors must be made to determine any change in the unfunded deficit, Stokes said.

The \$54.4 million operating expense budget is but part of total District budgeted funds amounting to approximately \$103 million. Of this total, the bond interest and redemption fund budget, needed for debt service on general obligation bonds still outstanding, amounts to \$46,236,122.

A property tax rate for bond debt service of 51.4 cents per \$100 of assessed valuation within the District has been projected, as well as 22.4 cents per \$100 in Special Service District No. 1, where the additional tax is imposed for full undergrounding of the BART line in Berkeley. The 1973/74 rates were 52.2 cents and 22.7 cents, respectively. In fiscal 1974/75, as last year, the full 5-cent general tax fund levy will be required.

The tentative 1974/75 budget is based upon the following goals contained in the Five-Year Plan:

- . September 1974 - Transbay service opens, 5 days/14 hours.
- . November 1974 - Extended evening service, 5 days/20 hours.
- . January 1975 - Extended weekend service, 7 days/20 hours.

Stokes told the committee that a contingency plan for the suspension of revenue service currently is being refined in the event funds are not provided to cover the District's unfunded deficit, and would be presented to the committee during the budget review process. In addition, the scope of the unfunded deficit was being re-examined in light of the following:

- . A recommended fare increase coincidental with the transbay opening.
- . Probable approval of the District's revised 10th capital grant application.
- . Re-evaluation of the construction fund contingency.
- . A re-estimate of funds available at the end of the current fiscal year.

Stokes said: "The budget I am submitting has already been pared to keep the Five-Year Plan and indicated unfunded deficits in line. It provides for essential service and to reduce it any further would jeopardize our ability to provide that service."



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-27

MONDAY, APRIL 15, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

An adjourned regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 10:00 a.m. on Thursday, April 18, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-26
FRIDAY, APRIL 5, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, April 11, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-25

THURSDAY, APRIL 4, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

An adjourned regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 8:30 a.m. on Monday, April 8, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-24

MONDAY, APRIL 1, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

An adjourned regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at ~~9:00~~^{10:00} a.m. on Thursday, April 4, 1974, in the Board Room of the District administrative offices; 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-23

TUESDAY, MARCH 26, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

SPECIAL TO PASSENGER TRANSPORT

FOR RELEASE DURING APRIL, 1974

Some folks say the new baby of the U. S. rail transit industry was born with a silver spoon in its mouth -- the best of everything that industry could provide.

Which may be so. But if BART survives its current diet -- lots of political fat in the fire but not enough financial nourishment -- the same folks will have to concede the kid is pretty tough.

The ongoing process of improving performance and reliability levels of its Westinghouse-designed automatic train control system and its new Rohr-built transit cars, has kept BART and its contractors under seven-day, 24-hour scrutiny from a parade of government officials, consultants, self-styled experts, and "sidewalk superintendents." Controversies over the job of getting a new railroad into smooth running order have ranged from technical to financial to legal to personal to sociological to philosophical -- producing a kaleidoscopic effect on addicted BART-watchers.

Despite considerable progress already made in debugging the fleet, car availability in early March was fluctuating around 60 percent of the 150 A-cars and 133 B-cars delivered to the District at that time.

The railroad now faces a fiscal crisis, born of rapidly rising operating costs and costly delays in transbay service, which threatens to shut down the system by October unless a source of operating subsidy is quickly obtained.

(more)

The political hue and cry surrounding BART has all but obscured its most important aspect to the public and the transit industry. Is the fledgling railroad, despite its problems, digging in and doing its job?

The 75-mile system (which includes 4½ miles of Muni streetcar line in San Francisco still under construction) opened its first line between north Oakland and Fremont on September 11, 1972. During the first week, the system carried 100,000 passengers with eight to nine two-car trains. And ever since, BART transportation people have been walking a tightrope between steadily growing patronage and discouraging progress in car availability.

By late May of last year, BART had opened up all 56 miles of its three East Bay lines and 24 of its 34 stations. Ridership had risen to 37,000 daily when the system was shut down by a strike from July 2 to August 6. Within two weeks after resuming operation, BART had regained 90 percent of its ridership.

When the 8½-mile San Francisco line opened last November 5 between the Montgomery Street and Daly City stations, the line almost equaled the combined 35,000 daily ridership for the three East Bay lines with a first-week average of 33,000 daily. By last month (March), total system ridership had risen each month, except for January, to levels between 80,000 and 85,000 daily with peak-hour riders comprising 55-60 percent of this figure.

Despite the continuing shortage of cars, and weekday-only service between 6 a.m. and 8 p.m., system ridership has always been above projections for peak hours, and seldom less than 90 percent for daily totals. In March, ridership was running about 30-40 percent ahead of peak hour forecasts, and about 15 percent ahead of total daily forecasts.

"Despite continuing criticism and controversy on the political front, patronage has seldom failed to increase significantly during the 20 months we've been in revenue service," said BART Senior Marketing Analyst James Brennan.

"Thus far, we have low-keyed our marketing efforts, including advertising and sales promotion, because peak hour ridership has increased faster than car availability. We have concentrated on educating the public to the service. Full scale development of our vital off-peak market depends on beginning transbay service and night and weekend service."

Brennan said the only explanation for BART's strong ridership situation is a strong inherent demand for fast public transit that transcends all other factors -- and a demand primarily from auto users.

"Apart from new factors, such as the gasoline shortage, this inherent demand has been verified without question," said Brennan. "A rider survey taken last May indicates that 52 percent of our riders were using BART as a direct replacement of the automobile for that trip surveyed, plus another 13 percent who had never used any other form of public transit to make that particular trip before."

Brennan also feels that BART has demonstrated its ability to keep its new ridership despite much work to be done with other transit factors affecting the overall marketability of BART's service. One major determining factor in the system's full market potential, for example, will be how well BART, bus lines, and local governments can combine forces to improve feeder bus service to all rapid transit stations.

"The recent gasoline shortage has merely hastened a shortage of parking space at a number of our stations that we expected to have the day the transbay tube opens," said Brennan. "What we are able to do toward improving the total portal-to-portal transit situation for both peak and off-peak transit users will eventually determine how far beyond our baseline ridership projections our marketing efforts will take us."



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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Q-22

TUESDAY, MARCH 26, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Enclosed is a response by BART General Manager B. R. Stokes to various recommendations made by Legislative Analyst A. Alan Post concerning the finances and operations of BART. The Post report was made to the Senate Public Utilities and Corporations Committee on Tuesday, March 19. Stokes' reply was sent to the BART Board, the PUC Committee, legislators, and those who have expressed an interest in BART.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

800 Madison Street, Oakland, California

TO: Board of Directors

March 25, 1974

FROM: General Manager

SUBJECT: Comments Regarding the Recommendations by the State Legislative Analyst and Supporting Material Contained in the Report Submitted to the State Senate Committee on Public Utilities and Corporations dated March 19, 1974

I would like to emphasize that I have chosen to address the Analyst's recommendations rather than address his testimony in detail, largely because the bulk of the text is equivocal, contradictory and strewn with misrepresentation and error. A few examples may serve to illustrate this view.

