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-End--1980

JANUARY

NEWS RELEASE

BART

W-1

FOR IMMEDIATE RELEASE

BART PASSENGERS HELP IDENTIFY AND DETAIN ARSON SUSPECT

Thanks to the actions of two BART patrons and a train operator early this morning (Tuesday, January 1, 1980) the potential for an arson related transit car fire was averted.

The incident involving a juvenile suspect took place on a Fremont bound 4-car train between Hayward and Union City at about 6:50 a.m. At that time, passenger Randy Smith of Union City exited the train at Hayward and reported observing a teenage male trying to start a fire on the seat of one of the transit cars to BART police.

Minutes later a second passenger, Alan Young, using one of the two fire extinguishers on each car, put out a small fire on one of the seats, also allegedly started by the same youth. Mr. Young then helped Train Operator Ed Bally by restraining the youth until the train reached Union City where Union City police and fire personnel responded. Later the teenage suspect, reportedly age 15, was turned over to BART police for investigation and subsequently transferred to Oakland Juvenile Authorities.

BART officials praised the actions of the two passengers and train operator. It was noted that the two passengers may be eligible for some reward for their actions.

BART announced last week that an all-out program would soon be launched in an effort to deter vandal and arson related incidents on BART trains and the

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transit system's facilities in general. However, the District currently has a standing reward of up to \$1,000 for information leading to the arrest and conviction of anyone involved in vandalizing BART property.

An announcement on the possibility of rewards for the two involved passengers would be forthcoming transit officials said.

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Mike Healy
Director of Public Affairs

January 1, 1980

(415) 465-4100

NEWS RELEASE



BART

W-2

FOR IMMEDIATE RELEASE

NEW BART TIMETABLES
AVAILABLE AT BART STATIONS

BART's 34 stations are now fully stocked with the transit district's third edition of its pocket-size "Sunday & Night Schedule" timetable. The new edition has been slightly enlarged in size to make it easier to read.

The timetable gives train departure times from each station Monday through Saturday from 7 p.m. to 12 midnight and all day Sunday. According to BART's Director of Field Services, Bill Fleisher, passengers using the timetable can make Sunday and evening trip planning easier because they will know when a train will arrive at the platform and approximately what time it will arrive at the destination station.

For example, a Pleasant Hill resident who is going to the theater in San Francisco can determine that the train departing Pleasant Hill at 7:16 p.m. will arrive at Powell Street at 7:58 p.m., giving that person enough time to walk to the theater in time for an 8:30 curtain call.

BART operates from 6 a.m. to midnight Monday through Saturday and from 9 a.m. to midnight on Sunday. During the day trains run about every 14 minutes during the day and every 20 minutes at night and on Sundays.

For additional information on BART service and connecting bus lines call BART's Phone Information Center at the following toll free numbers:

-- MORE --

2-2-2-2

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

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Mike Healy
Director of Public Affairs

January 3, 1979

NEWS RELEASE



BART

W-3

FOR IMMEDIATE RELEASE

BART REWARDS PERSONS WHO HELPED DETAIN ARSON SUSPECT

For the first time in its history BART yesterday (Wednesday, January 16) rewarded two passengers and a train operator for their roles in helping to avert the potential for an arson related fire on a train New Year's Day morning.

In a modest ceremony at BART's Lake Merritt headquarters building in Oakland, General Manager Keith Bernard presented a check for \$333 each to 15-year old Randy Smith of Union City and to BART Train Operator Edmund Bally of Hayward. A third recipient of the reward, Alan Young of Oakland, was unable to attend. BART has a standing reward of up to \$1000 for any information leading to the arrest and conviction of persons involved in tampering or vandalism on District property.

In presenting the checks, Bernard said that the actions of Smith, Bally, and Young may well have prevented a serious fire from occurring by helping to apprehend an arson suspect.

The incident involving a juvenile took place on a Fremont bound train between Hayward and Union City at about 6:50 a.m. Tuesday, January 1, New Year's Day morning. At that time passenger Smith exited the train at Hayward and reported observing a teenage male trying to start a fire on the seat of one of the transit cars to BART police. Minutes later a second passenger, Alan Young,

- MORE -

2-2-2-2

using one of the two fire extinguishers on each car, put out a small fire on one of the seats, also allegedly started by the same youth. Mr. Young then helped train operator Ed Bally by restraining the youth under citizen's arrest until the train reached Union City where Union City police and fire personnel responded. Bally had stopped the youth from allegedly starting another fire just behind the operator's cab in the lead car of the train and was holding him when Young appeared to report the earlier incident.

The teenage suspect, age 15, was turned over to BART police for investigation and subsequently transferred to Oakland juvenile authorities. He is now in custody charged with three counts of arson and awaiting trial.

Bernard said that it was gratifying to see this kind of public involvement in helping to protect the system from such forms of vandalism. He said it was hoped the possibility of a reward coupled with the idea that the system belongs to everyone will encourage involvement by the passengers should there be similar incidents in the future.

BART has already increased the number of plainclothes police officers who ride the trains, and may increase the reward for those incidents which directly involve arson or attempts at arson.

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Mike Healy
Director, Public Affairs
(415) 465-4100

January 17, 1980

NEWS RELEASE

BART

W-4

FOR IMMEDIATE RELEASE

BART HIRES FIRE EXPERTS TO INVESTIGATE DEC. 12 FIRE

BART announced today that the transit district has hired Gage-Babcock of Oakland, an engineering firm that specializes in fire investigations and safety, to further investigate the fire that destroyed a BART car on December 12 this past year.

Since the incident a thorough investigation has been conducted by BART with assistance from both the Oakland and San Francisco Fire Departments. However, the investigation has so far not lead to any final and conclusive determination as to the cause of the fire.

BART's Director of Safety, Ralph Weule, said there was no indication the fire was a result of an electrical or mechanical failure and that while arson has been considered as an option, nothing is really being absolutely ruled out yet.

"Unfortunately there is nothing conclusive one way or the other to point to as a definite cause," he said.

Weule said he hoped that the Gage-Babcock people, who are renowned experts in the field, will bring the investigation to a final conclusion.

The cost for retaining the fire consultant firm will be up to \$5,000.

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Mike Healy
Director of Public Affairs
(415) 465-4100

January 23, 1980

NEWS RELEASE

W-5

BART

FOR IMMEDIATE RELEASE

BART CONDUCTS FIRE DRILL

BART today conducted a "no-notice" fire drill to test its transbay tube emergency response plan.

The drill, which began at about 10 a.m., was coordinated with the Oakland and San Francisco Fire Departments and comprised an exercise to simulate a fire on a train operating through the transbay tube.

The drill consisted of a Daly City to Concord train stopping briefly in the transbay tube upon direction from a test coordinator and the train operator notifying BART Central Control that a drill was in progress. Personnel in BART's Central Control were not notified in advance that the drill was to take place.

In accordance with the emergency response plan the two fire departments were called immediately. Units from both Oakland and San Francisco Fire Departments did respond to their respective points of system entry--Oakland West and Embarcadero Stations. Once at the stations firefighters simulated boarding rescue trains.

Passengers were informed that the drill was to be conducted and that there would be some delay in service as a result. For passengers that may have been delayed in both San Francisco and Oakland, BART had buses standing by at the Embarcadero and Oakland West Stations.

The drill will be evaluated for all aspects of the plan, including response time, communications, and general coordination.

Today's drill was completed by approximately 10:20 a.m.

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January 31, 1980

Mike Healy
Director of Public Affairs
(415) 465-4100

NEWS RELEASE

W-6

BART

FOR IMMEDIATE RELEASE

BART OPENS BIKE PERMIT OFFICE ON SATURDAYS

Beginning this Saturday, February 2, BART's Bike Permit Office will be open from 10 a.m. to 2 p.m., and will continue to be open the first Saturday of each month through June, 1980. We hope those cyclists who find it difficult to obtain a bike permit during normal pass office hours will take advantage of this special Saturday service.

The permit office is located on the concourse level of BART's Lake Merritt Station in Oakland.

Cyclists interested in obtaining a Permanent BART Bike Permit must bring their bicycle to the permit office for inspection. Bikes must possess a city or state license in order to qualify. Permits cost \$3.00 and are good for three years. Cyclists seeking a permit must be 14 years of age or accompanied by an adult. Some proof of age may be required.

According to Starla Bahem, who manages the BART bike program, cyclists wishing to bring their bikes via BART may obtain a temporary bike permit from the station agent upon entering the system.

BART will be evaluating consumer demand to determine whether the special one Saturday a month opening should continue on a permanent basis.

Those interested in additional information should call the Passenger Service Office at BART, 465-4100, Extension 510.

BART's bike permit program began in January 1975 and to date over 7,000 cyclists have obtained a permanent BART Bike permit. Normal business hours for the Bike Permit Office is on Mondays between the hours of 9 a.m. to 3 p.m.

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January 31, 1980

Mike Healy
Director of Public Affairs
(415) 465-4100

FEBRUARY

NEWS RELEASE

BART

W-7

FOR IMMEDIATE RELEASE

BART TO HOLD EMERGENCY DRILL IN BERKELEY TUNNEL

BART this Sunday, February 10, will be conducting an emergency response drill in the Berkeley Hills Tunnel.

The drill, which will begin at about 5:30 a.m. Sunday, will be held in cooperation with the Oakland and Orinda Fire Departments.

According to BART Safety Director Ralph Weule, the drill is for the purpose of familiarizing the participating fire departments with procedures, access, and communications that relate directly to the Berkeley Hills Tunnel.

Weule said the Sunday drill will also serve as a training exercise for all concerned and provides an opportunity to test aspects of BART's emergency response plan for the 3.2 mile tunnel.

Three trains will be used for the drill. The first train will travel from Orinda toward San Francisco and stop in the middle of the Berkeley Hills Tunnel and simulate a fire. The other two trains will serve as simulated rescue trains, entering the tunnel from both the Rockridge and Orinda side of the tunnel. The entire exercise is expected to be completed by 8 a.m.

The drill will not have any effect on service as BART normally does not begin Sunday service until 9 a.m.

Two more such drills in the Berkeley Hills Tunnel are tentatively scheduled for Sunday, February 17, and Sunday, February 24.

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Mike Healy
Director of Public Affairs
(415) 465-4100

February 8, 1980

NEWS RELEASE

W-8

BART

FOR IMMEDIATE RELEASE

CPUC TO HOLD HEARINGS ON BART SEAT REPLACEMENT

A hearing has been scheduled this Thursday, February 14, by the California Public Utilities Commission (CPUC) on BART's program to replace all of its transit car seat cushions with a new fire resistant material.

The hearing relates to BART's application filed December 27 to extend the due date of the seat replacement program until December 31, 1980, though under BART's current program the seats (about 32,000 in all) should be completed within six months.

BART General Manager Keith Bernard said that when the CPUC ordered BART to eliminate the polyurethane from BART seat assemblies last April the project was immediately given top priority by the transit district. The CPUC had no standard or specific criteria to offer BART in this project. BART was given 90 days to come back with a program schedule and 270 days for completion. In July, BART submitted its work program to the CPUC which estimated an August 1980 completion date. This program was supported by the CPUC staff at that time.

Bernard said that because the current industry practice was unacceptable to BART and there was little in the way of accurate information available on potentially acceptable materials, BART launched a time-consuming research and development program to fully evaluate all feasible seat alternatives. The objectives of the program were to seek out materials which would reduce flammability, toxic gas emission, and smoke generation to acceptable levels; and to select the most effective seat replacement alternative which could be installed in the earliest reasonable time frame.

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He said that while increased safety was the first consideration, along with the time it would take to complete the change, other considerations included maintenance, cost, and public acceptance of a new seat.

During the course of the research over 400 materials were looked at using the McDonnell Douglas data bank and testing facilities in Southern California. Overall the research and testing program took approximately five (5) months.

BART also looked at the alternatives of wire mesh, fiberglass, and stainless steel to replace the existing seats.

BART Safety Director Ralph Weule, who oversees the program, said the alternative which best met BART's overall criteria was a low-smoke neoprene cushion change-out. He said extensive testing at the McDonnell Douglas laboratory showed this material, using a 90 percent wool and 10 percent nylon cover, to be the best seat cushion material available.

Further testing of this material was conducted by Professor Brady Williamson of the University of California, Berkeley. Again the tests proved the material highly successful in preventing the spread of fire within the car and in generating very little smoke.

With respect to the other seat alternatives, Weule said there were various drawbacks to be considered on all of them. Stainless steel, for example, which came closest to the first choice in terms of delivery time, offered other safety problems. Weule noted that someone falling against a hard stainless steel seat could receive head or body injuries that a cushioned seat would minimize.

3-3-3-5

Weule said the additional benefits of stainless steel as a totally non-flammable material over the low-smoke neoprene were considered minimal overall.

The BART Board of Directors, after evaluating the options, approved the low-smoke neoprene on November 29 as the best all around-choice, and bids for the project were sought from manufacturers on January 11, 1980.

Weule said that in an effort to speed up the process the bid contracts were designed to be split between two manufacturers which would cut delivery time in half. This would help make up for two months lost during the recent labor dispute.

He said bids are to be opened February 15 and the actual replacement should begin in May and be completed by mid-August, as estimated back in July of last year. Weule estimated that any other choice could delay the seat replacement program by at least another year.

"We believe that overall the BART passenger will be served well by the new cushion," he said.

The hearings on the seat replacement program are expected to last several days.

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February 12, 1980

Mike Healy
Director of Public Affairs
(415) 465-4100

NEWS RELEASE

W-9

BART

FOR IMMEDIATE RELEASE

BART'S SERVICE ON MONDAY WASHINGTON'S BIRTHDAY

BART will operate at near normal service this Monday, February 18, which is normally observed as the Washington's Birthday holiday.

Trains will operate from 6 a.m. to 6 p.m. with direct service on three routes--Concord/San Francisco, Fremont/San Francisco and Richmond/Fremont--at 18-minute intervals. This translates into 9-minute train frequency in the downtown areas and along the Fremont line.

After 6 p.m. until midnight, service will be on two routes--Concord/San Francisco and Richmond/Fremont--at 20-minute intervals, with transfer points at MacArthur, 12th Street/City Center, and 19th Street Stations in Oakland.

BART's pass office, which is responsible for issuing bicycle permits and regional discount cards for the disabled, will be closed this Monday in observance of Washington's Birthday and reopened on Tuesday, February 19.

The pass office is located on the concourse level of BART's Lake Merritt Station in Oakland.

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Mike Healy
Director, Public Affairs
(415) 465-4100

February 14, 1980

NEWS RELEASE



W-10

BART

FOR IMMEDIATE RELEASE

JOINT AC TRANSIT AND BART COORDINATING COMMITTEE SET

BART Board President Nello Bianco and AC Transit Board President William E. Berk today announced the formation of a special joint committee to improve overall coordination between the two transit agencies.