- The Analyst fails to recognize BART's acute cash flow problem. By asserting that the District has some \$15 million available to substantially forestall an October deficit condition, he dangerously undermines the chances for needed action in time to avoid the actual cessation of BART service. The fact is that the conservative interest estimate and working reserve funds referred to on page 26 of the Analyst's report are essential to the Director of Finance's certification that sufficient funds remain to complete the system. These funds cannot be used to further capitalize preliminary expenses unless further sources of capital funds are found to guarantee completion of the capital program. Moreover, in his misguided belief, the Analyst clearly contradicts his own previous concern that the capital contingency be adequate as expressed in his October 1973 report.
- The Analyst further confuses the annual deficit with the cash flow problem by suggesting that a different plan such as delay in opening nights and weekends or cancellation of important and committed express bus service to unserved Eastern Contra Costa and Alameda Counties can help the short-term deficit. These are all options which can only be exercised after we enter a deficit condition. Even delay in commencing Transbay service does not much alter the point at which deficit conditions commence. Under current projections these factors are immaterial to forestalling a system shutdown by October.

On the other hand, the Analyst fails to recommend any sound means of easing the cash flow problem. He even ignores the one immediate possibility that does exist - - the special capital and development grant which is now before UMTA for approval. It should again be stressed that if additional funds are not guaranteed sometime before October, the system would have to be closed a few months prior to entering a deficit condition in order to preserve sufficient funds to support caretaker staffing needs and still complete basic system construction.

The Analyst appears to deliberately misrepresent many situations. On page 8 for instance it is mis-stated that the General Manager gave full assurance that the \$1.3 million change order to Westinghouse would be recoverable. The record shows that no such statement was made. My memorandum to the Board at that time discusses the legal protection accorded our right to cause of action. The Analyst's inquiry to the Legislative Counsel clearly affirms this point. Despite the Legislative Counsel having affirmed the conclusion of our own counsel on the Westinghouse change order issue the Analyst finds this a basis to conclude " . . . that BART's issuance of a change order to Westinghouse prior to fully investigating all other options was not a prudent decision." The Analyst had other more relevant information available to him which he failed to acknowledge or make use of which would have supported a different conclusion as follows: The Analyst recommended on October 23, 1973 that BART adopt a final solution by December 1, 1973, compared to the December 12 date when BART made the train protection fix decision-- thus, the Analyst first urged expeditious action and now faults it; Dr. Oliver, previously a consultant to the Committee and the Analyst, recommended to the BART Board of Directors that it act as it did; and LBL, the Committee's current consultant was not asked to advise on the prudence of the decision.

The Analyst's report contains significant errors and omissions. On page 32 Post says that ADL "steadfastly continues to support elimination of the 35 remaining positions ---" without reporting the resolution of differences between BART and ADL before the Board. The Analyst purports to speak for MTC and yet never discussed with either BART or MTC planning staff the roles of each whereby MTC is seeking to develop, not replace, Bay Area transit agency planning capabilities. Again on pages 37 and 38, the Analyst overstates the current BART Police Services budget and obviously has not bothered to inform himself of the lengthy and exhaustive process whereby BART management and its major security planning consultant, Arthur Young & Co., spent literally a year in negotiations to obtain police services from local agencies. These efforts were totally frustrated by the dogmatic position of police chiefs and city managers that BART had to handle its own police problems.

As an example of the Analyst's careless and unprofessional approach, consider his efforts to compare different transit systems beginning on page 44. Beginning with answers to Senator Nejedly's ill questions in 1972, BART has always maintained that the unique characteristics of each system govern its actual needs and that meaningful comparisons are difficult to make in the transit industry. Whereas BART carefully qualified the comparisons provided on request to the Committee, the Analyst does not so qualify his presentation and appears to believe that by using a simple multiplier he can come up with "useful comparisons." In so doing the Analyst obviously does not recognize the industry-wide contention that a proper basis for comparisons is not possible under current diverse reporting procedures, nor the Federal Government's efforts to correct this problem through the FARE Project. The Analyst challenges BART's objectivity by stating that we incorrectly reported PATCO's deficit and did not attempt to separate rail from bus data. BART in fact provided comparisons between four rail only systems and specifically pointed out that PATCO's reported deficit (PATCO's own annual report format) was over-stated because of including depreciation. On the other hand, the Analyst in his own comparisons admits that rail and bus costs for Toronto cannot be separated and appears to purposely skew the data by reporting PATCO's costs in 1972 dollars and BART's in 1975/76 inflated dollars. If in fact the Analyst were also to convert PATCO's revenue to reflect BART's lower fare structure, PATCO would show a substantial deficit before depreciation - - on the order of 30% of operating costs. Finally, to illustrate the ridiculousness of using a simple multiplier of six to show that BART is overstaffed by some 500 positions compared to the 14-mile PATCO system, the Analyst could just as easily have taken the very similar 14-mile PATH system in New York/New Jersey and multiplied by only three to show that BART staff should be at about 3,500 positions or almost 1,400 more than currently planned. The only way to properly assess BART's manpower is through a position by position evaluation such as performed by ADL.

It is difficult to understand just what the Analyst has analyzed or what he believes. As managers, we have to be held accountable for our decisions. We presume the Analyst must be held accountable for his recommendations. Thus, our focus on his recommendations. The following material is organized to address each of the six recommendations. As the sixth recommendation so directly affects how I might address the rest, it is considered first.

RECOMMENDATION 6. The Board of Directors should replace the present General Manager.

This question is in the hands of the Board of Directors. The majority of the Board may decide that there are now some expedient reasons for supporting the votes of Directors who have already voted for finding a new General Manager. If so, they certainly are not the reasons set forth by the Legislative Analyst.

Specifically, the Analyst states "The Board has failed to ask tough questions of management and hold management accountable. Instead, the Board has abdicated its responsibility by allowing district management to dictate policy." This is a ridiculous charge. I am confident that the BART Directors fully recognize that policy decisions are being and have been referred to the Board with appropriate analysis of alternatives and recommendations for action.

The Analyst also charges that the General Manager has continually confronted problems by diminishing their importance rather than approaching problems by dealing with the real world. I emphatically deny this as well. In the past years and months we have met problems head on and in fact made significant changes in management direction in order to overcome specific problems.

The Analyst fails to acknowledge that the Arthur D. Little management study was commenced last June on my recommendation that we move quickly to take advantage of all opportunities to save costs and organize more effectively. We moved quickly to implement the major organizational recommendations of that study and in fact have now assembled a new management team at BART with emphasis on strength-

ening operations and engineering. Further, our policy is to provide the Board of Directors with full information necessary to make sound policy decisions. Our efforts to carefully document the manpower planning basis and financial condition before the Board is testimony to the manner in which we are openly putting our problems on the table as opposed to diminishing them. Instead, the Legislative Analyst is guilty of diminishing the importance of the problems that we have and therefore is undermining our ability to solve them.

The most conspicuous problem with the Analyst's report is the absence of any recommendation relative to how to finance the real deficit that BART faces. It is inconceivable to me that the Analyst - - reputed to be the Legislature's fiscal expert - - is unable at this late date to come to grips with this most pressing problem. Despite the mountain of material that BART has presented to the Legislature, the Analyst continues to quibble relative to our assumptions and estimates and infers that our October cessation of revenue service estimate is incorrect. He thereby ducks his responsibility to make his own assumptions and to make realistic recommendations regarding how to solve the real problem. The Analyst knows as well as we do how difficult and time consuming it is to get tax legislation.

I am most disturbed about this because irrespective of whether the Board of Directors acts on his recommendation to replace the present General Manager, BART faces a deficit which must be financed and there is precious little time to do it.

RECOMMENDATION 1. The Senate Public Utilities and Corporations Committee should continue to retain the services of the Lawrence Berkeley Laboratory to monitor BART's implementation of the train detection backup system.

This decision is up to the Senate Committee. We believe LBL has worked well with our engineers and welcome their continued participation. Our only reservations to this recommendation are discussed under Recommendation 2 below. I should like to point out, however, that we have separately addressed the Analyst's text supporting this recommendation in the opening comments of this paper.

RECOMMENDATION 2. The Senate Public Utilities and Corporations Committee should continue to retain the Lawrence Berkeley Laboratory as systems engineering advisors until BART has demonstrated that it has attained full capability in the area of systems and engineering.

BART has retained LBL to assist in this regard. The Analyst would have LBL oversee BART systems engineering as a State function independent of BART. This recommendation clearly demonstrates confusion on the part of the Analyst regarding organizational principles and responsibilities.

BART has acknowledged its need to strengthen its system engineering capabilities. According to Board policy, we are phasing out PBTB, where systems engineering responsibility was formerly held, and have been taking action to develop our own capability. Progress to date includes recruitment of an engineering manager from the Transportation Systems Center, institution

of a contract with TRW, Incorporated, expanding the engineering budget authorization by 14 positions and recruitment to fill these positions, and finally, the recent Board of Directors approval of a \$130,000 contract to retain the services of LBL. These actions reflect our strategy to supplement BART staff with outside assistance while carefully recruiting and developing the needed internal capability.

This strategy was discussed with LBL and is reported on pages 5 and 6 of the LBL progress report appended to the Analyst's report. LBL cited these facts appropriately as a reason for LBL involvement. But instead of the Analyst setting forth this evidence of BART's recognition of the need and action being taken, he instead cites this as evidence of foot dragging.

I would also note that in this distorted fashion the Analyst has identified the only possible criticism of BART management that could be extracted from the 24-page progress report submitted by LBL. This has the effect of positioning LBL as a BART adversary, thus tending to make it difficult for BART to benefit from the special talent LBL can provide.

RECOMMENDATION 3. A reduction of 76 positions should be achieved in either the current year or the 1974-75 fiscal year for a savings of \$1,156,374 per year or a minimum of \$5.8 million over a five-year period.

The reductions in question include 29 unfilled positions provisionally reflected in the budget in order to provide station

agent relief coverage should other manning alternatives under discussion fail to be practical within the context of sound business judgment and the labor agreement. In contrast to normal contractual agreements, a labor contract must, by its very nature, be a living document. As such, it is subject to constant review and possible supplemental amendment by the parties.

The Analyst is apparently unaware that, subsequent to ratification of the contract, a multitude of labor/management meetings have been held to refine the intent, interpretation and administration of the agreement and to clarify many provisions of the contract.

The handling of station agent breaks has been and continues to be a subject of considerable discussion between the parties. Pending final resolution of this matter, we believe it prudent to keep the positions in the five-year plan as a contingency provision. The District and Union continue in their expressed desire that BART have an efficient labor/management relationship within the normally accepted parameters of regional and industry working conditions. It is well to point out, however, that should the decision be made not to provide relief personnel, the result could be unattended stations with the consequent risk of fare evasion, vandalism and poor service to patrons, particularly the handicapped.

The Analyst also challenges 12 positions in Planning and Marketing. Elsewhere he suggests that we defer provisions of bus service. It thus appears that he is consistent in his position that BART should not be concerned with improving transit service and in so doing honoring commitments to areas not now served

directly by BART. I am surprised that given the current awareness of the need to expand transit services that the Analyst takes such an uninformed and short-sighted view.

It is incredible, but symptomatic of the Analyst's shallow staff work, that he made a recommendation to eliminate five planning positions without ever discussing our planning program with our Director of Planning or with the staff of the Metropolitan Transportation Commission. Had he taken this simple step he might have discovered that MTC has been encouraging the creation of competent planning staffs in each of the agencies to work cooperatively with MTC; that MTC has been providing funds - - both through Transportation Development Act funds and federal technical studies grants - - to fund these planning programs; and lastly these planning programs are essential to secure additional TDA and federal grant funds to provide support to BART's capital and operating programs. Thus, the Analyst's recommendations, if adopted, would most likely result in a net loss to BART.

Further, acceptance of Mr. Post's premise that planning is mainly the province of MTC would mean abdication of the ability of the BART Board to soundly advocate transit improvements beneficial to the BART District. I have seen no similar recommendation by the Analyst for the abolishment of State highway planning.

I note also that the Analyst suggests that within the area of real estate, we should take a more active marketing stance but in contrast he does not support doing the necessary professional work

to encourage transit ridership. He confuses marketing with public relations and appears to believe that marketing entails nothing more than just providing reliable train service. The Analyst obviously does not understand the purpose or functions included within the BART marketing program. He displays a complete lack of knowledge concerning the fact that marketing has been identified nationally as the great missing ingredient in proper transit management, and as such, one of the major culprits in transit's continuing deficit situation. He does not seem to appreciate that without aggressive marketing to produce off-peak riders, our deficit situation could be markedly exacerbated. Further, he does not acknowledge, probably because he doesn't know, the many other important functions now assigned to the Marketing and Planning departments, i.e., overall five-year planning responsibility, capital planning responsibility, Federal and MTC projects development, etc. This is contradictory to the Analyst's October 1973 report where in essence he faulted BART for giving insufficient attention to long-range corporate planning.

The fact is that BART's manpower plan calls for further reduction in the Public Information group to a minimum staff of seven. This function has already been reduced from an 11-position Public Relations Department to a 10-position office. Both the Passenger Service and Public Information Offices in the newly formed Department of Marketing and Research are minimally staffed to handle the important tasks assigned to them. In blindly following the first outdated

ADL recommendations, the Analyst actually includes in his recommendation the release of BART's only two PBX operators (office and shop telephone switchboard), an oversight subsequently corrected by ADL but obviously not studied by the Analyst.