Bianco has appointed Directors Arthur Shartsis of Oakland and Robert Allen of Livermore to represent BART on the new committee, and Berk has appointed Directors William J. Bettencourt of San Leandro, and John McDonnell of Oakland to represent AC Transit.

Both Berk and Bianco noted that BART and AC Transit have always had a strong working relationship coordinating connections, transfers, consumer information, and service levels.

The two board presidents emphasized that current regional transit funding shortages coupled with an increasing demand for transit makes coordination between the two agencies more important than ever.

This will be the first joint committee between the two operators to work at the policy-making level since the inauguration of the elected BART Board.

The committee, which will function as a "shirtsleeve" work unit, will serve as a direct communication link between the two boards of directors and their respective staffs. A meeting schedule has not yet been worked out.

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February 25, 1980

Mike Healy
Director of Public Affairs
(415) 465-4100

*File in release book
without me -*

STATEMENT BY NELLO BIANCO

As President of the BART Board of Directors, I want to reaffirm that improving the fire safety of the transit cars, as well as the system at large, is a top priority with this Board and the entire BART staff. It is imperative that the transit car seat replacement program go forward as quickly as possible. Each day that we delay means another day lost in replacing the current transit car seats, and thus the continuance of a potentially hazardous situation.

We are pleased that BART has received responsive bids for supplying new low-smoke neoprene cushion seats and metal backs, with a delivery schedule which will meet the District's objective of completing the fleet-wide installation by mid-August.

It is our firm belief that the District has taken the right course in conducting a research and development program which ultimately lead to the material chosen for this purpose, and now it is simply a matter of implementation.

We are therefore hopeful that the current hearings with the California Public Utilities Commission will conclude promptly and that the Commission recognizes our joint responsibility to cause no unnecessary delay to the seat replacement program.

Feb 28, 1980

NEWS RELEASE

W-11

BART

FOR IMMEDIATE RELEASE

BART'S BIKE PERMIT OFFICE OPEN THIS SATURDAY

Once again, the BART permit office will be open on Saturday, March 1 from 10 a.m. to 2 p.m. The permit office is located on the concourse level of BART's Lake Merritt Station in Oakland.

The bike office, which is normally open only on Mondays, is being opened on the first Saturday of each month through June, 1980, as a special convenience for cyclists who find it difficult to obtain a bike permit during normal pass office hours.

According to Starla Bahem, who manages the BART bike program, the issuance of permits on one Saturday a month is an experimental program and will be evaluated to determine whether consumer demand warrants continuing after June.

She said 23 permits were issued on the first Saturday opening, February 2. About 7,000 permits have been issued since the bikes-on-BART program began in January 1975.

Cyclists interested in obtaining a Permanent BART Bike Permit must bring their bicycles to the permit office for inspection. Bikes must possess a city or state license in order to qualify. Permits cost \$3.00 and are good for approximately three years. Cyclists seeking a permit must be 14 years of age or accompanied by an adult. Some proof of age may be required.

Cyclists wishing to bring their bikes via BART may obtain a temporary bike permit from the station agent upon entering the system.

Those interested in additional information should call the Passenger Service Office at BART, 465-4100, Extension 510.

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February 29, 1980

Mike Healy
Director, Public Affairs
(415) 465-4100

BAY AREA NEWS SERVICE AND
BUSINESS WIRE ONLY

NEWS RELEASE

W-12

BART

FOR IMMEDIATE RELEASE

BART - A GOOD WAY TO GET TO THE CHINESE NEW YEAR'S PARADE

BART will be putting longer than normal Saturday trains into service tomorrow evening to help accommodate the many thousands of people planning to take BART to and from the Chinese New Year's parade in San Francisco.

The parade, which marks The Year of the Monkey, is scheduled to begin at 7 p.m. and will move from Pine and Battery south along Market Street just above BART's Embarcadero, Montgomery and Powell Street Stations.

BART operates from 6 a.m. to midnight on Saturdays, offering direct Concord/Daly City, Fremont/Daly City, and Richmond/Fremont service until 6 p.m., at 18-minute base intervals. This translates into 9-minute service in the downtown areas and along the Fremont line.

After 6 p.m., trains operate at 20-minute frequency over two routes-- Concord/Daly City and Richmond Fremont with train-to-train transfer points at 12th Street/City Center, 19th Street, and MacArthur Stations in Oakland.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

February 29, 1980

MARCH

NEWS RELEASE

BART

W-13

FOR IMMEDIATE RELEASE

BART BROCHURE NOW IN SPANISH AND CHINESE

BART's new "All About BART" brochure has been translated into both Spanish and Chinese and they are now available in all BART stations.

Like the original English version, these handy colorful brochures offer a wide variety of information on BART including what shuttle services are available which connect the transit system with special places of interest.

For instance, the Humphrey Go-BART shuttle which is one of those listed offers free service from BART's Berkeley Station Monday through Friday up through the University of California campus and on to the Lawrence Hall of Science where there is a wealth of interesting things to do and see for the whole family.

The brochures also contain information on fares, safety tips, a list of those banks and savings and loan institutions which carry BART's multi-ride and discount tickets, and how to obtain a BART bike permit.

All three brochures, English, Spanish, and Chinese, feature a tear-out page to carry in your wallet that has a map, points of interest, transit information numbers, fares and locations to buy multi-trip and discount tickets.

The Chinese version is in bright red; the Spanish in green and the English in blue. All brochures are available from BART station agents.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

March 7, 1980

BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

NEWS RELEASE

BART

W-14

FOR IMMEDIATE RELEASE

BART TO AUCTION OFF "LOST AND FOUND" ARTICLES

You name it! BART may have it, and will definitely be selling it at auction this Saturday, March 15, beginning at 10 a.m., on the plaza of the transit system's Lake Merritt headquarters in Oakland.

BART plans to auction off a year's accumulation of patrons' articles which somewhere went astray and were turned into the system's "Lost and Found" and never claimed.

Items to be auctioned include bicycles, binoculars, calculators, electric shavers, cameras, radios, watches, books, clothing, a baby's playpen and numerous other articles.

BART Purchasing Agent Al Verduzco, who is coordinating the auction with auctioneers Ross-Dove Company, said all items will be offered "as is, where is."

He said that BART reserves the right to reject any and all offers. Also that all sales, once made, are final.

Other rules of the auction are: successful bidders will be required to make a payment of at least 25 percent of the bid price at the time of the auction, with the balance due not later than 5 p.m. of the same day, Saturday March 15. Payment must be made in full by cash, certified check, cashier's check, traveller's check, or money order, before any item is released to the successful bidder.

- MORE -

2-2-2-2

A similar auction held last January was a sellout bringing in about \$3,200 with about 600 people attending. The auctioneering firm receives 20 percent of the proceeds with the remainder going to BART's general fund.

Items to be auctioned may be inspected from 9 a.m. to 10 a.m. on Saturday. The auction will be started promptly at 10 a.m.

For further information, interested parties may contact Ross-Dove Company, Auctioneers, 3743 Mission Street, San Francisco, telephone 826-6500.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

March 11, 1980

NEWS RELEASE

BART

W-15

FOR IMMEDIATE RELEASE

NEW BART POLICE OFFICERS

Eight new BART police officers were among those graduating this past week from the Police Academy at the Modesto Regional Criminal Justice Training Center in Modesto, California.

BART Police Chief Harold Taylor noted that four of the BART officers graduating received special honors for outstanding achievement during the course of their 13 weeks of intensive training. The class, made up of a total of 29 police recruits from various California police agencies, was the 71st class to graduate from this academy.

Officer Sylvester Jones of Oakland received top honors for best physical agility performance by scoring 1000 out of a possible 1000 points. He was the sixth student in the history of the academy to achieve a perfect score.

Officer Vera C. Chang of El Sobrante tied for 1st place honors in the class for academic achievement. Officer Jeffrey Sun of Foster City was runner-up in the firearms qualifications, and Officer Peter Chu of Oakland was class vice-president. Other BART Police Officers graduating were: Valentine A. Agpooa of Hayward, Mario A. Botello of Berkeley, George C. Ross III of Vallejo, and David M. Rowsey of Richmond.

With graduation exercises taking place this past Friday, March 7, 1980, the

- MORE -

2-2-2-2

new officers will now begin 16 weeks of field training on the BART system. Entry level pay for BART police officers, who are fully recognized California peace officers, is \$1614.52 per month.

The addition of eight new officers to BART's police force brings the number of sworn officers to 108. BART police patrol the system on a 24-hour-a-day basis, in stations, on the trains, along the lines and the maintenance facilities.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

March 12, 1980

NEWS RELEASE

BART

W-16

FOR IMMEDIATE RELEASE

BART MAKES ADDITIONAL MID-DAY PARKING AVAILABLE AT DALY CITY STATION

The 250-space parking lot BART had originally set aside for permit parking only at its Daly City Station is now available for general parking use after 9 a.m. on weekday mornings and throughout the service day on weekends.

Prior to 9 a.m., only those BART district residents who have obtained permits may use the lot. BART began the permit program last year as a way of setting aside spaces for district residents who found all of the Daly City Station parking spaces taken by 7 a.m. However, only about 65 permits have actually been applied for and issued thus leaving 75 percent of the spaces going unused. In addition to the 250-space lot, which is located on Belle and Charles Avenues, BART makes 1600 spaces available for general use at the Daly City Station.

There are about 20,000 spaces provided systemwide.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

March 12, 1980

NEWS RELEASE



BART

W-17

FOR IMMEDIATE RELEASE

BART-TO-BART AUCTION

One particular convenience of BART's Lost and Found Auction scheduled for this Saturday, March 15, is that the transit system's trains stop at the door.

The auction, which will be offering a wide variety of items, will be taking place at BART's Lake Merritt Station in Oakland beginning at 10 a.m.

"Auction items may be previewed by the public beginning at 9 a.m.," said Al Verduzco of BART's Purchasing Department. Verduzco, who is coordinating the auction said further information may be obtained ahead of time by contacting Ross-Dove Company, Auctioneers in San Francisco. Phone 826-6500.

"Ross-Dove will actually be conducting the auction for BART," Verduzco said.

BART's Lost and Found claim window is located at the System's 12th Street-City Center Station in Oakland, and open from 12 to 5:30 p.m. Monday through Friday.

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Mike Healy
Director, Public Affairs

March 13, 1980

NEWS RELEASE

BART

W-18

FOR IMMEDIATE RELEASE

BART DIRECTOR TO MODERATE Q & A FOR SECRETARY OF DOT

BART Director Arthur Shartsis of Oakland will moderate the question and answer segment of an appearance by U. S. Secretary of Transportation Neil E. Goldschmidt in Berkeley this Thursday evening March 20.

The Secretary will be speaking at Veterans Memorial Hall, 1931 Center Street, Berkeley, beginning at 8 p.m. His talk will focus on the nation's transportation priorities, and planning for future transit needs.

A reception is planned for 7:15 p.m. in order to give Secretary Goldschmidt an opportunity to meet with members of the community. The public is invited to attend both the reception and talk.

Shartsis, who represents Berkeley on the BART Board of Directors, will invite questions from the audience following Secretary Goldschmidt's address.

The evening's event is being co-sponsored by Urban Care of Berkeley and several other organizations including League of Women Voters, Rotary Club, Center for Independent Living, NAACP, Elks Club, Chamber of Commerce, and the University of California at Berkeley.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

March 18, 1980

NEWS RELEASE



BART

W-19

FOR IMMEDIATE RELEASE

BART TO BEGIN WORK ON THIRD TRACK IN OAKLAND

The BART Board of Directors has approved awarding a contract to C. Overaa & Co. of Richmond for \$3,068,076 to construct a third track through downtown Oakland area.

Work is scheduled to begin in April. The new track will run about 1.5 miles from Washington Street portal to 23rd Street portal through a third subway tunnel under downtown Oakland which was part of the system's original construction.

The contract also calls for renovating the 12th Street and 19th Street Stations to provide passenger access to the third line when completed.

According to BART officials the new track, when completed in about a year, should mean a major improvement to system service by providing additional operating flexibility. One of the primary benefits will be the ability to quickly remove malfunctioning trains from the Oakland subway area with minimal impact to service.

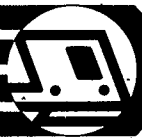
C. Overaa & Co. was among five companies competing for the contract which will include 25 percent participation by minority business enterprises.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

March 20, 1980

NEWS RELEASE



W-20

BART

FOR IMMEDIATE RELEASE

BARTPOOL AT CONCORD

In an effort to further relieve parking congestion at its Concord Station, BART will be sponsoring a new three-person carpool program for the system's patrons beginning this Monday, March 24.

Registration for the program will be held at the station from 3 p.m. to 6 p.m. Monday, March 24; Wednesday, March 26; and Friday, March 28. The permit applications may be obtained from the station agent on an ongoing basis after the initial three registration days.

The BARTpool program provides reserved parking spaces close to the station for vehicles carrying three or more registered participants.

Since September 1978, BART has had a similar program for carpools carrying two or more patrons who are registered participants.

BART's Director of Planning, Howard Goode, said that while those people who currently hold permits for two or more persons per car may continue to use the reserved spaces under the original program, all future carpools must have three or more riders coming to the station per vehicle.

He said that new signs have now been placed in the Concord Station Parking lot indicating which areas are reserved for two-person carpools and which areas are reserved for three-person carpools.

Goode also noted that parking restrictions will be strictly enforced.

-- MORE --

2-2-2-2

The transit district's police are also cracking down on those cars left in parking lots by non-patrons of the system, thus taking up premium parking spaces which could be used by BART's riders.

The BARTpool program is one element of an overall effort on the part of the transit system to alleviate parking congestion at its parking lots, increase the number of spaces where possible, help to improve feeder service, and generally make access to the system as convenient for the patron as possible.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

March 21, 1980

NEWS RELEASE



W-2i

BART

FOR IMMEDIATE RELEASE

BART TO BEGIN DESIGN OF NEW TRANSIT VEHICLE

The BART Board of Directors today approved entering into an agreement with Kaiser Engineers, Inc., of Oakland to assist BART engineers in the development of a new transit car for the system.

BART General Manager Keith Bernard said the work to be provided by Kaiser Engineers, Inc., acting in a consulting capacity, will include assistance in overall design, development of detailed hardware specifications, and performance parameters.

Bernard said the cost of the professional services agreement with Kaiser would not exceed \$450,000, with most of the work being completed by the end of this year.

He said BART engineers have been developing the new vehicle requirements and design guidelines as a prelude to the development of final bid specifications.

The new transit vehicle, which will be a combination "A" lead and "B" mid-train car, will be called a "C" car and is expected to be ready for bid by November of this year. The procurement and delivery process could take four to five years.

Bernard said that BART is developing the new vehicle now in anticipation of future needs of the system and the long lead time involved from bid to final delivery.

He said the transit district will be purchasing 90 of the new vehicles at an estimated cost of \$100 million.

#

March 27, 1980.