Finally, the Analyst would cut the 35 positions recommended by Arthur D. Little for deletion based simply on the statement: "we feel that the information provided by the District does not present a convincing case." This statement epitomizes the depth to which the Analyst seems to address our needs. That is, the District is required to be convincing. The Analyst is only required to say that he is not convinced. The Analyst acknowledges that BART has agreed already to a cut of 14 positions but fails to inform that this is an outgrowth of deliberations by BART management, ADL and the Board of Directors which also supports the need for 21 of the 35 positions. Thus, the Analyst has misrepresented the review process involving ADL and BART and holds out an illusory savings of \$330,000 associated with these 35 positions.

Most important here again is what the Analyst did not recommend. On page 41 he indicates that we have understated our transit vehicle maintenance costs by 100 employees at an annual cost of \$2.6 million. But, he apparently does not have the courage of his conviction in that he does not recommend an increase to compensate for our alleged understatement.

On pages 46 and 47 he implies BART manning projections can be meaningfully compared to PATCO by assuming that PATCO manning times

six equals BART. In so doing he suggests that BART staffing requirements are inflated by 500 to 600 positions. According to the Analyst, a \$12-1/2 to \$15 million annual savings might be possible as a result. Having made such a comparison, the Analyst apparently does not believe it, in that he did not make it a basis for a recommendation. In this comparison the Analyst chides BART for overstating maintenance personnel needs whereas as pointed out above, he has also claims that we have understated maintenance needs. One wonders what the Analyst really believes.

RECOMMENDATION 4. The commencement of twenty-hour service and seven-day operations of the system should be delayed.

This recommendation is supported by the Analyst's belief that our incremental cost analysis is incorrect and that 20-hour service and weekend service will contribute to the BART deficit. In particular, the Analyst indicates that we have used stable year operating cost assumptions which are expected to be lower than the present basis of our operating costs. The fact is that the incremental costs of operating night and weekend service are higher in the 1975/76 stable year, despite lower unit maintenance costs than in the 1974/75 fiscal year, because of higher wage rates. A similar analysis based on 1974/75 conditions and costs also leads to the conclusion that we could just as easily be worsening our deficit by not operating nights and weekends.

Even then, making a profit is not the justification for operating BART. The larger issue involves expanding service despite operating losses and we believe that unless the Analyst can show

an unusual deficit associated with these operations, the service should be provided as soon as possible. The Senate Committee's concern for phasing in BART on the Concord Line and abandoning Greyhound's service on nights and weekends is well taken in this regard.

The second reason for the Analyst's position is that:

"The historical operating history of the district can be characterized as an operation that has suffered because service has been commenced before the system was ready to operate successfully . . . We believe it is critical, at least in the short term, after Transbay service has commenced, that sufficient time be available after revenue service has ended each day, to allow improvements to be made in the system so as to greatly increase its reliability."

There is no question that our incremental opening schedule is ambitious and there is merit to this part of the Analyst's analysis. As we have previously pointed out, however, we have always attempted to expand service to the public as expeditiously as possible even when the service provided must still be further improved in order to meet our reliability and performance goals. If reliability cannot be improved sufficiently by the time of opening Transbay service to justify the night and weekend service increments at two-month intervals, then we will postpone such service increments and the hiring for them at that time. Again, our incremental cost analyses suggest that such postponement would not materially affect the deficit since incremental costs and revenues appear to balance out.

RECOMMENDATION 5. The Senate Public Utilities and Corporations Committee should require BART to determine and include depreciation costs within its five-year budget projections.

BART indicated its position regarding depreciation allowances in answering Question 7 of the 41 Questions posed to BART by the Committee. To further expand on that answer, it should be noted that BART has been operating on the premise that major capital replacement will be financed by State Transportation Development Act funds and federal capital grants. Lessor capital improvements and replacements have been anticipated in the Revised Financial Requirements Report five-year plan where a specific improvements allowance of \$1.3 to \$2.0 million annually has been anticipated in addition to normal plant maintenance and renewal costs.

The fundamental philosophy involved here is not to double charge local taxpayers, who are already paying for the basic system through their annual tax payments, in addition to whatever further taxes are necessary to cover BART's deficit before depreciation. It can be argued that amortization of the principle amount of the bonds issued to construct the system is equivalent to depreciation funding of these capital assets.

Depreciation accounting is not uniformly practiced in public agencies. It is generally appropriate for private corporations where income tax considerations arise and a means of providing an internal source of capital cash flow is necessary. It should be noted, however, that most private corporations do not at the same

time retire their bonds but instead continue to refund them as a permanent source of capital.

In BART's case, needed capital is specifically addressed on a program basis and does not need to be artificially incorporated into our annual income statement. The Legislature made it clear in the original BART Legislation that the capital financing of BART should be directly covered from general tax sources, while the operating costs should as much as possible be covered from fares. Our answer to Question 7 of the 41 Questions fully addressed the fact that it is not reasonable to cover depreciation from BART fares since it is not possible to even fully cover direct operating costs under current conditions.

BART may at some point, for purely technical reasons, decide to depreciate certain classes of capital assets. To provide for this eventuality we have programmed into our Management Information System the capability to do so. We would not, however, expect to fund this through operating revenues. The entire matter of depreciation has been previously discussed before the Board resulting in our current policy.



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-21
FRIDAY, MARCH 22, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, March 28, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-20

FRIDAY, MARCH 8, 1974

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, March 14, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-19
WEDNESDAY, MARCH 6, 1974

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District began construction this week on a new test track which will expedite new car checkout and regular maintenance work on its growing fleet of transit cars.

The 2½-mile single track, scheduled for completion in two years, at a cost of \$5 million, will be located along the BART main line from Industrial Parkway in Hayward to "E" Street in Union City. The project is two-thirds funded by the U. S. Urban Mass Transportation Administration.

The BART right-of-way will be widened approximately 45 feet to accommodate the test track, plus a storage track that will hold up to 10 cars. Cars will be moved at night, during system shutdown, through the Hayward Yard main line switches in the vicinity of Whipple Road, and onto the storage track to await testing the next day.

"Automatic train control equipment will simulate station stops at each end of the track so the cars can be checked out in automatic or manual modes of operation," said BART General Manager B. R. Stokes. "In effect, the test track will be a miniature BART railroad. It will greatly expedite maintenance of our fleet which will number 450 cars by late next year."

The earthwork, track work and equipment installation is being done by Muni Track Constructors, a joint venture firm in Danville, California, formed by Gordon Ball Inc., Amelco Electric, and Railco, Inc. Soils and materials testing on the project will be performed by a joint venture of Hawke Laboratories and Smith-Emry Company.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-18
TUESDAY, MARCH 5, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

An adjourned regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 10:00 a.m. on Monday, March 11, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-17

Monday, February 25, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR RELEASE TUESDAY, FEBRUARY 26, AT 9:30 A.M.

Extension of the one-half cent sales tax to provide an "immediate and direct" flow of funds to keep BART trains running beyond October of this year was proposed by BART General Manager B. R. Stokes today (Tuesday, February 26) at a meeting of the California Senate Committee on Public Utilities and Corporations.

Testifying before Chairman Alfred E. Alquist and his Committee were BART Board President Nello J. Bianco and Stokes, who responded to the Committee's request to explain the extent of the projected operating deficit, efforts made by the District to minimize operating costs, and to suggest ways of meeting such a deficit.

Urgency for finding a solution to BART's financial dilemma was underscored by Stokes when he said that the District would need at least \$13 million in the 1974-75 fiscal year and \$28 million in operational assistance by 1977/78.

Stokes told the Committee: "BART's Board of Directors has not yet adopted a formal resolution identifying its position regarding how to finance the deficit, but has instructed the staff to explore the options with members of the State Legislature and the U. S. Department of Transportation.

"In this exploration and because of the urgency of our short-run financial problems, only one source seems to meet the criterion of producing an immediate and direct flow of funds to BART -- that is the extension of the one-half cent sales tax in the three BART counties.

"This tax has been in effect since 1969 to fund capital costs. What I am suggesting now, at least until a longer term solution is found, is its extension and broadening to enable operating support."

Stokes reiterated that his Board had not formally approved seeking an extension of the sales tax, and told the Committee that the staff suggestion was prompted by a detailing of BART's financial status that showed critical cash flow problems surfacing in October, 1974. If BART's financial needs were not met by October, a cessation of service could well occur in that month.

In reference to the sales tax extension, Stokes said: "There will be objections to any proposal. We are prepared to work with you in addressing the objections. In these deliberations, we would hope the Legislature will give careful consideration to the BART Board of Directors' desire to hold or even reduce fares."

Stokes continued: "As the BART general manager, I am unable to be too specific or strong in my recommendations relative to solutions in the absence of a formal policy by the Board of Directors. Nonetheless, I have attempted to plant some ideas and I look forward to helping to develop them or to develop alternatives in whatever manner the State Legislature may choose."

In elaborating upon BART's efforts to gain approval of a "dead car" train detection fix that would permit merging of East Bay lines into the transbay link and thus provide full system operation, Stokes admitted that too much confidence had been placed in wheel scrubbers as the ultimate answer, and as a result the District had suffered from not pressing on sooner with alternate solutions. Discarding of the scrubbers as an absolute fix meant that the start of transbay service was delayed, a delay that materially affected BART's cash-flow problem.

He stressed his opinion that the District's newly-adopted Sequential Occupancy Release system (SOR) would be sufficient to satisfy the California Public Utilities Commission's requirements to provide adequate train protection in such a merging.

Although the District is bending every effort to achieve the September, 1974, goal of commencing transbay service, Stokes said, there always exists the possibility that such service might be further delayed. Such an occurrence would worsen the District's short-run financial plight by some \$1.5 million per month of delay.

Tasks that must be accomplished before September include timely delivery of acceptable cars, proof of the adequacy of the SOR train protection system, and improvement in equipment systems reliability.

Stokes cited four significant reasons for BART's bleak financial picture:

1. Underestimation in the 1962 Composite Report of both the time required and the complexity of getting BART into full operation.

2. Higher maintenance costs on the cars and automatic train control and fare collection system -- costs that may continue at a high level.
3. A BART Police Services budget of more than \$2 million annually, with virtually nothing provided for such service in the original plan.
4. Vastly increased costs due to inflation, while fares have remained virtually unchanged since the original plan. By contrast, BART's recent labor settlement will cost \$19.5 million more than previously projected over the three-year contract, while fares have increased from the 1962 plan from 25 cents and \$1.00 to 30 cents and \$1.25.

Stokes said that BART has made important progress since last reporting to the Senate PUC Committee in September. He singled out for special mention:

. Nearly full implementation of the Arthur D. Little report, which ultimately arrived at a stable-year staff of 2100 and represented a payroll savings of \$1.1 million per year. This meant paring District departments from 19 to nine, moving into lower job classifications, or eliminating ten departmental directors and four more upper-level managers.

. Board approval of a change order required to implement the SOR train protection system believed adequate to permit transbay service.

. Definition and approval of changes to wayside and on-board equipment recommended by the special panel appointed in January, 1973, by the Senate PUC Committee.

. Tapping every fund source available to reduce BART's short-run deficit through use of self-insurance funds and a successful appeal to the Metropolitan Transportation Commission for Transit Development Act funds. Combining these sources produced \$22 million to help offset the combined 1973/74 and 1974/75 deficit.

Stokes told the committee that beyond those actions, BART could only increase fare box revenues by aggressively promoting and capturing off-peak and reverse commute markets, or increase current fares and initiate parking charges.

He said that recent analyses showed that BART might realistically raise its fares as much as 20 per cent eventually to provide an additional \$5 million per year, far short of covering the deficit.

Stokes added: "However, the Board of Directors has adopted a resolution which expresses its desire to encourage ridership by holding fares at current levels, reducing them if possible, and urges the Metropolitan Transportation Commission, the California State Legislature and Governor, and the U. S. Department of Transportation to take timely action in support of resolving BART's financial problem."

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-16
FRIDAY, FEBRUARY 22, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, February 28, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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Q-15
THURSDAY, FEBRUARY 21, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

Special to the annual conference of AAAS

FOR RELEASE FEBRUARY 26

BART, the nation's newest operating rail transit system in over 60 years, has been estimated by engineers to be the most efficient rail system, in terms of energy consumption, in the country.

Because of their unique lightweight design, coupled with an advanced propulsion system, BART cars will save enough electrical energy over conventional transit systems to light approximately 10,000 homes in the San Francisco Bay Area each year.

This high energy efficiency is aided by aerospace technology and semi-monocoque design, using large-size aluminum alloy extrusions, in which the BART car body is integral with the chassis and bears most of the loads. The result is a car that is approximately 30,000 pounds lighter than most other transit cars operating today.

A BART car uses only ^{4.5}~~7.2~~ kilowatt hours energy per mile, compared with 5.4 for the New York City transit system, 5.9 for Philadelphia, 5.2 for the Toronto subway system, and 4.5 for Chicago, according to a comparative study carried out by Rohr Industries, Inc., manufacturer of the BART cars.

The reduced energy requirements of the BART car over a comparable New York City rail transit car also produce an \$18 million cost saving for a fleet of 250 cars over a 30-year life based on \$.01/kwh.

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A direct comparison can also be made with the automobile by calculating the amount of energy used per passenger mile. Estimates show that in 1975-76 BART will carry 62,000,000 passengers a total of 714,500,000 miles in a year's time. The electrical energy required to provide traction power has been estimated to be 90,000,000 kilowatt hours annually for full system operations. This will require 810 trillion British Thermal Units (B.T.U.) from fuel at a Bay Area thermal powered generating station. This results in a basic energy consumption rate of 1,130 B.T.U.s per passenger mile.