Mike Healy
Director of Public Affairs
(415) 465-4100

NEWS RELEASE



W-22

BART

FOR IMMEDIATE RELEASE

BART TO BEGIN REVERSE COMMUTE BICYCLE TEST

BART this Tuesday, April 1, will begin an experimental program to determine the feasibility of allowing bicycles on the system during commute periods in the reverse commute direction.

Current BART policy does not allow any bicycles to be brought onto the system during commute hours for safety reasons.

According to BART Passenger Service officer Starla Bahem, who manages the bicycle permit program, there has been a great deal of interest expressed in the possibility of bringing bicycles onto the system during commute periods.

The special trial program will be confined to travel from BART's Rockridge Station to Concord during the morning commute period (6:30 a.m.-9 a.m.), and from Concord to Rockridge during the evening commute period (3:30 p.m.-6:30 p.m.).

Ms. Bahem said that in order to participate in the "reverse commute" test program patrons must have a regular BART bicycle permit. A special additional permit will be issued specifically for the reverse commute program upon application from regular permit holders. She said that application may be made by mail.

The trial program will run through September 30 and be evaluated to determine if it should be continued and expanded to other lines.

For additional information, those interested may call the BART Passenger Service Office at 465-4100, Monday through Friday. The bicycle permit office, which is located at BART's Lake Merritt Station, will also be open on Saturday, April 5, from 10 a.m. to 2 p.m. BART is currently opening that office on the first Saturday of each month in order to accommodate cyclists interested in obtaining permits who cannot come in during normal business hours.

#

March 28, 1980

Mike Healy
Director of Public Affairs
(415) 465-4100

NEWS RELEASE

BART

W-23

FOR IMMEDIATE RELEASE

BART TO INCREASE CONCORD STATION PARKING FACILITIES

In a further effort to alleviate parking congestion at its Concord Station BART plans to lease a parcel of land nearby which will be converted into a temporary supplemental parking lot accommodating an additional 450 cars.

The property, which BART will lease from Paul R. Baldacci, Jr., and Daniel J. Modena, will be leased for 18 months at a cost of \$30,000. BART will have the option to extend the lease an additional seven months at the end of the initial 18-month period and then on a month-to-month basis thereafter. The lot already has an asphalt surface and will be ready for use in about three months following the addition of bumpers and signs.

BART also has an active car pool program at the Concord Station, which offers special reserved spaces close to the station for cars containing three or more persons. Persons interested in the car pool program should contact the Station Agent for registering.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

March 28, 1980

APRIL



NEWS RELEASE

BART

W-24

NEW FREMONT STATION ENTRANCE TO BE DEDICATED

BART Director John Glenn of Fremont will preside over a ribbon cutting ceremony this Monday, April 7, to officially mark the opening of the new east entrance to the Fremont Station.

The ribbon cutting ceremony is scheduled to begin at 9 a.m., with several officials and dignitaries in attendance.

Glenn said the opening of the new entrance and bus drive will better facilitate traffic flow to and from the station, as well as generally improve BART and bus connections and patron access.

He said the Fremont Station is serving as a transportation crossroads for Southern Alameda County, with AC Transit providing local feeder service and Santa Clara Transit providing an easy connection for Santa Clara patrons.

Beginning April 7 all AC Transit buses will serve the east side of the station. Also, Santa Clara will be inaugurating a new service called Express 3. The new express service will operate between the Southern Pacific depot in San Jose and the Fremont BART Station, stopping at downtown civic center and Milpitas. BART patrons will be able to transfer free of charge to this new service using the AC transfers which may be obtained from a transfer machine inside the station. AC Transit patrons may also transfer free to Santa Clara Transit Express 3 buses.

Santa Clara's line 66 will terminate in Milpitas with the beginning of the new Express 3 service.

— MORE —

2-2-2-2

The new Fremont Station entrance and bus access facility is part of a program spearheaded by Director Glenn to improve overall passenger access to the station. Total project cost is over \$1 million and includes the construction of a new 300-space parking lot which was completed in October 1978, a glass-enclosed waiting area, and additional fare vending equipment. Better than 80 percent of the funding was provided by grants from Federal Aid Urban (FAU) highway. Other funding sources include the California Department of Transportation and Transportation Development Act (TDA) monies through the Metropolitan Transportation Commission.

Glenn, who worked closely with the City of Fremont in helping guide the project to fruition, noted that BART and Alameda County have been leaders in the use of FAU funding for transit purposes.

#

Mike Healy
Director of Public Affairs

April 1, 1980

(415) 465-4100

NEWS RELEASE

W-25

BART

FOR IMMEDIATE RELEASE

BART DIRECTOR TO TESTIFY ON PROPOSED SABOTAGE LAW

BART Director Arthur Shartsis of Oakland will testify this Monday, April 7, before the Assembly Criminal Justice Committee in Sacramento in support of proposed legislation calling for strong penalties in cases of vandalism or sabotage on BART trains.

The proposed new law, Assembly Bill 3410, was authored by Assemblyman Walter Ingalls (D-Riverside) and calls for making it a felony to sabotage BART trains or equipment, punishable by three to five years in state prison or a fine of up to \$5,000, or both.

Directors of the transit system voted to seek strong anti-vandalism legislation last October following several incidents involving slashed air bags on cars in the Concord yard, broken windows, and tampering with electrical components of some of the transit cars. Most of the incidents, amounting to approximately \$100,000 in damage, took place back in August of last year.

Shartsis, who proposed that BART seek the stronger vandalism and sabotage penalties said that while there are laws to address vandalism, he believes specific and strong legislation should be enacted where public transit and thus public safety is concerned.

He said he would hope that stiffer penalties would serve as a more powerful deterrent to vandalism.

Most vandalism incidents are currently treated as a misdemeanor punishable by up to six months in a county jail or fine not exceeding \$1000, or both.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

NEWS RELEASE

BART

W-26

FOR IMMEDIATE RELEASE

BART TO TRANSPORT HIKANATION PARTICIPANTS

This Sunday April 13 BART will be carrying the largest single group for a single event since opening in 1972, when special trains will be dispatched to transport 25,000 HikaNation participants back to San Francisco following a planned walk across the Oakland Bay Bridge.

The HikaNation group will be walking from San Francisco across the Oakland Bay Bridge to the Oakland Army Base to mark the beginning of a planned trans-continental hike by a small group of enthusiasts. The transbay walk is expected to begin at 6 a.m.

AC Transit will provide a special shuttle service with six articulated double-length buses to transport hikers from the Oakland Army Base to BART's Oakland West Station, where they will board special 10-car trains which will take them back to the Embarcadero Station. The Oakland West and Embarcadero Stations will open at 7:45 a.m., rather than the normal 9 a.m. opening, to accommodate the HikaNation group.

BART will begin normal Sunday service at 9 a.m.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

April 11, 1980

NEWS RELEASE

BART

W-27

FOR IMMEDIATE RELEASE

MORE PAVED PARKING FOR BART UNION CITY STATION

In an effort to accommodate the parking demand at its Union City Station BART will be adding 418 paved permanent parking stalls, it was announced by BART Director John Glenn of Fremont.

The transit district Board of Directors yesterday approved advertising for construction bids for the new parking spaces, which is estimated to cost between \$300,000 and \$325,000. The Union City BART Station currently has 471 paved spaces.

Glenn, who moved for approval of the project, said the new spaces when completed would greatly improve parking conditions at the Union City Station.

He said the construction would probably begin in July and be completed by early next year.

Approximately 83 percent of the project cost will be funded under the Federal Aid Urban (FAU) program. The remaining local share will come from Transportation Development Act monies through the Metropolitan Transportation Commission.

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Mike Healy
Director of Public Affairs
(415) 465-4100

April 11, 1980

NEWS RELEASE

BART

W-28

FOR IMMEDIATE RELEASE

BART PRESENTS TENTATIVE BUDGET FOR 1980/81

BART General Manager Keith Bernard has submitted to the transit district board's Administration Committee a \$105.5 million tentative operating budget for the 1980/81 fiscal year. The budget, including \$5.8 million for power cost increases alone, is up 10.8% over the 1979/80 budget. In order to make up the input of rising power costs and other inflationary cost increases, the budget also calls for \$5.4 million in additional revenues to be raised from increasing fares. This would be the first fare increase since November 1975.

The budget includes the cost of continued current services, added Richmond/Daly City service, and close headways operation for the entire year. Also included is the reduced cost of the modified PUC order regarding a second BART employee on trains through the Transbay Tube and Berkeley Hills Tunnel. The staffing of the Safety Department remains at last year's increased level for the continuation of the life safety and emergency preparedness program.

Total staffing levels show a net decrease of 50, bringing the total staffing level of the District to 2,156. This reduction is the result of improved productivity, implementation of 4 10-hr. day weeks in selected areas, and the reduction in staffing permitted by implementation of the modified PUC order.

Considering the limited financial resources for transit operations in the three BART counties, revenues at current fares are estimated to fall \$5.4 million short of funding the necessary budget to sustain operations at the anticipated close headway

- MORE -

2-2-2-2

service levels. Bernard pointed out that the power cost increase alone, at \$5.8 million, equates to the additional fare revenue needed to cover this shortfall.

The budget calls for farebox revenues to generate \$40.5 million or 39 percent of operating expenses. Other revenue sources making up the remainder of the budget include an estimated \$55.1 million from the half cent sales tax levied in the three BART counties, \$2.7 million from property tax, \$5.7 million from the combination of Transportation Development Act funds and Section 5 Federal funds. Only \$83,000 is anticipated from 25 percent of the one-half cent sales tax (AB 1107 funds) allocated by the Metropolitan Transportation Commission to A.C. Transit, S.F. Muni, and BART.

The tentative budget and fare increase considerations will be reviewed by the Administration Committee this Wednesday, Thursday, and Friday evenings at 5:30 p.m. in the BART board room at BART's Lake Merritt headquarters. The committee meetings are open to the public and will be eventually followed by formal public hearings on both the budget and the fare increase. Dates for these hearings will be announced well in advance.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

April 14, 1980

NEWS RELEASE

W - 29

BART

FOR IMMEDIATE RELEASE

CLOSE HEADWAYS

When implemented, BART's long-awaited "close headways" program is expected to translate into one of the most dramatic service improvements since the system first inaugurated service in 1972.

Close headways will constitute a basic operating change that would allow more trains to be operated on the system than current constraints allow.

BART General Manager Keith Bernard in his testimony before the California Public Utilities Commission (CPUC) close headway hearings last October outlined how the system's most complex safety problem--assurance of safe distances between trains for close headway operation under all conceivable conditions--was finally overcome by completion of massive re-engineering programs.

One program involved the development, installation and testing of a new train protection system--a supplement to the primary protection system--whose nickname is "SORS" for Sequential Occupancy Release System. The second program involved the rewiring of wayside controls to change speed commands and assure ample braking distances for trains under "worst case" conditions systemwide. The work, which began in 1973, was carried out by BART engineers and their consultants under continuous review of the CPUC technical staff.

The ability to operate additional trains will enable BART to add a fourth route to the three current routes, providing direct no-transfer service between Richmond and Daly City. Travel times will be significantly reduced for patrons traveling between points along the Richmond line and the West Bay. BART's current

- MORE -

2-2-2-2

lines are Concord/Daly City, Fremont/Daly City and Richmond/Fremont.

With the addition of Richmond/Daly City service, train intervals along the downtown Oakland line and San Francisco line will be reduced to approximately 3.5 minutes during the peak hours and 5 minutes during the midday hours, from the current 7-minute waiting time. Late night service will continue on a 20-minute schedule. System carrying capacity overall will be increased by about 50 percent and transbay service train capacity will be increased by 60 percent--16 trains an hour through the transbay tube rather than the current average of 10 trains an hour.

At present and for several years BART has maintained a minimum one station separation of trains. In some cases this separation is several miles in length. The inflexibility of this constraint has not only resulted in limited service capacity but has also resulted in a negative impact on service reliability.

The shorter distance between trains and increased flexibility will enable BART to run existing service more reliably because it will reduce the impact of equipment failures on system performance, it will enable the system to recover more rapidly when problems occur, and enable a much smoother operation of the merges of lines in Oakland which today often cause rush hour delays.

Under current operations BART maintains a 30-train base (10 trains per line), one extra train between Richmond and Daly City and two (2) extra trains on the Concord line during peak commute hours. With close headways BART train service will gradually increase to 43 trains and eventually more as ridership demand grows.

#

April 14, 1980

Mike Healy
Director, Public Affairs
(415) 465-4100

NEWS RELEASE

W-30

BART

FOR IMMEDIATE RELEASE

BART LOOKS AT POSSIBLE FARE INCREASES.

BART General Manager Keith Bernard today submitted various samples of how BART fares could be increased to meet the transit district's financial needs for the coming fiscal year to the board of directors' Administration Committee. The Administration Committee chaired by Director Robert Allen of Livermore will also be considering the proposed tentative budget for 1980/81 of \$105.5 million which includes a \$5.4 million unfunded deficit.

In order to meet the District's financial need Directors will be considering increases ranging from 25-30 percent on the average.

Among the various sample fare structures to be looked at by the District will be a possible change in the base fare to between .40¢ and .60¢ from the current .30¢ base fare (.25¢ in the downtown areas), and possible surcharge increases. All transbay trips to and from points along the concord and Fremont lines now include a .25¢ surcharge; a .15¢ surcharge for trips between downtown San Francisco and Daly City is also in effect. Richmond/transbay trips have only a .15¢ surcharge because full direct service has not yet been established.

Currently the average trip fare paid is .75¢ with the average trip length being 12.5 miles. The average fare paid could go up by approximately 27% to .94¢ or .95¢ under the various fare structures to be considered. BART has not had a fare increase since 1975. In that time inflation has generally gone up by 40 percent.

Administration Committee Chairman Allen has also scheduled special meetings for Thursday evening (April 17) and Friday evening (April 18) at 5:30 p.m. to further consider both the proposed budget and fare structure.

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Mike Healy
Director, Public Affairs

Business Wire Only

W-31

FOR IMMEDIATE RELEASE

FRIDAY ADMINISTRATION COMMITTEE MEETING CANCELLED

BART Director Robert Allen, chairperson of the board of directors' Administration Committee has announced that the meeting scheduled for Friday, April 18, at 5:30 p.m. has been cancelled.

Allen had originally scheduled three consecutive meetings for Wednesday April 16, Thursday April 17, and Friday April 18, all at 5:30 p.m., to consider the transit district's proposed budget for the coming fiscal year.

This evening's meeting will go on as scheduled to continue the budget work and future meetings will be announced.

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Mike Healy
Director, Public Affairs
(415) 465-4100

April 17, 1980

NEWS RELEASE

W-32

BART

FOR IMMEDIATE RELEASE

BART SETS PUBLIC HEARING ON PROPOSED FARE INCREASE

BART today announced that a public hearing has been scheduled for Tuesday, May 20, on a tentative fare increase. The hearing is scheduled for 5:30 p.m. in the Board of Directors' room at the transit district's administration building, 800 Madison Street, Oakland.