Averaging 10 miles per gallon of gasoline, an automobile uses some 13,640 B.T.U.s per mile. With an average occupancy of 1.3 persons per car, the B.T.U. consumption per passenger mile is approximately 10,500. Thus, BART's use of energy strictly to propel its trains is nine times as efficient as the family automobile.

In addition to using aluminum in its car bodies, BART is the first U. S. rapid transit system to use an aluminum third rail for its power, and one of the first to ride on lightweight wheels with forged aluminum centers.

The individual cars of the \$1.5 billion BART system each seat 72 passengers in carpeted, air-conditioned, and upholstered comfort, carrying them to their inter-city destinations at speeds up to 80 miles per hour.

The propulsion system furnished for the BART cars is an advanced solid state chopper system used for the first time in transit revenue service.

This new propulsion system is not only highly dependable, smooth and fast in response, but also has an efficiency 20 to 25 per cent greater than a conventional cam controller propulsion system.

BART cars are also equipped with a regenerative braking system that feeds excess power back into the third rail, rather than losing it in the form of heat. However,

(more)

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the efficiency of this feature cannot be meaningfully measured until the system is in full service using more trains at shorter headways.

The entire BART system linking 34 stations in a 75-mile network is expected to become fully operational this fall, when service begins from San Francisco under the bay to Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-14
FRIDAY, FEBRUARY 15, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART President Nello J. Bianco has called a special meeting of the Board of Directors for Tuesday, February 19, commencing at 8:00 a.m. in the Board Room, 800 Madison Street, Oakland.

The business of the meeting will concern a report and review of BART's transit vehicle contract with Rohr Industries, Inc. There will also be an executive session to discuss with the District's General Counsel matters within the attorney-client privilege.

Other matters which may be discussed will be the systemwide train control and communications contract with Westinghouse Electric Corporation, and the retainer agreement for professional engineering services with Parsons Brinckerhoff-Tudor-Bechtel.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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Q-13
FRIDAY, FEBRUARY 8, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, February 14, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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BART's station agent at Pleasant Hill, Jeanette Garrison, welcomes students aboard the shuttle bus which began running between the station and Diablo Valley College today. Early bird passengers are (from left) Susan Ecklund, Moraga; Susan Sterrett, Lafayette; Mitchell Gass, Walnut Creek; and Sherri Woods, Walnut Creek. The DVC shuttle has been funded for a two-month trial period by the Contra Costa Community College District and must meet its own operating expenses after that. Monthly rates work out to 40 cents per round trip for student body card holders, and 60 cents for others. Daily rates are 60 cents for card holders and 75 cents for others.

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A SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT PHOTOGRAPH



NO
SMOKING

7-9 AM

DROPOFF

BUS TO BART
PENINSULA EXECUTIVE COMMUTE CLUB

O-11
THURSDAY, JANUARY 31, 1974

FOR IMMEDIATE RELEASE

BART officials had the welcome mat out this morning (January 31) when six buses operated as the "Peninsula Executive Commute Club" made their first runs into the Daly City Station with more than 60 passengers from San Mateo County communities headed for San Francisco via BART. (l. to r.) Driver Joe Blackwell is greeted by BART executive Jack McDowell. Looking on are Michael Cohn and Robert Harrison, who are coordinating the new bus-to-BART service along Interstate 280. The buses are operated by ServiCar of Foster City, who will charge monthly rates of \$16 to \$24 and expand routes and pickup points as riders sign up. The service is expected to help relieve crowded commuter parking at the busy BART station. Peninsulans are invited to call 573-0707 for bus information.

BAY AREA RAPID TRANSIT DISTRICT PHOTOGRAPH



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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Q-10
THURSDAY, JANUARY 31, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The Board of Directors of the Bay Area Rapid Transit District this month approved a sweeping administrative and manpower reorganization as the final step in re-evaluating BART's financial requirements over the next five years.

At the same time, the Board passed a resolution formally petitioning the California and Federal governments for tax-supported operating assistance, warning that the system will be forced to close in about a year without that aid.

Updating of BART's current-year budget and Five-Year Plan has been in progress since last August, initially to give effect to provisions of the District's first labor agreement. The revision was later broadened to reassess maintenance costs on the basis of a growing body of operating experience, to document the price of delays in starting trans-bay service, and finally to effect cost savings through a program of organizational streamlining and personnel cutbacks.

A detailed report of these revised costs will be presented in February to the California Legislature, in support of the Board's plea for new legislation authorizing direct operating aid to BART.

(More)

At present, by provision of its original enabling Act, BART must insofar as practical fund all operating expenses entirely from fare revenue. But, according to the Board's resolution, "it is not practical, and clearly not desirable, to raise fares sufficiently to cover all BART costs enumerated in the Act." On the contrary, the Board states, it "holds the unanimous opinion that in order to encourage ridership, BART fares should not be increased, and if possible should be reduced."

In general, according to General Manager, B. R. Stokes, the five-year analysis shows BART to be caught in the same financial dilemma as almost all transit systems in the nation -- that of meeting an increasing demand for service, in a climate of spiralling costs, while still maintaining moderate fares. It documents that, without subsidized operations similar to those of every other major transit agency in the country, BART will not be able to cut costs enough nor raise fares enough to forestall a shutdown of service in early 1975.

Specifically, the report projects a deficit, based on current fares and with no new sources of funds, of \$13 million in fiscal 1974-75, growing to \$28 million by the close of the five-year planning period in fiscal 1977-78.

Next year's estimated deficit assumes the start of weekday trans-bay revenue service in September 1974, graduating to a full 20-hours-per-day, seven-days-a-week schedule by January, with closer peak-period train intervals by July 1, 1975. Each month of potential delay in beginning that crucial service spells at least \$1.7 million of additional red ink.

(More)

Revenue projections could benefit from patronage estimates proving conservative, particularly with the new incentive for transit ridership offered by a tightening gasoline shortage. On the other hand, cost estimates are conditioned on optimistic assumptions about reducing the level of unscheduled fleet maintenance, and a decline being achieved in the general rate of inflation. The plan's last two years, extending beyond BART's current labor contract, further assume a reasonable future wage settlement.

Increasing fares and charging for parking -- the only revenue-raising options open to BART Directors under current District law -- would only slightly forestall but not alleviate BART's fiscal crisis. The report states that a "reasonable" fare increase of about 20%, coincident with the start of trans-bay service, would raise about \$3 million in the next fiscal year and approximately \$5 million a year thereafter. A 50-cent daily parking fee at stations would bring in \$500,000 annually.

Directors have instructed BART to formulate a fare increase and appropriate parking charges, subject to their further approval, to be enacted only if absolutely required to marginally sustain operations next year in the absence of additional public funds.

Labor costs now estimated for stable, full-system operation after 1975 are lower than tentatively advanced last year, reflecting organizational and manpower cost savings hammered out over recent months by BART and the management consulting firm of Arthur D. Little, Inc. The Little company was retained by the Board last June, at the behest of BART management, to advise on immediate cost-cutting opportunities, and re-hired for several weeks in November and

(More)

December to help implement their principal recommendations.

After repeated and intense discussions, the BART-A. D. Little conferees ultimately agreed on a stable-year staff of 2100 employees, very close to BART's previous target of 2119, but representing annual payroll savings of \$1.3 million through outright job reductions, supplanting contract and overtime work, and generally trading higher salaries for lower-paid jobs.

Administratively, the District was pared from 19 departments to only nine, displacing into lower job classifications or eliminating altogether ten departmental directors and four more upper-level managers.

Next, exhaustive job-by-job reviews of previous staffing estimates produced 98 immediate cuts, mostly from non-operations functions. A. D. Little, on the other hand, agreed to continuation of 43 of the 176 positions it originally had marked for elimination, as it delved deeper into marketing and planning policies and intricacies of BART's labor agreement.

In the process, 93 additional positions were jointly identified as being necessary by 1975 to supplant certain contracted maintenance and meet workload demands for track, switch and electrical crews.

Eventually, only 35 positions remained in contention, representing just over 1% of BART's total target payroll. In final accord, BART agreed to 14 additional cuts, A. D. Little to continuation of 21 positions, to reach the estimated stable staff of 2100.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-9
TUESDAY, JANUARY 29, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A new express bus service will be introduced to BART commuters from the Peninsula on Thursday morning (January 31) when a fleet of six charter buses make their inaugural runs to the Daly City rapid transit station from pickup points as far south as Belmont.

The fleet of 44-passenger school buses is being operated as the "Peninsula Executive Commute Club" by ServiCar of Northern California, Inc. in Foster City. The firm operates the Redwood City and San Carlos transit lines as well as charter buses for San Mateo County school districts.

First-day riders can try out the new "bus to BART" service along I-280 freeway in the morning, and home again in the evening, without charge. Starting Friday, February 1, tickets are available on a monthly basis for \$16 to \$24, depending on pickup points.

Buses serving Belmont, San Mateo Highlands and Hillsborough will arrive at the BART station at 7:15, 7:45, and 8:15 A.M. Buses serving Burlingame, Millbrae, San Bruno and South San Francisco will arrive at similar times. Buses will leave the station at 5:15, 5:30, and 6:00 P.M. Commuters can call 573-0707 for bus pickup points and schedules.

ServiCar officials said the commuter club was started in response to requests from Peninsula commuters who are having problems finding parking space at the hard-pressed Daly City Station. They expect other commuters now driving into San Francisco to start using the service. Service and pickup points will be expanded to meet ridership requirements.

"The new commuter club service to our Daly City Station is part of an encouraging trend toward more bus-to-BART service around the system," said BART President Nello J. Bianco.

"Good local bus service for BART patrons is vital to an effective regional rapid transit system. We are glad to see more and more public and private organizations participating."

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BART officials believe the sharp upswing in bus-to-BART operations is directly linked to the growing **gasoline shortage** with its limited service station hours and increasing threat of fuel rationing.

Latest among the private operations is the morning and evening shuttle Kaiser Pacific Properties began from its Vine Hill Townhouse development in Martinez to the Pleasant Hill Station. Rossmoor Village is running a regular shuttle into the Walnut Creek Station.

Shuttle service is being planned from the University of California's Berkeley campus to the Central Berkeley Station. Diablo Valley College students are organizing a shuttle to the Pleasant Hill Station beginning February 4.

BART is participating in projects aimed at bringing local bus service to Central Contra Costa County communities and the Union City-Newark-Fremont area of Alameda County. The District is working with AC Transit to bring express bus-to-BART service to outlying communities of these two counties. It is also working with the San Francisco Municipal Railway to extend city bus service to the Daly City Station.

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For further information, contact
Mike Healy at 465-4100.

Q-8

FOR RELEASE AT WILL:

By the close of 1973 BART's Richmond maintenance shop and yard had become the key support facility to operations for the major portion of the nation's newest transit system.

All trains scheduled for passenger service on the Richmond-Fremont line, and the recently opened San Francisco intra-city line, are now dispatched from Richmond. With a capacity of approximately 300 cars, and twice the pit space for maintenance work than the other two shops, located at Hayward and Concord, the Richmond Yard is well-equipped for this added responsibility. Approximately 70 people work three shifts, seven days a week, to keep rolling stock on the move and ready for operation.

Presently, this means servicing and making up a minimum of 14 trains daily, 12 for initial dispatch and two spare back-up trains, for passenger service on the Richmond-Fremont line, and five trains over the weekends for the San Francisco line. One of these trains acts as a spare and one other spare train is made up at the Hayward Yard and taken over to the Oakland West Station for standby.

"It is projected that with full service operations there will be approximately 116 personnel working out of the Richmond Shop and Yard," said E. M. Gregerman, Director of Maintenance for BART.

"We are now in the process of building what we feel is going to be one of the finest maintenance staffs to be found anywhere in the industry," Gregerman said. "And right now our Richmond Shop is playing a major role in that process."

BART's Concord line trains are maintained by the Concord Shop and Yard while the Hayward Shop and Yard now is primarily charged with acceptance testing of all newly delivered cars from the supplier and implementing the modification program that all cars in the fleet are now going through.

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The modification program, which has been in progress since last summer, is designed to carry out those recommendations made by the State Senate "Blue Ribbon" Panel and BART engineers, with regard to upgrading all rolling stock. Those recommendations generally include making additions to the train cab console, circuit changes for door controls, and some specific modifications in the area of the vehicle control system. Most of these modifications came about as a result of BART's operating experience over the past year and a half and the result will, say BART engineers, make BART the safest as well as the most sophisticated system operating in the world today.

This time last year the Richmond Yard was gearing up to support the newly-opened 11-mile stretch from BART's MacArthur Station in North Oakland to Richmond with the initial charge of dispatching five of the 12 trains operating on the line, plus maintenance support for only the northern portion of the line. The opening of the Richmond line on January 29, 1973, brought the operating segment of the system to 39 miles. At that time BART had a total of 102 cars on hand with 66 cars available for passenger service. Many of the cars had not yet gone through acceptance testing by the time the Richmond line opened.

BART now has 279 cars on hand with approximately 200 cars available for service. Those cars that are unavailable for service are either going through the various stages of the modification program or have not yet been accepted. The contract with the supplier calls for a total of 450 cars with delivery of the final car expected in September of 1975.

The opening of the 17-mile Concord line in May and the 7½-mile San Francisco line in November brought BART service in 1973 to a total of 63.5 operating miles. With 7½ miles, from the Oakland Wye through the transbay tube to San Francisco, remaining to be open, the system is now 89 percent complete. Only two stations of the 34 stations on the line remain to be open, the Oakland West Station, and the Embarcadero Station, now 35 percent complete. When transbay service begins, projected for September 1974, the Embarcadero Station will be bypassed until completed.