Various samples of possible fare structures containing increases ranging from 25-30 percent on the average have been discussed this week by the BART Board's Administration Committee. While there is no specific proposal the committee will meet again on Thursday, April 24, at 8:30 a.m., and on Wednesday, April 30, also at 8:30 a.m., to further consider the fares and the proposed budget for the coming fiscal year.

On Monday May 12 the BART Board of Directors is expected to hold a special meeting to consider adoption of a tentative new fare schedule as a prelude to the May 20 public hearing. Final adoption will be considered at a meeting set for Thursday, May 22, at 9:30 a.m.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

April 18, 1980

NEWS RELEASE

BART

W-33

FOR IMMEDIATE RELEASE

WORK TO BEGIN ON THIRD TRACK IN OAKLAND

BART will begin construction of its long planned third track through downtown Oakland this coming Friday, April 25.

The new track will be about 1.5 miles in length and run from Washington Street portal to 23rd Street portal through a third subway tunnel under downtown Oakland which was initially constructed in 1968 with the original BART Oakland subway work.

Last month the BART Board of Directors approved awarding the contract for constructing the new track to C. Overaa & Co. of Richmond, California for \$3,068,076.

Renovation of both the 12th Street/City Center and 19th Street Stations to provide passenger access to the new track platform area is included as part of the track construction contract. Passengers using these two stations will soon notice plywood partitions going up along the platform wall on the upper track or middle level. Also temporary benches will be installed to replace the tiled benches which are a part of the wall to be removed. When completed new permanent benches will be installed.

The new track, when finished in about a year, will generally provide the system with improved operating flexibility. A primary and immediate benefit to be realized once the track is installed will be the ability to quickly remove malfunctioning trains from the busy Oakland subway area with minimal impact to service. The new track will serve as a storage area for trains, saving an estimated \$50,000 to \$75,000 annually in power costs and maintenance.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

April 21, 1980

BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

NEWS RELEASE

BART

W-34

EXTENSION POLICY ADOPTED BY BART BOARD

The BART Board of Directors today adopted a long range policy setting forth a plan and priorities for several proposed extensions to the system's current rail lines.

Calling for a phased approach, the plan outlines how four basic extensions to the system might be achieved over the next 20 years. The four proposed extensions in their entirety are -- from Concord BART Station, about 15 miles to Pittsburg-Antioch; from the Fremont Station, 4.8 miles to the Warm Springs area of Southern Alameda County; from the Daly City Station to the San Francisco Airport, 9.3 miles in length; and from the Bay Fair BART Station, about 24 miles through Castro Valley to serve Livermore and Pleasanton.

Under Phase I of the plan BART would construct the first segment of the Pittsburg-Antioch extension to north Concord and Martinez with one station; the full 4.8 mile Warm Springs extension in Southern Alameda County, which would include two stations; and extension of the San Francisco line from Daly City to Colma which would be little more than a mile and include one station. Any extension of BART into San Mateo County would be subject to a vote of the people there and a willingness for San Mateo to pay an equitable share of BART costs.

Under Phase II, the Concord line along Highway 4 would be continued on to West Pittsburg and include another station; begin the extension from the Bay Fair Station through Castro Valley along Interstate 580 to a point near Interstate 680 in the Dublin/Pleasanton area; and continue the San Francisco line extension beyond Colma to a station in South San Francisco on Chestnut Avenue.

- MORE -

2-2-2-2

Under Phase III, construction would continue to complete the Pittsburg-Antioch extension with a station serving each of the two communities; continue the line extension from the Bay Fair Station to a downtown Pleasanton Station; and continue the San Francisco line extension along the Southern Pacific Railroad right-of-way to a station adjacent to the Tanforan Shopping Center.

Under Phase IV, the Livermore-Pleasanton line from Bay Fair Station would be completed to Livermore with two additional stations to serve that community; and the extension of the San Francisco line to the San Francisco International Airport would also be completed.

BART estimates the total cost for the proposed extensions comprising a total of approximately 52.2 miles of double track would be about \$1.7 billion.

BART General Manager Keith Bernard said the adoption of the extension policy by the board will serve as a basic foundation or keystone for the District's long-range planning.

He said the District will now seek to have the Metropolitan Transportation Commission incorporate the extension proposals into the Regional Transportation plan.

Funding to conduct an Alternative Analyses will be sought from the Federal Urban Mass Transportation Administration as a prerequisite for federal funding.

#

Mike Healy, Director
Public Affairs
(415) 465-4100

April 24, 1980

NEWS RELEASE

W-35

BART

FOR IMMEDIATE RELEASE

NEW EXPRESS BUS ROUTE PROPOSED FOR WEST CONTRA COSTA COUNTY

BART Board President Nello Bianco has announced that the transit district will seek funding from the Metropolitan Transportation Commission for a proposed new BART express line linking BART with communities in West Contra Costa County.

The proposed new bus line would provide service between the El Cerrito/Del Norte Station and Rodeo, Hercules, and the Montarbay area consisting of the communities of Montalvin Manor, Tara Hills and Bayview. According to Bianco, if funding is approved, the routes would proceed along Interstate 80 to the Hilltop Shopping Center along San Pablo Avenue, and then north to serve Rodeo and Hercules, which Bianco characterized as one of the fastest growing communities in the Bay Area.

He said he would hope to see Crockett ultimately included in the proposed new line.

Bianco said when full direct service between Richmond and San Francisco/Daly City begins (still pending final approval by the California Public Utilities Commission), the proposed new express bus line will provide important access for West Contra Costa County residents. BART's current express bus route in West Contra Costa County connects El Cerrito/Del Norte Station with Pinole.

Bianco said BART and the West Contra Costa County Transit Authority currently have a mutual transfer acceptance agreement with the Pinole Express Bus Service, and he would expect that this agreement would also be extended to the new service if funding is approved.

BART's overall express bus service now operates over five routes in Alameda and Contra Costa Counties and is provided by AC Transit under a special cost reimbursement contract with BART.

The BART Board approved seeking the funding for the newly proposed service at its Thursday, April 24, meeting.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

April 25, 1980

BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

NEWS RELEASE

BART

W-36

FOR IMMEDIATE RELEASE

NEW SHUTTLE

TO CONNECT BART WITH MIRALOMA PARK

BART will soon be providing a new shuttle van service to connect the Glen Park Station with Miraloma Park.

The new shuttle service, which is being State funded as a six-month demonstration project, is scheduled to begin on June 30. Two 12-16 passenger vans will provide service at 10-minute intervals during the morning and evening peak commute periods. The Monday through Friday service will run between the hours of 6:30 a.m. to 8:40 a.m. and 4:15 p.m. to 6:25 p.m. The fare, which will be collected only in the evening, will be a BART/MUNI Transfer purchased for 50¢ at the Glen Park Station. A MUNI Fast-Pass or Senior Pass will also be honored. No cash fares will be accepted.

"The new van service should help to improve access to the Glen Park Station", according to Howard Goode, BART's Director of Planning & Analysis. "As there is limited parking in the area around Glen Park, we feel this service will be well accepted by the local residents and hope that it is a success." Goode went on to say that this demonstration project is only one among several planned to help improve access around BART stations.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

April 30, 1980

NEWS RELEASE

BART

W-37

FOR IMMEDIATE RELEASE - SIDEBAR

NAME THE NEW BART SHUTTLE - WIN A DINNER FOR FOUR

Name the new BART shuttle service between BART's Glen Park Station and Miraloma Park and win a dinner for four at DiMarcos Restaurant in Glen Park. To enter the contest, get a copy of the flyer describing the service at the Glen Park Station and fill out the coupon. Or, put your name, address, telephone number and suggested name for the shuttle on a 2" x 8 1/2" piece of plain paper and send it to the Office of Passenger Service, BART, 800 Madison Street, Oakland California 94607.

The contest deadline is 6:00 p.m., Friday, May 16, 1980. Employees of BART and DiMarcos Restaurant and their families are ineligible for this contest.

The second runner up will receive a set of glass mugs with a BART train engraved on them and third prize will be a BART T-Shirt.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

April 30, 1980

MAY

NEWS RELEASE

BART

W-38

FOR IMMEDIATE RELEASE

BART HOLDS CONTEST TO NAME NEW GLEN PARK SHUTTLE

First came Humphrey Go-BART, a zingy shuttle which has carried countless passengers between BART's Central Berkeley Station and the University of California campus the past few years. Then came Oakland Air-BART, Coliseum Station to Oakland Airport, followed by El BARTito, also a van shuttle which connects BART's Hayward Station with the Alameda County Administrative complex.

Now comes a new van shuttle, this one to operate between the Glen Park Station in San Francisco and Miraloma Park neighborhood. Though not expected to begin until June 30, BART is now holding a modest contest to name the new service, much like its East Bay ancestors.

The new service, when it begins at the end of next month, will consist of two vans with a carrying capacity of 12 to 16 passengers each. It will operate Monday through Friday between the hours of 6:30 a.m. and 8:40 a.m., and 4:15 p.m. to 6:25 p.m.

Operating at 10 minute intervals, the vans will pick up passengers at various street corners through the Miraloma Park neighborhood covering an approximate 4-mile route. The fare will be 50 cents for the combined inbound and outbound trip and collected only in the evening in the form of a BART/Muni transfer purchased in the station, a Muni Fast-Pass, or Senior Pass. Cash fares will not be accepted.

According to BART Planner Bruce Bauer, the new neighborhood shuttle service will be a 6-month demonstration project. During the 6-month period the service will be evaluated and the route altered as necessary.

- MORE -

2-2-2-2

Bauer said the project will be funded from Transportation Development Act monies and is part of a continuing effort to improve patron access to BART where possible.

Winner of the "Name the Shuttle" contest will receive dinner for four at Di Marco's Restaurant near the Glen Park Station, compliments of Di Marco's. Second prize will be a set of four glass mugs with a BART train engraved on them. Third prize will be a BART T-shirt.

Entry blanks may be picked up at the Glen Park Station or at the BART Administration building which is over the Lake Merritt Station in Oakland. Contest ends at 6 p.m. on Friday, May 16. Entries may be dropped off at Glen Park Station or sent to the Office of Passenger Service at BART, 800 Madison Street, Oakland, 94607. If entries have a May 16 postmark they will be accepted.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

May 6, 1980

NEWS RELEASE



BART

BUSINESS WIRE AND IN-HOUSE
DISTRIBUTION ONLY

W-39

FOR IMMEDIATE RELEASE

BART SETS ADDITIONAL HEARING DATE ON FARES

The BART Board of Directors today set an additional public hearing date of Thursday, June 12, at 9 a.m. on proposed fare increases as well as for a tentative 1980/81 budget for the transit district.

May 20 at 5:30 p.m. has been scheduled by the BART Board as the first public hearing date for the proposed fare increases.

On Monday, May 12, the full BART Board will hold a special meeting to consider various fare increase formula alternatives for tentative adoption. The meeting will begin at 9 a.m. in the BART board room at the transit district's Oakland Administration building which is easily accessible via BART to the Lake Merritt Station.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

May 8, 1980

NEWS RELEASE

W-40

BART

FOR IMMEDIATE RELEASE

BART BOARD PICKS ALTERNATIVE FARE STRUCTURES

The BART Board of Directors today picked three alternative fare structures to be considered at a public hearing set for May 20 at 5:30 p.m. in the board room at BART's Oakland Administration building.

In addition to the three basic formula considerations the BART Board also adopted a motion tentatively calling for an increase in discounts for the disabled and youths from 5 through 12 years of age from 75 percent to 90 percent. If ultimately adopted by the Board as part of a new fare structure, the increased discounts would be uniform with the discount now offered senior citizens.

All three formulas to be considered call for an increase in BART's current minimum fare (25 cents in the downtown business districts and 30 cents in outlying areas) to 50 cents, and an increase to the average fare in a range of from 25 to 35 percent. The average trip fare paid currently is 75 cents.

Under BART's proposed operating budget for the 1980/81 fiscal year of \$105.5 million, there would be a \$5.4 million unfunded deficit, largely due to increased power costs.

According to BART General Manager Keith Bernard the fare increase is necessary because all other funding sources for operating purposes will have been exhausted to meet the District's requirements.

The first fare formula would call for a range of from 50 cents, for trips up to six miles and in the existing suburban fare zones, to a maximum fare of \$1.75. The current maximum fare for a one-way trip is now \$1.45 from Fremont to Daly City. This formula would generate the needed revenue to meet BART's budget requirements.

- MORE -

2-2-2-2

The second formula under consideration calls for a 50 cent minimum for the first three miles within the downtown business districts and 60 cents for trips up to six miles and in existing suburban zones. The maximum fare would be \$1.95 for the longest trip on the system. This formula would generate enough to meet BART's budget requirements and an approximate additional amount of \$3.6 million which could be used for system improvements, such as to help provide more parking, more free transfers, and improve access to BART stations in general.

The third formula under consideration calls for a 50 cent minimum fare in both downtown and suburban zones to a maximum of \$1.65 for the longest trip. This formula, while more in line with AC Transit's proposed fares, would in fact fall short by about \$2 million of generating enough revenue to meet budget needs.

In addition, the Board also adopted a motion tentatively calling for a 30 cent surcharge for trips taken between Daly City and downtown San Francisco. The surcharge is now 15 cents, as compared with the transbay surcharge of 25 cents.

Also proposed is an increase in BART express bus fares from 25 cents for the first zone to 50 cents, and from 50 cents for two-zone trips to 75 cents. Part of this proposal calls for consideration of discounted monthly passes for those riders who take combined bus and rail trips. Bernard said the special passes are based on the idea that the express busses are viewed as an extension of the rail line fare structure. Purchase of the passes would actually make the cost of combined rail/bus trips more comparable with current fares.

He said a new fare structure, when ultimately adopted by the BART Board, is expected to go into effect June 30. BART's only other fare increase took place in December 1975.

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Mike Healy
Director, Public Affairs

May 12, 1980

EXAMPLE FARES UNDER THE THREE FORMULA OPTIONS

	<u>Current</u>	<u>Option I</u>	<u>Option II</u>	<u>Option III</u>	<u>Auto Cost***</u>
Concord/Downtown S.F.	1.35	1.65	1.85	1.55	\$5.66-7.30
Walnut Creek/Downtown S.F.	1.25	1.55	1.75	1.45	\$4.82-6.10
Concord/Oak.	1.00	1.30	1.50	1.20	\$3.68-4.94
Walnut Creek/Oak	.90	1.15	1.30	1.05	\$2.77-3.65
Fremont/Downtown S.F.	1.40	1.70	1.90	1.60	\$6.24-8.13
Hayward/Downtown S.F.	1.20	1.50	1.70	1.40	\$5.08-6.47
Fremont/Oakland	1.05	1.35	1.55	1.25	\$3.11-5.12
Hayward/Oakland	.80	1.05	1.25	.95	\$2.64-3.46
Richmond/Downtown S.F. *	1.00	1.30	1.50	1.20	\$3.91-4.81
Berkeley/Downtown S.F. *	.85	1.10	1.25	1.00	\$2.94-3.43
Oak 19th/ S.F.	.75	.95	1.10	.85	\$3.14-3.70
Oak. West/S.F.	.70	.90	1.00	.80	-- --
Daly City/S.F. **	.55	.90	1.05	.80	\$2.50-2.97

* Add 10 cents when direct Richmond/S.F. service begins

** Options include .30 cent surcharge.

*** Two auto cost estimates are shown reflecting (1) the avoidable (variable) cost of the trip, and (2) the fully allocated cost, including an allowance for depreciation. Cost figures assume single occupancy in a compact car, and are based on U.S. DOT estimates for 1976 (latest report available) inflated by the corresponding change in the Consumer Price Index (CPI). Trips crossing the Bay Bridge include one-half the .75¢ toll charge. One-half the daily parking charge is also included, assuming daily parking charges in San Francisco of \$2.80 and Oakland of \$1.40 based on prorated monthly charges in public parking facilities. Mileage rates are 12.9¢ (avoidable) and 18.4¢ (fully allocated).

NEWS RELEASE



No Distribution

W-41

BART

FOR IMMEDIATE RELEASE

BART TO REWARD HAYWARD WOMAN

For the second time within the past few months BART will be rewarding a citizen for providing information to the District that may well have prevented a serious train incident as a result of vandalism.

On May 1, at 6 a.m., Mrs. Dorothy Shane of Hayward notified BART police that two youths appeared to be inside the BART right-of-way near Sycamore Street. Mrs. Shane could see the youths from her home nearby. BART police immediately dispatched Officer Robert Varni to the scene where he discovered two youths hiding in the weeds, and that rocks and gravel had been piled up high alongside the track and on the track. The two juveniles were arrested and turned over to Alameda County Juvenile Authorities in Oakland.

BART General Manager Keith Bernard will present Mrs. Shane with a check for \$333.00 at 10 a.m., May 16, at BART headquarters in Oakland.

The transit district has a standing reward of up to \$1,000.00 for any information leading to the arrest and conviction of person(s) involved in tampering or vandalism on district property.

The first such reward was given on January 17 to three individuals for their role in helping to avert the potential for an arson related fire on a train New Year's Day morning.

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Mike Healy
Director, Public Affairs

May 15, 1980

NEWS RELEASE

BART

W-42

FOR IMMEDIATE RELEASE

BART TO CONDUCT PASSENGER PROFILE SURVEY

On Tuesday, May 20, BART will be asking many of its passengers to participate in a survey which will be conducted at all of the system's 34 stations throughout the operating day.

As passengers enter the system they will be selected at random by interviewers and given a short questionnaire to be filled out during the course of their trip. The questionnaire, which is completely anonymous and takes only a few minutes to complete, will then be deposited in a marked container upon exiting.

The passenger survey will attempt to answer such questions as who uses BART, trip origin and destination, what means were used to get to and from BART stations, and for what purpose various trips are made.

According to BART officials the information will help the transit district better serve its patrons in such areas as passenger information, parking lot usage, feeder bus demand, and other modes of transit access, as well as for long-range planning and marketing purposes.

The survey is being conducted for BART by Decision Research Institute of San Jose. The last such survey was conducted in May 1978. During this coming Tuesday's survey it is expected that about 20,000 questionnaires will be given out throughout the day and night.

Final results of the study are estimated to be completed by late August or early September.

#

Mike Healy
Director, Public Affairs

May 16, 1980

NEWS RELEASE



BART

W-43

FOR IMMEDIATE RELEASE

APPARENT SUCCESSFUL BIDDER TO INSTALL NEW BART SEATS

The apparent low bidder on a contract to install the new seat cushions in BART cars is WAM's, Inc., a San Francisco based firm. Their bid of \$118,267 was the lowest among five firms competing for the job. This was well below the estimated cost for the job which was about \$200,000.

The award of contract, which must go to the BART Board of Directors for approval, calls for the removal of the current polyurethane seats and installation of the new low-smoke Neoprene cushions.

The installation schedule calls for completion of about 4,000 seats per week beginning in mid June. All 32,000 seats are expected to be changed out by mid or late August.

Under a capital grant from the Urban Mass Transportation Administration, 80 percent of the funding will be provided while the remaining 20 percent will come from local matching funds.

The new fire resistant seat cushions are currently being manufactured by Art Craft Industries of Milwaukee, Wisconsin, for \$4.2 million.

#

Mike Healy
Director, Public Affairs

May 16, 1980

W-44

FOR IMMEDIATE RELEASE

BART PASSENGER SURVEY

In an effort to better serve its riders BART tomorrow, Tuesday, May 20, will be conducting its seventh passenger profile survey since the system opened back in 1972. The last such survey was conducted in May 1978. The survey information will help BART in its long-range planning of system improvements.

Passengers entering the system beginning at 6 a.m. will be selected at random by interviewers and given a questionnaire which may be filled out while enroute. The questionnaire takes only a few minutes to complete and is anonymous. Once completed, passengers may then deposit them in a specially designated container as they exit the system.

The survey, which will be conducted throughout the operating day from 6 a.m. to midnight, will be seeking information such as where patrons began their trip, their destinations, how they get to and from stations, purpose of trip, and how often they use the system. BART will also be interested in how many weekday riders use the system on weekends.

Decision Research Institute of San Jose is conducting the survey for BART. About 20,000 questionnaires are expected to be given out throughout the day.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

May 19, 1980

NEWS RELEASE

BART

W-45

FOR IMMEDIATE RELEASE

DISCOUNT TO INVESTMENT EXPO FOR BART RIDERS

Riding BART to the upcoming Investment Expo will save Expo goers \$2.50 or one-third the admission price at the box office by simply showing a BART ticket, used on the date of attendance.

Investment Expo, which begins this Thursday, May 29, and runs through Sunday, June 1, at Brooks Hall in San Francisco, will have a normal admission price of \$7.50. But it will only cost BART riders \$5.00 provided they show their BART ticket at the box office. Brooks Hall is only a short walk from BART's Civic Center Station in San Francisco.

Investment Expo, which features leading investment experts such as Eliot Janeway, is designed to provide a multitude of ideas and tips on potential investments, ways to beat inflation, and in general how to make money work. The Expo will also have 150 exhibitors showing all kinds of investment opportunities, and "how to...seminars" on the many aspects of investment.

Investment Expo will be open from 12 noon to 9 p.m. Thursday through Saturday, and 12 noon to 6 p.m. on Sunday.

BART suggests that those who plan to take advantage of the discount at the box office should always be sure and leave at least an extra five cents on their ticket so that it will be returned to them from the exit gate at the station.

BART operates from 6 a.m. to midnight, Monday through Saturday, and 9 a.m. to midnight on Sundays.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

May 27, 1980

BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

NEWS RELEASE

FOR IMMEDIATE RELEASE

BART

NEW APPOINTMENT SCHEDULE FOR BART PERMIT OFFICE

Effective this Monday, June 2, BART will begin issuing permits to bring bicycles onto the system on an "appointment only" basis.

According to Starla Bahem, who manages the BART permit program, issuing the permits by appointment will minimize waiting time for applicants and generally facilitate the overall process which includes taking a picture of applicants and laminating the completed permit on the spot.

She said that waiting time for applicants has on some occasions been as long as three hours. The average time that applicants have spent in line is about half an hour to forty-five minutes.

"The new schedule should eliminate waiting time for most or reduce it to no more than a few minutes," Bahem said.

Those wishing to make an appointment for obtaining a bicycle permit may call the BART Passenger Service Office at 465-4100, Ext. 569. The bicycle permits cost \$3.00 and are good for three years.

BART's permit office, located at the Lake Merritt Station in Oakland is open on Mondays from 9 a.m. to 3 p.m. and will also be open on Saturday June 7. For the past several months the transit district has been opening the permit office on the first Saturday of each month in an effort to accommodate those who could not obtain a permit during normal working hours. Ms. Bahem said that because of the high demand, beginning July 12 the permit office will be open every Saturday 9 a.m. to 3 p.m., also on an appointment only basis.

To date BART has issued about 7,000 bicycle permits.

#

May 28, 1980

Mike Healy
Director of Public Affairs

JUNE

NEWS RELEASE



W-47 .

BART

FOR IMMEDIATE RELEASE

BART HAS PAMPHLETS ON PROPOSED BUDGET AND FARES AVAILABLE

Pamphlets containing a complete summary of BART's proposed tentative budget for the 1980/81 fiscal year, and proposed fare changes have been published and are now available at BART's administration building, 800 Madison Street, Oakland, over the Lake Merritt Station.

BART has set a public hearing for consideration of both the budget adoption and fare increases to be held June 12 at 9 a.m. in the Board of Directors' room.

Members of the public interested in obtaining copies of the pamphlets in advance may pick them up from either the Public Affairs Office on the 1st floor or the office of the District Secretary on the 5th floor of the administration building.

On May 22 the BART Board of Directors adopted a tentative operating budget of \$105.8 million for the coming fiscal year. Built around the District's goals and objectives which include service improvements, such as providing full direct Richmond/San Francisco/Daly City service, continuing programs to improve reliability, access, and safety, the budget reflects a substantial increase in power costs. Power costs are expected to be \$13.6 million for the coming year for a \$5.8 million or 75 percent increase over the current year cost.

The BART Board has also adopted a tentative fare increase formula, also for consideration at the June 12 public hearing. The tentative new fare schedule calls for a .50¢ minimum fare (currently .25¢ in the downtown areas and .30¢ in the suburban areas) to a maximum of \$1.75 for the longest trip. This formula would

2-2-2-2

generate the needed revenue to meet BART's projected operating costs when combined with other support funds, at least until 1982.

Other tentative actions of the board for consideration at the June 12 public hearing include: uniform discounts for senior citizens, youths 5 through 12, and handicapped persons, of either 80 or 90 percent; \$2.00 excursion fares (currently \$1.00); increased express bus fares to .50¢ for a one-zone trip (up from .25¢); and .75¢ for a two-zone trip (up from .50¢); with elderly, youth, and handicapped fares remaining at .10¢; establishment of a bonus of 2 percent in value on multi-ride tickets costing \$20 or more; and an increase in the Daly City surcharge from .15¢ to .30¢.

The board is expected to adopt a final budget and fare schedule at a Board of Directors' meeting scheduled for June 26.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

June 2, 1980

NEWS RELEASE

BART

W-48

FOR IMMEDIATE RELEASE

BART BOARD HEARING ON BUDGET AND FARES

The BART Board of Directors will hold a public hearing at its regularly scheduled meeting Thursday, June 12, on the proposed budget for the 1980/81 fiscal year and the tentative proposal for a new fare schedule.

At its conclusion it is expected that this meeting will be adjourned to Tuesday, June 24, at 10 a.m. or immediately following a scheduled Engineering & Operations Committee meeting, to consider along with other items final adoption of the coming year's budget and tentative fare increase.

BART Board President Nello Bianco has announced that the regular Board of Directors' meeting scheduled for June 26 has been cancelled.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

June 9, 1980

NEWS RELEASE

BART

W-49

FOR IMMEDIATE RELEASE

BART PICKS WINNER OF "NAME THE SHUTTLE" CONTEST

From over 300 entries BART has selected "The Loma Ranger" for the name of the new shuttle van service scheduled to begin June 30 between the Glen Park Station and Mira Loma Park.

Submitting the winning entry for the BART sponsored "Name the Shuttle" contest was Mr. Louis Capecci of San Francisco. Mr. Capecci will receive as first prize, a dinner for four at Di Marco's Restaurant in Glen Park, compliments of Di Marco's.

The new shuttle service when it begins will consist of two vans operating at 10 minute intervals Monday through Friday between the hours of 6:30 a.m. and 8:40 a.m., and 4:15 p.m. to 6:25 p.m. The vans will pick up passengers at various street corners through the Miraloma Park neighborhood covering an approximate 4-mile route. A round trip will cost 50 cents and be collected only in the evening in the form of a BART/Muni transfer purchased in the station, a Muni Fast-Pass, or Senior Pass. Cash fares will not be accepted.

Second place winner in the contest to name the shuttle, which was held during the first two weeks in May, was Rosalind Suter for the name "BARTabout." She will receive four glass mugs with the symbol of a BART train etched on them.

Third place winner was 8 year old Thanh Ton for her entry, "The Miraloma Hill Hopper." She will receive a BART T-shirt.

The winners have been invited to pick up their prizes at a June 30 ceremony to kick off the new service. The ceremony will begin at 3 p.m. at the Glen Park Station.

#

June 9, 1980

Mike Healy
Director of Public Affairs
(415) 465-4100

BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

NEWS RELEASE

BART

W-50

FOR IMMEDIATE RELEASE

FLAG DAY TO BE OBSERVED AT BART SAN LEANDRO STATION

BART this Saturday, June 14, will be hosting a special Flag Day program, at 1:00 p.m. at the San Leandro Station.

The program which includes a modest ceremony and remarks from local dignitaries and officials, is being sponsored by Mr. Martin Francis of San Leandro. Mr. Francis will have on display his collection of American Flags, both historical and contemporary. Last year Mr. Francis, who collects American Flags as a hobby, provided a colorful Flag Day program at San Leandro City Hall and has been responsible for many similar community programs in past years.

This year's program will take place outside the station underneath the flag pole and will feature remarks by the Honorable Valance Gill, Mayor of San Leandro and Robert Allen, BART Director, District 5. Other guests will include Audry Despain of the Freedoms Foundation at Valley Forge; and John D. Casey, Principal, Pacific High School, San Leandro. Representatives of the San Leandro Elks Lodge; Boy Scouts and Girl Scouts of America and the Hayward Marine Detail Color Guard will also participate.

The program is expected to end at approximately 2:00 p.m.

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June 12, 1980

Mike Healy
Director of Public Affairs
(415) 465-4100

NEWS RELEASE

BART

W-51

FOR IMMEDIATE RELEASE

BART DIRECTOR HARVEY GLASSER ANNOUNCES RESIGNATION FROM BOARD

BART Director Harvey W. Glasser of Alameda today announced his resignation from the Transit District's Board of Directors, effective August 1, 1980.

Dr. Glasser was first elected to the BART Board in November, 1974 by the voters of the 4th BART District which comprises Alameda and portions of Oakland. During his tenure as Director he served as Chairman of the Board's Engineering Committee for two years, during 1975 and 1976, and was President of the Board in 1978. He also served as a member of several other committees and is currently the Vice Chairman of the Public Information and Legislation Committee.

In announcing his resignation, Dr. Glasser said that he believed BART had come a long way since he had first become a member of the Board.

"When I first joined the BART Board in 1974, the District was still in the first stages of its transition from a major construction project to becoming an operating transit system. There were many problems to be solved ranging from technical, and financial to management," Glasser said.

He said he believes BART has made the transition, that most of those early problems are behind the system and the organization is now strong from top to bottom.