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"Many problems the system has encountered since starting up service were expected with a new system," said BART President Nello J. Bianco of Richmond, "while many were unexpected, and some remain to be solved."

"But I believe great strides were made in 1973, and 1974 should prove to be a major turning point as we move toward full system operations," Bianco said.

Bianco said that he was particularly encouraged by the growth pattern of BART's acceptance by the public and added that approval by the voters of the three counties making up the District back in 1962 was very farsighted, especially in view of today's energy shortage coupled with the growing traffic congestion problem during the morning and evening commute hours.

Since opening the first leg of the system back in September of 1972, BART has carried 9.5 million patrons 198 million passenger miles. Presently BART is carrying about 1.5 million patrons a month.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone (415) 465-4100

Q-7

MONDAY, JANUARY 28, 1974

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Mass transit and the "Energy Crisis" will be the subject of an all-day seminar to be held at the San Francisco Hilton Hotel, Thursday, January 31, from 9:30 a.m. to 5:00 p.m.

The thrust of the seminar will be to explore what public transit's role will be in helping urban areas meet the energy shortage that is now at the nation's doorstep. The symposium will bring together transit leaders from around the country and include federal, state and local decision-makers, as well as business and industry leaders, to explore and draw conclusions concerning what changes might be needed by the transportation industry to meet the anticipated crush of new transit riders.

Featured speakers for the day will include John Hirten, deputy administrator of the Urban Mass Transportation Administration, U. S. Department of Transportation; B. R. Stokes, BART general manager; A. L. Bingham, general manager of the Alameda-Contra Costa Transit District; Dale Luehring, general manager of the Golden Gate Bridge, Highway and Transportation District; Thomas J. Mellon, chief administrative officer, City of San Francisco; J. R. Gilstrap, general manager of the Southern California Rapid Transit District; J. C. Premo, associate administrator, UMTA; and Carl Salley, director of transit operations, Seattle Metro Transit.

The "Energy Crisis" seminar is sponsored by the American Transit Association, the Institute for Rapid Transit, National League of Cities, U. S. Conference of Mayors and the Railway Progress Institute.

For further information on the seminar please contact Miss Rosella Brady at BART. The number is 465-4100.

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Q-6
FRIDAY, JANUARY 25, 1974

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

An "Energy Crisis" seminar to explore how mass transit can assist urban areas in meeting the looming national energy shortage will be held at the San Francisco Hilton Hotel, Thursday, January 31, from 9:30 a.m. to 5:00 p.m.

Sponsored by the American Transit Association, in cooperation with the Institute for Rapid Transit, National League of Cities, U. S. Conference of Mayors and Railway Progress Institute, the seminar will bring together Federal, state, city and regional decision makers, as well as business and industry leaders, to examine procedures and changes needed by the transportation industry to meet the anticipated crush of new transit riders.

The day-long symposium will feature speakers from throughout the country, including John Hirten, deputy administrator of the Urban Mass Transportation Administration, U. S. Department of Transportation; Stephen McConahey, newly appointed director, Office of Transit Management, UMTA; R. T. Pollock, president of the American Transit Association and general manager of the Cleveland Transit System; and Thomas J. Mellon, chief administrative officer, City of San Francisco.

Local transit figures leading panel discussions are B. R. Stokes, BART general manager; A. L. Bingham, general manager of the Alameda-Contra Costa Transit District; and Dale Luehring, general manager, Golden Gate Bridge, Highway and Transportation District.

Also participating in the seminar will be J. R. Gilstrap, ATA vice president and general manager of the Southern California Rapid Transit District; J. C. Premo, associate administrator, UMTA; and Carl Salley, director of transit operations, Seattle Metro Transit.



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800 Madison Street
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Q-5
MONDAY, JANUARY 21, 1974

PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, January 24, 1974, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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Oakland, California 94607
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PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

Q-4

WEDNESDAY, JANUARY 16, 1974

FOR IMMEDIATE RELEASE

BART President Nello J. Bianco today announced the re-appointment of the District's Vice President from Alameda County, Harry R. Lange, to the Control Board of the Oakland Airport Transit Access Project.

The project was initiated to study the feasibility of rapid transit access between BART's Coliseum Station and the Oakland International Airport. The second phase of the study, completed last June, contained detailed analyses of the two transit alternatives developed in the study's initial phase: a direct BART extension into the airport, or a separate connector system linking the BART system to the airport. These alternatives are currently under review.

Lange, who has represented BART on the project control board since 1971, is a veteran Alameda County member of the BART Board of Directors. Prior to his election as Board vice president for 1974, he served as chairman of its Administration Committee.

A retired vice president of Cutter Laboratories in Berkeley, Lange has since been active in civic projects. He is a former Oakland City Councilman and has headed the United Bay Area Crusade and Alameda County United Fund. He is president of the Oakland Symphony Orchestra Association, a trustee of Golden Gate University, and a member of the Oakland Museum Association. He is also a member of the Rotarians, Masons, and Bohemian Club of San Francisco.

Serving with Lange on the control board are representatives of four other agencies participating in the airport transit project: Chairman Y. C. Soda, Port of Oakland Commissioner; Joseph P. Bort, Commissioner of Metropolitan Transportation Commission (and Chairman of Alameda County Supervisors); Oakland City Manager Cecil Riley; and Alameda County Administrator Loren Enoch.



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PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

Q-2

FRIDAY, JANUARY 4, 1974

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9 a.m. Thursday, January 10, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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PHILLIP O. ORMSBEE
DIRECTOR OF PUBLIC RELATIONS

DAVID H. KELSEY
MANAGER, PRESS SERVICES

Q-1
WEDNESDAY, JANUARY 2, 1974

FOR IMMEDIATE RELEASE

Committee assignments for 1974 on the Bay Area Rapid Transit District Board of Directors were announced today by incoming Board President Nello J. Bianco.

The standing committees are the Administration Committee; the Engineering Committee; the Public Information and Legislation Committee; and Special AC-BART Committee.

The various committees will be made up as follows:

Administration - William H. Chester of San Francisco will be Chairman, George M. Silliman (Vice-Chairman), Dana Murdock and DeWitt C. Wilson.

Engineering - Richard O. Clark of Albany, Alameda County, will be Chairman, Quentin L. Kopp (Vice-Chairman), Daniel C. Helix and William M. Reedy.

Public Information and Legislation - Daniel C. Helix of Concord, Contra Costa County, will be Chairman, Ralph H. Neal (Vice-Chairman), Thomas F. Hayes and Richard O. Clark.

Special AC-BART Committee - Dana Murdock of Lafayette, Contra Costa County, will be Chairman. Other members will include DeWitt C. Wilson, Ralph H. Neal and George M. Silliman.

The President and Vice-President of the BART Board of Directors, Nello J. Bianco and Harry R. Lange, respectively, are ex-officio members of all standing committees.

The new committee assignments will take effect after January 10 when the BART Board will hold its first meeting for 1974.

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