Dr. Glasser said he was resigning from the Board because of business commitments which require him to make an increasing number of trips both around and out of state.

- MORE -

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Other Board members lauded Dr. Glasser for contributing insight and decisiveness to the Board as a policy making body over the years.

BART General Manager Keith Bernard also praised Dr. Glasser's work on the Board and wishes him good luck on behalf of the staff.

Dr. Glasser, who was born in Chicago, Illinois, received his M.D. from the University of Chicago School of Medicine in 1959 and served residencies in psychiatry at Stanford University Hospital in Palo Alto and Mt. Zion Hospital in San Francisco. He is founder and President of Western Hospital Corporation, a hospital consulting and management firm in Alameda.

The BART Board is expected to appoint a replacement to fill Dr. Glasser's seat on the Board. His term was due to expire in November, 1982. Whoever is appointed, however, would have to run for election this November.

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June 12, 1980

Mike Healy
Director, Public Affairs
(415) 465-4100

NEWS RELEASE

BART

W-52

FOR IMMEDIATE RELEASE

BART BEGINS TO PHASE-IN CLOSE HEADWAYS

BART today began the first segment of its phase-in of the "Close Headways" program by switching a portion of the downtown Oakland line over to the new operation.

The turning on of close headways operation took place at 11:00 a.m. this morning and affected only the area called the Oakland "we" which comprises the system's major merge between the 12th Street City Center, Oakland West, and Lake Merritt Stations.

BART will be phasing-in the close headways operation gradually over the next months.

According to BART officials, passengers will notice little difference at first except perhaps a general smoothing out of service as more and more segments switch over.

The most dramatic and most visible event is scheduled to take place on July 7 when BART plans to inaugurate direct service between Richmond and San Francisco/Daly City and put more trains on the Concord and Fremont lines during the peak travel hours.

With the addition of Richmond/Daly City service, train intervals along the downtown Oakland line and San Francisco line will be reduced to approximately 3.5 minutes during the peak hours and 5 minutes during the midway hours, from the current 7-minute waiting time. Late night service will continue on a 20-minute schedule. System carrying capacity overall will be

2-2-2-2

increased by about 60 percent - - 16 trains an hour through the transbay tube rather than the current average of 10 trains an hour.

At present, and for several years, BART has maintained a minimum one station separation of trains. In some cases this separation is several miles in length. The inflexibility of this constraint has not only resulted in limited service capacity but has also resulted in a negative impact on service reliability.

The shorter distance between trains and increased flexibility will enable BART to run existing service more reliability because it will reduce the impact of equipment failures on system performance, it will enable the system to recover more rapidly when problems occur, and enable a much smoother operation of the merges of lines in Oakland which today often cause rush hour delays.

Under current operations, BART maintains a 30-train base (10 trains per line), one extra train between Richmond and Daly City and two (2) extra trains on the Concord line during peak commute hours. With close headways BART train service will gradually increase to 43 trains and eventually more as ridership demand grows.

The next segment to be switched over will be between the Oakland West and Montgomery Street Stations.

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June 13, 1980

Mike Healy
Director, Public Affairs
(415- 465-4100)

W-53

FOR IMMEDIATE RELEASE

EDITORS: A press conference has been scheduled by the American Public Transit Association to be held on Tuesday, June 17 at 12:00 noon in the Seacliff B Room, Hyatt Regency Hotel, Embarcadero Center.

The press conference will be held by Administrator Theodore C. Lutz, Urban Mass Transportation Administration. He will be joined by the Director of the California Department of Transportation, Adriana Gianturco, BART General Manager Keith Bernard, and Muni General Manager Curtis Green.

The American Public Transit Association is holding its annual rail transit conference in San Francisco at the Hyatt Regency Hotel through June 19. About 1000 top officials from North America's rail transit operations are expected to be in attendance.

Contact: Albert Engelken

American Public Transit
Assc. Press Room, Hyatt Regency
788-1234 - Extension 238

June 16, 1980

Mike Healy
Director of Public Affairs
(415-465-4100)

NEWS RELEASE

BART

W-54

FOR IMMEDIATE RELEASE

MORE PARKING NOW AT BART CONCORD STATION

Beginning tomorrow, Friday June 20, BART's Concord Station will see a 50 percent increase in parking facilities for the transit system's patrons, it was announced today by BART Director Barc Simpson.

BART has leased two supplemental parking lots which combined will accommodate an additional 510 cars. This brings the total number of parking spaces at the Concord Station to 1600.

The larger of the two lots is located two blocks east of the station at the corner of The Alameda and Clayton Road, with access from The Alameda. This lot has been leased from Paul R. Baldacci, Jr., and Daniel J. Modena for 18 months at a cost of \$30,000. BART will have the option to extend the lease an additional seven months at the end of the initial 18 month period and then on a month-to-month basis thereafter.

The second and smaller lot is being leased from the Concord Redevelopment Agency at a cost of \$3,300 per year.

According to Simpson, the additional parking is part of an overall effort to improve access and alleviate parking congestion at the station and along adjacent residential streets.

He said improving access to Concord line stations and the system in general is a top priority with the District.

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Mike Healy
Director, Public Affairs
(415) 465-4100

June 19, 1980

Business Wire only

W 55

FOR IMMEDIATE RELEASE

PUBLIC SERVICE ANNOUNCEMENT

BART or AC Transit will be the way to go if you are planning on attending the closed circuit presentation of the Sugar Ray Leonard/Roberto Duran fight tonight at the Oakland Auditorium.

All seats for the fight have been sold and parking at the auditorium has already been reserved for a Laney College event.

BART riders will find the Lake Merritt Station in Oakland only two blocks from the auditorium. The Oakland Auditorium is located on East 10th Street just off Oak Street.

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Mike Healy
Director, Public Affairs
BART
(415) 465-4100

June 20, 1980

NEWS RELEASE

BART

W-56

FOR IMMEDIATE RELEASE

BART BOARD ADOPTS 1980/81 BUDGET AND NEW FARE SCHEDULE

The BART Board of Directors today, Tuesday, June 24, adopted the operating budget for fiscal year 1980/81 calling for an expenditure of \$105.5 million.

Included in the new budget, along with the cost of continued services, will be additional service under the transit district's "close headway" program. Under close headways, BART this next month will begin direct service between Richmond and San Francisco-Daly City, and put more trains into service on the Concord and Fremont/San Francisco-Daly City lines during peak periods.

The new budget, which is up 10.8% over the 1979/80 budget of \$95.2 million, also reflects a \$5.8 million increase in power costs along with other cost increases due to inflation. An additional amount of \$2.5 million has been set aside as a general system improvement allowance.

As a result of improved productivity and the ability to schedule four 10-hour day work weeks in selected areas, BART's total staffing levels will see a net decrease of 49 from current authorized positions. This will result in a total staffing level of 2,157 for the district in the coming year.

In order to meet rising costs, the budget requires \$7.6 million in additional revenues to be raised from increasing fares. Since BART's first fare increase in 1975, the general inflation rate has been 44.8%. Regular gasoline has risen over 108% since 1975.

- MORE -

2-2-2-2

As adopted, the 1980/81 budget calls for farebox revenues to generate \$42.8 million. Under current fares, the revenue would be \$35 million. Other revenue sources making up the remainder of the budget include an estimated \$56.5 million from the half-cent sales tax levied in the three BART counties for regional transit, \$2.7 million from property tax, and about \$3.1 million from the combination of State (Prop. 13 relief) and Transportation Development Act funds.

Along with the operating budget, the BART board also adopted a capital improvement program for the coming year as part of the transit district's five-year capital improvement plan.

The coming year's program anticipates investing \$41.7 million in various improvements to the present system, including the initial steps to purchase new transit vehicles; completion of the new track through downtown Oakland called the KE track; beginning work on the proposed Daly City turnback and train storage facilities, which will ultimately enhance operations and generate an annual cost savings of approximately \$100,000 annually in reduced car miles operated; continuing to improve system access; completing design and beginning construction of the Integrated Control System which will ultimately replace BART's current computer system.

At present BART has \$28.4 million available in grants and reserves to meet the capital program need. The transit district will seek additional revenue grants and local matching funds to make up the remaining \$13.3 million.

Over the next five years, the capital improvement program is expected to cost \$275 million. BART will seek 80% federal funding for the program.

FARES: In addition to the adoption of the coming year's budget, the board also approved the first fare increase for the system since November, 1975.

The new fare formula, which was presented at two public hearings, May 20 and June 12, calls for a raise in the minimum fare from 30 cents (25 cents in the downtown areas) to 50 cents, and the maximum fare for a one-way trip from \$1.45 to \$1.75. The longest one-way trip is from Daly City to Fremont. The average fare under the new formula will increase by about 36% or from an average of 75 cents to \$1.02.

EXAMPLE FARES UNDER THE THREE FORMULA OPTIONS

	<u>Current</u>	<u>New Fare</u>	<u>Auto Cost</u>
Concord/Downtown S.F.	1.35	1.65	\$5.66-7.30
Walnut Creek/Downtown S.F.	1.25	1.55	\$4.82-6.10
Concord/Oakland	1.00	1.30	\$3.68-4.94
Walnut Creek/Oakland	.90	1.15	\$2.77-3.65
Fremont/Downtown S.F.	1.40	1.70	\$6.24-8.13
Hayward/Downtown S.F.	1.20	1.50	\$5.08-6.47
Fremont/Oakland	1.05	1.35	\$3.11-5.12
Hayward/Oakland	.80	1.05	\$2.64-3.46
Richmond/Downtown S.F.	1.00	1.30	\$3.91-4.81
Berkeley-Downtown S.F.	.85	1.10	\$2.94-3.43
Oak.-19th/S.F.	.75	.95	\$3.14-3.70
Oak.West/S.F.	.70	.90	\$3.00-3.52
Daly City/S.F.	.55	.90	\$2.50-2.97
(Maximum Fare)	1.45	1.75	

4-4-4-4

Other items included in the adoption of the new fare formula are:

- . Discounts for senior citizens (currently 90%), youths 5 through 12 and handicapped persons (currently 75%), will now be a uniform 90%.
- . Excursion fares will remain at \$1.00.
- . Express Buses - 50 cents for a one-zone trip (up 25 cents); and 75 cents for a two-zone trip (up from 50 cents); with senior citizens, youth, and handicapped fares remaining at 10 cents per zone.
- . Surcharge from Daly City to Downtown San Francisco will be increased from 15 cents to 30 cents. The transbay surcharge will remain at the current 25 cents.

The new fare schedule will go into effect on Monday, June 30, 1980. Special bulletins with the new fare schedule will soon be available in all BART stations and should be kept by passengers as a handy guide until new brochures are printed.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

June 24, 1980

NEWS RELEASE

W-57

BART

FOR IMMEDIATE RELEASE

BART's NEW DISCOUNT TICKET FOR HANDICAPPED AND KIDS

When BART's fare increases go into effect this coming Monday, June 30, the transit district will be issuing a new value discount ticket through local branch banks which will reflect the new 90% discount rate.

The new discount ticket for handicapped persons and children 5 through 12 will be the same color red as the old ticket but will have a pre-encoded value of \$9.00, and will cost 90 cents. The current tickets have a value of \$6.00 and cost \$1.50 reflecting the 75% discount. BART has created the new \$9.00 discount ticket in order to make a distinction from current outstanding tickets for accounting purposes.

According to BART officials, all red discount tickets purchased prior to June 30 will not be exchanged or refunded.

The green senior citizens' discount tickets will continue to be encoded with a \$6.00 value and sold for 60 cents, continuing the 90% discount rate.

All BART discount tickets must be purchased at most branch banks and some savings and loan offices. They are not available at BART stations.

Also, BART is cautioning people who take an excursion trip, which allows a ride up to three hours on the entire system for \$1.00 as long as they enter and exit at the same station, to check with the station agent as the faregate must be readjusted to reflect the \$1.00 amount. Because there had been earlier consideration to increase the excursion rate to \$2.00, the faregates were adjusted in advance in anticipation of this higher charge. However, in adoption of the new fare package, the BART board elected to keep the excursion rate at the old charge of \$1.00.

The machines will be readjusted over the next weeks.

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Mike Healy
Director of Public Affairs
(415) 465-4100

June 26, 1980

NEWS RELEASE



BART

W-58

FOR IMMEDIATE RELEASE

CEREMONY TO MARK NEW GLEN PARK SHUTTLE SERVICE

BART Director Eugene Garfinkle of San Francisco will preside over a ribbon-cutting ceremony this Monday, June 30, to officially mark the start of a new shuttle van service between Glen Park Station and Miraloma Park. The ceremony is scheduled to begin at 3:30 p.m., at the Glen Park Station, with several officials and dignitaries in attendance.

Garfinkle said the start of the "Loma Ranger" service will mark the first neighborhood shuttle service from a San Francisco BART station. A "Name the Shuttle" contest was held earlier this month, and the name "Loma Ranger" was selected from over 300 entries. Mr. Louis Capecci of San Francisco, who submitted the winning name, will receive a free dinner for four from Di Marco's Restaurant near Glen Park Station.

The van shuttle service will consist of two 12-16 passenger vans providing service at 10-minute intervals during the morning and evening peak commute periods. The Monday through Friday service will run between the hours of 6:30 a.m. to 8:40 a.m. and 4:15 p.m. to 6:25 p.m.

To commemorate the opening of the service, all fares will be free for the first week. After July 3, the normal fare will be charged. The fare, which will be collected only in the evenings, will be a BART/Muni transfer purchased for 50 cents at the Glen Park Station. A Muni Fast-Pass or Senior Pass will also be honored. No cash fares will be accepted.

"This new neighborhood shuttle service is a six month, state funded, demonstration project. We will be evaluating the service during the next six months and changing the route as necessary," Garfinkle said. "Hopefully this service will be as successful as our other shuttle services in the East Bay."

Garfinkle said the new shuttle is part of BART's overall program to improve access to its stations wherever possible.

#

Mike Healy,
Director, Public Affairs
(415) 465-4100

June 26, 1980

BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

NEWS RELEASE



V-59

BART

FOR IMMEDIATE RELEASE

CEREMONY TO MARK NEW BUSWAY AT CONCORD STATION

BART Director Barclay Simpson of Orinda will preside over a ribbon-cutting ceremony this Monday, June 30, to mark the soon-to-open new busway at the Concord Station.

The ceremony is scheduled to begin at 9:30 a.m. in front of the Concord platform with several officials and dignitaries in attendance, including Concord Mayor June Bulman and Contra Costa Supervisors Eric Hasseltine and Robert Schroeder.

Simpson said that the busway will provide for easier access between BART and all buses serving the Concord Station. The facility is tentatively scheduled to open July 7.

"The busway should significantly relieve current congestion problems for buses entering and exiting the Concord Station," according to Simpson. "As an additional benefit, buses using the new busway will operate at greatly increased frequencies and an increase in local service is also planned."

The location of the busway is on the north side of the station where the old Sacramento Northern Railway right-of-way used to be. Construction was started in August 1979, and the total cost of the project was \$1.2 million. Future planned improvement to the busway project calls for construction of a Greyhound Bus Terminal at the east end.

"This busway is only a part of BART's total access improvement program," said Simpson. "To help ease passenger access to the Concord Station, we have also just opened up two satellite parking lots providing 510 additional parking spaces."

The new parking lots are located within walking distance of the station. The larger of the two lots is located two blocks each of the station at the corner of The Alameda and Clayton Road. A smaller lot is located two blocks west of the station on a site bordered by Clayton Road, Galindo Street, Park Street, and Mt. Diablo Street.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

June 26, 1980

BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

NEWS RELEASE

BART

BUSINESS WIRE ONLY

W-60

FOR IMMEDIATE RELEASE

BART WILL PROVIDE SERVICE FOR GAY FREEDOM PARADE

In order to accommodate an anticipated jump in ridership this Sunday during the Gay Freedom Day Parade in San Francisco, BART will be operating longer than normal trains and extra trains if needed.

On Sundays BART operates over two routes, Concord/Daly City and Richmond/Fremont from 9 a.m. to midnight at twenty minute frequency.

Normally on Sundays the transit system operates much shorter trains, usually three or four cars in length in accordance with travel demand. However, with crowds expected to reach 200,000 to 300,000 for Sunday's parade, which is scheduled to begin near BART's Embarcadero Station at 11 a.m., BART plans to operate seven-car trains along the San Francisco line and have four extra trains ready to be put into service if needed. Five-car trains will be operated along the Richmond/Fremont line.

The parade, which will move down Market Street to the U. N. Plaza adjacent to the Civic Center Station is expected to end at about 2 p.m.

#

Mike Healy
Director of Public Affairs
(415) 465-4100

June 27, 1980

NEWS RELEASE

BUSINESS WIRE ONLY

BART

W-61

FOR IMMEDIATE RELEASE

BART'S NEW FARES EFFECTIVE THIS MONDAY, JUNE 30

BART fares are scheduled to change effective this Monday, June 30, for the first time since 1975.

In an effort to help passengers determine fares for individual trips taken, BART will have a special bulletin with a fare chart in all stations beginning this weekend.

The special "New Fares" bulletin is designed to provide passengers with a handy guide until new brochures reflecting the fare increases are off the press and distributed. BART estimates the new All About BART brochures should be available in about three weeks. In the interim, BART hopes passengers will retain the fare bulletins which will be located in dispenser racks on top of the faregates at all stations.

The BART Board of Directors adopted the new fare schedule on June 24 following public hearings held in late May and early June.

Beginning Monday, the new fare schedule will increase the average fare paid by about 36% and raise the minimum fare to 50 cents. The maximum fare for a one-way trip will be \$1.75.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

June 27, 1980

JULY

BUSINESS WIRE ONLY

W-62

FOR IMMEDIATE RELEASE

BART TO BEGIN NEW SERVICE MONDAY

OAKLAND, CALIF. . . BART this Monday, July 7, will begin full direct service between Richmond and San Francisco/Daly City, underscoring the transit system's "Close Headway" program, which began a phase-in process in early June.

In addition to the new Richmond service BART will also be putting an additional train on the Concord/Daly City line and the Fremont/Daly City line during the peak commute hours.

The new direct service between Richmond and the west bay will operate at a base 15-minute frequency from 6 a.m. to 6 p.m., Monday through Friday, immediately doubling service along the Richmond line serving the communities of El Cerrito, Albany, and Berkeley through downtown Oakland.

The number of trains operated on the system at one time will increase from 33 to 43 and bring the number of trains to operate through the transbay tube an hour during peak periods from 10 to 16. This represents an increase in potential transbay carrying capacity of 60 percent.

During peak commute hours there will be 9 trains operating between Richmond/Daly City, 10 trains between Richmond/Fremont; 13 trains, Concord/Daly City; and 11 trains, Fremont/Daly City. During midday hours the Concord and Fremont/Daly City lines will be cut back to 10 trains operating over each line. The total number of trains to operate during the midday hours systemwide will be 39.

Trains will leave Richmond bound for San Francisco every 15 minutes, and for Fremont every 15 minutes. This will have the effect of reducing waiting time for patrons traveling between Oakland and Richmond to between 5 and 10 minutes, allowing for a variable schedule.

__ MORE -

2-2-2-2

With the additional service, waiting time in downtown Oakland, Oakland West and along the San Francisco line will be reduced to about 3.8 or 4 minutes during the peak hours and 5 minutes during the midday hours.

Evening, Saturday, and Sunday service will remain unchanged from the present.

BART is forecasting that over the next months the new service should attract an additional 7,000 passengers a day systemwide, about 4,000 of which would come from points along the Richmond line. Over the past months BART's average daily ridership has been fluctuating between 160,000 and 170,000.

CLOSE HEADWAYS

Under Close Headways BART trains will no longer be required to operate at no less than one station apart, thus allowing BART to increase service by putting more trains into operation. In the past the minimum one station separation of trains had been a constraint that offered little operating flexibility and thus resulted in limited service capacity and a negative impact on service reliability.

The shorter distance between trains and increased flexibility under the Close Headways program will enable BART to operate more reliably because it will reduce the impact of equipment failures on system performance, it will enable the system to recover more rapidly when problems occur, and enable a much smoother operation of the merges of lines in Oakland which in the past have caused rush hour delays.

While BART's application to operate the system under Close Headways was approved in June by the California Public Utilities Commission (CPUC), the work to achieve this basic operating change actually began back in 1973.

In his testimony last October before the CPUC, BART General Manager Keith Bernard outlined how the system's most complex safety problem--assurance of safe distances between trains for Close Headway operation under all conceivable conditions--was finally overcome by completion of massive re-engineering programs.

3-3-3-3

One program involved the development, installation and testing of a new train protection system, a supplement to the primary protection system, whose nickname is "SORS" for Sequential Occupancy Release System. The second program involved the rewiring of wayside controls to change speed commands and assure ample braking distances for trains under "worst case" conditions systemwide. The work, which began in 1973, was carried out by BART engineers and their consultants under continuous review of the CPUC technical staff.

With the startup of full direct service between Richmond and San Francisco/Daly City this Monday, BART's basic original route plan will be complete.

#

July 3, 1980

Mike Healy
Director of Public Affairs
(415) 465-4100

BUSINESS WIRE ONLY

July 3, 1980

TO: Bay Area Editors
FROM: Mike Healy
SUBJECT: Richmond/San Francisco Ceremony

As you are probably aware, this Monday, July 7, BART will mark the startup of full direct service between Richmond and San Francisco. The ceremony and ribbon-cutting will be held at 8:30 a.m. at the Richmond Station. Following the ceremony, all attending will board a ceremonial train marked with special decals for San Francisco where the East Bay officials will be greeted by Supervisor John Bardis, representing San Francisco.

Reporters assigned to cover the event may pick up press kits and media badges which will be good for access to the system for the entire day.

Please feel free to call me at 655-5315 for any further information over the weekend. If I happen to be out, there is an answering device for a taped message.

Mike Healy
Director, Public Affairs

W-63

FOR IMMEDIATE RELEASE

BART Board President, Nello Bianco of Richmond, and Directors Arthur Shartsis, representing Berkeley and Oakland, and Wilfred Ussery, representing portions of both San Francisco and Berkeley, will preside over a ribbon-cutting ceremony this Monday, July 7, to commemorate the start of direct service between Richmond and San Francisco/Daly City.

The ceremony is scheduled to begin at 8:30 a.m. at the Richmond Station and will be followed by a commemorative train ride to San Francisco where a second ceremony will be held on the platform of the Embarcadero Station at about 9:45 a.m. At Embarcadero, San Francisco Supervisor John Bardis will welcome the East Bay delegation on behalf of the City of San Francisco. Also present at the Embarcadero ceremony will be BART Directors John Kirkwood and Eugene Garfinkle.

Although direct service between Richmond and San Francisco/Daly City will actually begin at 6 a.m., the ceremony is being held at 8:30 a.m. in order to make it more convenient for the public to attend. The ceremonial train which is scheduled to depart Richmond at 9 a.m. will be decorated with decals commemorating the direct service.

According to President Bianco, the train will make all stops between Richmond and San Francisco and the public is invited to participate in the ride. "We hope as many people as can will join us on Monday to celebrate the start of this long-awaited service."

As a souvenir of the event, Station Agents will also be distributing commemorative buttons to BART passengers on Monday, July 7, while they last. The buttons are bright blue and silver with a smiling train and the date of direct Richmond-San Francisco service:

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July 3, 1980

Mike Healy
Director of Public Affairs
(415) 465-4100

NEWS RELEASE

BART

W-64

FOR IMMEDIATE RELEASE

BART BEGINS NEW SERVICE

RICHMOND, CALIF. . . BART today, Monday July 7, began its long-awaited full direct service between Richmond and San Francisco/Daly City, completing the basic route plan for the system.

BART Board President Nello Bianco of Richmond, presided over a ceremony commemorating the event at 8:30 a.m. this morning at the Richmond Station before boarding a ceremonial train for San Francisco.

In his remarks to the large gathering of dignitaries and members of the public Bianco said he was extremely pleased to see that the people of Richmond and all other communities served by the Richmond line were at last going to have this service which had been promised long ago.

In addition to the new Richmond service, BART also added a train to the Concord/Daly City line and to the Fremont/Daly City line during the peak commute travel periods. The total number of trains now scheduled to operate during the peak commute hours is 43 instead of 33 as has been the case for the past few years.

The new direct service between Richmond and the west bay will operate at a base 15-minute frequency from 6 a.m. to 6 p.m., immediately doubling service along the Richmond line serving the communities of El Cerrito, Albany, and Berkeley through downtown Oakland.

According to Bianco, this new service is now possible as a result of years of work on the part of BART engineers and outside consultants such as the Lawrence Berkeley Lab.

- MORE -

2-2-2-2

He said BART's application to operate under the "Close Headways" program was finally approved by the California Public Utilities Commission on June 3.

Bianco said the Close Headways program, which had been underway as a massive engineering project since 1973, was the key to BART being able to make any significant service improvements.

He said the opening of the direct service between Richmond and the west bay today is just one of the primary products of the Close Headways program, which essentially allows the system to be operated as it was originally intended.

Other benefits of Close Headways include a significant reduction in waiting time and travel time for patrons along other lines as well as the Richmond line. Train intervals along the downtown Oakland line and San Francisco line will be reduced to less than 4 minutes during the peak hours and 5 minutes during the midday hours from the past waiting time of 7 minutes. Also, the shorter distance between trains and increased flexibility will enable BART to run service more reliably because it will reduce the impact of equipment failures on system performance, enable the system to recover more rapidly when problems occur, and provide a much smoother operation of the merges of lines in the oakland "wye."

BART's weekend and night service will remain the same. Saturday trains will operate from 6 a.m. to midnight providing three-route service--Concord/Daly City, Fremont/Daly City and Richmond/Fremont--at a base 18-minute frequency until 6 p.m., and then two-route service--Concord/Daly City and Richmond/Fremont--at 20-minute frequency until midnight. Sunday service operates from 9 a.m. until midnight.

Bianco characterized today's new service as one of the most dramatic service improvements since the system first inaugurated service in 1972. Since then the single most significant advance in service was the opening of the transbay tube in 1974.

3-3-3-3

Since first opening, the system has carried over 230,000,00 passengers about 3 billion passenger miles.

#

July 7, 1980

Mike Healy
Director of Public Affairs
(415) 465-4100

NEWS RELEASE

W-65
FOR IMMEDIATE RELEASE: **BART**

CEREMONY MARKS NEW RICHMOND/S.F. SERVICE

RICHMOND, CALIFORNIA . . . BART Board President Nello Bianco of Richmond today presided over a ribbon-cutting ceremony at the Richmond Station to commemorate the start of full direct service between Richmond and San Francisco.

In marking the event Bianco was joined by fellow BART Board members Arthur Shartsis of Oakland who represents a portion of Berkeley, and Wilfred Ussery of San Francisco whose district also includes a section of Berkeley.

The ceremony, which began at approximately 8:30 a.m., was followed by a commemorative train ride to San Francisco. Actual service for passengers on the direct Richmond/San Francisco/Daly City line began at 6 a.m..

Upon arrival at the Embarcadero Station in San Francisco, the East Bay delegation on the ceremonial train was greeted by San Francisco Supervisor John Bardis and BART Directors John Kirkwood and Eugene Garfinkle.

The four-car ceremonial train was decorated with special decals heralding the start of the new direct service. Throughout the day, BART station agents were also distributing commemorative buttons to BART passengers while the buttons lasted. The bright blue and silver button shows a smiling train with the July 7, 1980 date.

Historical Note

In January 1973 the Richmond line running about 11 miles between Richmond and the MacArthur Station in north Oakland was first opened. This was the second line to open following the September 1972 opening of first 26 mile leg of the system between Fremont and MacArthur Station. In May, 1973 the Concord line was opened and in November, 1973 the San Francisco line opened between Montgomery and Daly City. In September 1974 the transbay tube opened and in May 1976 the Embarcadero Station, the last station on the system to be built, was opened.

#

July 7, 1980

Mike Healy
Director of Public Affairs
(415) 465-4100

NEWS RELEASE

FOR IMMEDIATE RELEASE

W-66

BART

BART President Nello Bianco today announced that the District's Board of Directors is seeking candidates to fill a vacancy as District Four representative on the BART Board. Director Harvey W. Glasser, M.D., who has served as District Four Director since the Board was first elected in 1974, has resigned that post effective August 1.

Bianco said that he will call a special meeting at which the Board, sitting as a Committee of the Whole, will interview residents of District Four interested in the position at 7 p.m. on Wednesday, July 23, in the Board Room of the District's headquarters at 800 Madison Street, Oakland. District Four, which includes the Fruitvale and Coliseum Stations, lies wholly within the cities of Oakland and Alameda. The district is generally bounded on the north by the Alameda and Oakland city limits, 12th., First Ave., Leimert Blvd., Leimert Pl., Clemens Rd. and Waterhouse Rd., on the south by the San Leandro city limit; on the west by San Francisco Bay; and on the east by the Oakland city limits.

Those interested in being interviewed for the vacancy should contact the Office of the BART Secretary, 800 Madison Street, Oakland, 94607, Telephone 465-4100.

Bianco pointed out that although the Board will interview candidates on July 23, anyone interested in election as BART Director of District Four at the November 4 General Election may obtain nomination papers from the Alameda County Registrar of Voters on or after July 14, and file completed papers with the Registrar no later than August 8.

If the BART Board selects a person to fill the vacancy, that person still must run in the general election in November in order to serve out the balance of Director Glasser's term.

#

July 8, 1980

Mike Healy
Director, Public Affairs

NEWS RELEASE

BART

W-67

FOR IMMEDIATE RELEASE

BART BIKE LOCKERS REDUCED COST

BART bike lockers which are located at all stations except in San Francisco, downtown Oakland, and central Berkeley, may now be leased from the transit district for \$30 per year, or \$15 for three months. A \$10 key deposit is also required.

The new rental price represents a 45 percent reduction from the old annual leasing cost of \$50 per year. In addition to the new low annual cost, the 6-month price of \$30 and 9-month price of \$45 have been eliminated.

According to Starla Bahem, who manages the BART bicycle program, the lockers are fully enclosed and designed to provide secure storage and weather protection for bicycles.

She said the lockers were installed in February, 1977, and provide 650 separate spaces for bicycles.

In an effort to increase the usage of these lockers, which has been running at an average of 25 percent, the BART Board of Directors recently reduced the price as an incentive measure.

For further information, persons interested in the bike locker rental program may call BART Passenger Service at 465-4100, Extension 569.

#

July 11, 1980

Mike Healy
Director, Public Affairs
(415) 465-4100

NEWS RELEASE

W-68

BART

FOR IMMEDIATE RELEASE

BART BIKE PROGRAM EXPANDED

Because of a recent upsurge in demand for permits to take bicycles on BART, the transit system beginning this Wednesday, July 16, will expand the permit office hours from two days a week to five days a week.

The BART permit office, which is located on the concourse level of the Lake Merritt Station, will be open Tuesday through Saturday on an appointment basis only from 9 a.m. to 3 p.m. Currently the permit office is opened two days a week, Mondays and Saturdays, also on an appointment basis.

According to Starla Bahem, who manages the bike permit program, all Monday appointments which are currently scheduled through August 4 will be processed as scheduled.

She said BART is now accepting new appointment requests for the Tuesday through Saturday hours.

Ms. Bahem said it is hoped that the new expanded hours of the bicycle permit program will accommodate the increased demand. She said the demand has about tripled over the past few months.

Those wishing to make an appointment for obtaining a bicycle permit may call the BART Passenger Service Office at 465-4100, Extension 569. The bicycle permits cost \$3.00 and are good for three years.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

July 15, 1980

NEWS RELEASE

BART

W-69

FOR IMMEDIATE RELEASE

BART MOVES AHEAD ON NEW TRANSIT CAR

The BART Board's Engineering and Operations Committee, chaired by Director John Glenn of Fremont, today, Tuesday, July 22nd recommended approval of a grant application to the Urban Mass Transportation Administration for the purchase of 90 new transit cars. The application will go to the full BART Board this Thursday, July 24th for approval.

Under the grant application, if approved by the Board on Thursday, BART will seek 80 percent federal funding for the proposed new transit cars which are projected to cost about \$118 million.

BART Directors attending the committee meeting had their first look at a model of the new transit car which will be designed to operate as both a lead car and a mid-train car. The model, built to 1/8 scale, was produced for BART by Sundberg Ferar, Inc. of Southfield, Michigan under a \$50,000 contract which includes industrial design and development of industrial specifications for the car.

Hardware design and specifications for the new transit car are currently being developed by BART engineers with assistance from Kaiser Engineers, Inc., acting in a consulting capacity. The cost of the special services agreement with Kaiser is not expected to exceed \$450,000.

BART hopes the new car will be ready for bid by the end of this year, and that five prototype cars be delivered within the next two and a half years. The overall procurement process is expected to take about four and a half years.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

July 22, 1980

NEWS RELEASE

W70

BART

FOR IMMEDIATE RELEASE

BART STILL SEEKING DIRECTOR CANDIDATES

BART Board President Nello Bianco today announced that the transit district is still seeking candidates to fill a vacancy as District Four representative on the BART Board.

District Four, which includes Alameda and East Oakland, is currently represented by Harvey W. Glasser, M.D. who has resigned the post effective August 1.

To date, eight applicants for the seat have been interviewed by the Board of Directors as possible replacements for Director Glasser.

President Bianco and other directors expressed their desire to continue the selection process to ensure that all interested potential candidates have as much opportunity as possible to apply.

Those interested in the coming vacancy on the Board should contact the Office of the BART Secretary, 800 Madison Street, Oakland, 94607, Telephone 465-4100. The District is generally bounded on the north by the Alameda and Oakland city limits, 12th., First Avenue, Leimert Blvd., Leimert Pl., Clemens Rd. and Waterhouse Rd., on the south by the San Leandro city limit; on the west by San Francisco Bay; and on the east by the Oakland city limits.

Bianco said that he would call for another meeting for the Board to interview any new applicants prior to August 8. He said that although the Board is expected to appoint a replacement for Director Glasser, the seat will be up for election on November 4 to fill out the remainder of the term which would be until November, 1982. BART Director's terms are otherwise four years.

Anyone interested in election as BART Director of District Four at the November 4 General Election may obtain nomination papers from the Alameda County Registrar of Voters. Papers must be filed with the Registrar no later than August 8.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

July 24, 1980
BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

NEWS RELEASE

W-71

BART

FOR IMMEDIATE RELEASE

ADDITIONAL PARKING AT PLEASANT HILL

BART Director Barc Simpson of Orinda today announced that a new parking area at the Pleasant Hill Station has just been completed and will offer 175 additional parking spaces.

The new parking area, which will bring the total number of parking spaces at the Pleasant Hill Station to 1658, is located within the existing lot at Oak Road and Las Juntas Way.

Simpson said that this additional parking was part of an overall program to improve access to the system.

Construction of the gravel lot began on June 4 and was completed on Wednesday, July 23 at a cost of \$76,840. Cost of the project was funded from Transportation Development Act monies through the Metropolitan Transportation Commission.

Last month parking at the Concord Station was increased by 50 percent with the addition of 510 new spaces, and a new bus way to provide easier access for connecting bus service.

Simpson also said that Concord line patrons should be perceiving the increased capacity along that line which has resulted from BART's "close headways" program.

He said that when direct service was begun between Richmond and San Francisco on July 7, an additional train was put into service on the Concord line and an additional train was put into service on the Fremont/Daly City line during the peak travel hours.

Simpson said the number of cars traveling through a given station on the Concord line between 7:15 and 8:15 has increased from 56 cars prior to the new service to as much as 69 cars, or approximately a 20% increase in capacity.

He pointed out, however, that the 20 percent increase was a target and there were bound to be times when the target would not be met, as has often been the case these past weeks due to shakedown problems associated with the running of many more trains than before, plus the installation of BART's new, safer seats.

MORE

"The seat replacement program is expected to be completed by mid September," Simpson said. "Until then, several cars each day, which might normally be available for service, must be diverted for the installation of the new seats."

He said it would take at least two months to smooth out the schedules of the new service as part of a general debugging process. In the meantime, service should perceptibly improve along the Concord line, as well as elsewhere on the system.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

NEWS RELEASE

BART

W-72

FOR IMMEDIATE RELEASE

SPECIAL BOARD MEETING CALLED

BART Board President Nello Bianco of Richmond has called a special meeting of the Board of Directors for Monday, August 4, at 6:30 p.m., to interview and consider applicants interested in filling the soon-to-be-vacant District 4 seat.

District 4, which includes Alameda and East Oakland, is currently represented by Harvey Glasser, M.D., of Alameda who has resigned as a member of the BART board effective August 1. The District is generally bounded on the north by the Alameda and Oakland city limits, 12th, First Avenue, Leimert Blvd., Leimert Pl., Clemens Rd. and Waterhouse Rd., on the south by the San Leandro city limits; on the west by San Francisco Bay; and on the east by the Oakland city limits.

To date, eight applicants for the seat have been interviewed by the Board of Directors as possible replacements for Director Glasser.

President Bianco said that the seat will be up for election in November to fill out the remaining two years on the current term of District 4.

Those interested in the coming vacancy on the board should contact the Office of the BART Secretary, 800 Madison Street, Oakland, 94607, Telephone (415) 465-4100.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

July 29, 1980

NEWS RELEASE

W-73

BART

FOR IMMEDIATE RELEASE

BART TO THE CIRCUS

Starting this week BART passengers will have a chance to win two free tickets to the Ringling Bros. and Barnum & Bailey Circus.

Circus flyers containing a special coupon are now available at all BART stations. In order to be eligible for the free tickets, which are limited, passengers must fill out the coupon and deposit it in a box located near the station agent's booth. Twenty winners will be selected from each station to win two passes each. These passes can be redeemed at the circus box office for tickets.

The circus will be at the Oakland Coliseum from Tuesday, August 19, through Tuesday, August 26, 1980, and at the Cow Palace in San Francisco from Thursday, August 28 through Monday, September 1, 1980.

In addition to the free passes, five additional names will be drawn from each station to win an antique circus reproduction poster.

According to Kay Springer, Manager of Passenger Service, all coupon entries must be turned in by midnight, Tuesday, August 12, to be eligible for the drawing. The winners will be mailed their passes by Ringling Bros. and Barnum & Bailey Circus some time after August 15.

"This is the third year that we have had a joint promotion with the Ringling Bros. and Barnum & Bailey Circus and have found them to be very popular with our passengers. With our convenient service to the Oakland Coliseum, such a joint promotional effort is advantageous to both BART and the Circus," said Springer.

#

July 31, 1980

Mike Healy
Director, Public Affairs
(415) 465-4100



NEWS RELEASE

BART

~~W-74~~

FOR IMMEDIATE RELEASE

NEW BART BROCHURE

A handy new BART brochure containing a wide variety of information about the system and how to use it is now off the press and available at all of the transit system's stations.

The new brochure is called "All About BART 1980" and includes a new map showing the recently opened direct line between Richmond and San Francisco/Daly City, fare chart and travel time matrix.

Also included in the new publication, which will soon be in both Spanish and Chinese editions, are 16 points of interest which are easily accessible from BART and in some cases other forms of public transit, and a listing of Bay Area banks and savings and loan companies that carry BART's multi-ride and discount tickets.

Patrons may purchase tickets of \$10 and \$20 value at most banks and their branch offices. BART suggests checking with the banks first to ensure that they are one of the outlets for the tickets. While regular fare tickets may also be purchased from ticket vending machines in the stations, discount tickets may only be purchased from the listed banks and savings institutions. Discount tickets for senior citizens, handicapped persons, and children 5 through 12, may be purchased at a 90% discount.

The fare chart, route map with points of interest, banks and savings institutions carrying BART tickets are contained in a section specially perforated which may easily be separated from the rest of the brochure to fit into any wallet or pocket for quick reference.

Emergency information similar to that on the large red posters in the transit cars is also included in the new All About BART brochure.

#

August 4, 1980

Mike Healy, Director, Public Affairs
(415) 465-4100

BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

NEWS RELEASE

BART

W-75

FOR IMMEDIATE RELEASE

BART BOARD CONTINUES TO SEEK BOARD APPLICANTS

BART Board President Nello Bianco of Richmond has called a special meeting of the Board of Directors for this Thursday, August 7, at 5 p.m. to interview and consider applicants interested in filling the vacant District 4 seat.

Director Harvey Glasser, M.D., of Alameda, resigned as representative of District 4 effective August 1. District 4 includes East Oakland as well as Alameda. It is generally bounded on the north by the Alameda and Oakland city limits, 12th, First Avenue, Leimert Blvd., Leimert Pl., Clemens Rd. and Waterhouse Rd., on the south by the San Leandro city limits; on the west by San Francisco Bay; and on the east by the Oakland city limits.

To date, 15 applicants for the seat have been interviewed by the Board of Directors as possible replacements for Director Glasser,

Anyone living in the district who is interested in representing District 4 on the board should contact the BART District Secretary's office, 800 Madison Street, Oakland, 94607, telephone (415) 465-4100.

President Bianco said that the seat will be up for election in November to fill out the remaining two years on the current term of District 4. A normal term is four years.

He said the filing deadline to run for the seat in the November election is Friday, August 8.

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August 5, 1980

Mike Healy, Director, Public Affairs
(415) 465-4100

BUSINESS WIRE ONLY

W-76

FOR IMMEDIATE RELEASE

RINGLING BROS. CIRCUS CLOWN ON BART MONDAY

This Monday, August 11, a clown from Ringling Bros. Barnum & Bailey Circus will perform for BART riders on trains and at the Powell Street Station in San Francisco between 2 and 3 p.m.

The circus clown will be appearing in advance of the circus which is due to arrive at the Oakland Coliseum Tuesday, August 19, to offer BART riders a preview of the fun.

BART currently has a special promotion in conjunction with Ringling Bros. in which anyone may win two free passes to the circus by filling out the coupon contained in flyers at all BART stations. Twenty winners will be drawn from each station by Ringling Bros.

In addition to the free passes, five additional names will be drawn from each station to win an antique circus reproduction poster.

All entries to the "Win the Free Tickets Contest" must be turned in by midnight, Tuesday, August 12, to be eligible for the drawing. The winners will be mailed their passes by Ringling Bros. some time after August 15.

The Oakland Coliseum, where the circus will be performing between August 19 and August 26, is connected to BART by a walkway.

#

August 8, 1980

Mike Healy
Director, Public Affairs
(415) 465-4100

ADVISORY

W-77

FOR IMMEDIATE RELEASE

BART TO RECEIVE AWARD

BART has been awarded the 1980 Career Apparel Image Award by the National Association of Uniform Manufacturers for the uniforms worn by Station Agents, Line Supervisors and Train Operators. The award is to be presented at tomorrow's (August 20, 1980) meeting of the Board of Directors, which will be held at BART Headquarters, 800 Madison Street, Oakland, at 9 a.m.

Presenting the award plaque to BART will be Mason Smith, representing the Uniform Manufacturers Association. BART personnel will be wearing the award-winning uniforms.

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Contact:

Sy Mober, Manager, Public Information
or
Mike Healy, Director, Public Affairs

August 19, 1980.

NEWS RELEASE

BART

W-78

FOR IMMEDIATE RELEASE

BART UNIFORMS WIN NATIONAL AWARD

National recognition has been given to BART for the design, practicality and comfort of the uniforms worn by BART's station agents, line supervisors, and train operators. The "1980 National Career Apparel Award" was presented today to the BART Board of Directors by the National Association of Uniform Manufacturers Association.

The award-winning uniforms have been in use by BART employees since early last year. The primary colors used in the wardrobe of the station agents and line supervisors are brown, beige, blue and rust. The new uniform consists of slacks, jackets, shirts, vests and sweaters for both men and women, plus skirts and scarves for the women, and ties for the men. The wardrobe provides a wide variety of combinations for BART employees. The train operators' uniforms for both men and women consist of slacks, shirts with epaulets, and a jacket all in blue.

The award plaque was presented to the BART Board by Mason Smith, representing the National Association of Uniform Manufacturers. In making the award to BART, Mason said, "This award is presented to BART for your uniform program, which is recognized for the best style and appearance of uniforms worn nationally by ground transportation employees for 1980." Mason went on to praise BART's Field Services, Purchasing, and Public Information staffs for their efforts, which has resulted in the award.

#

August 20; 1980

Contact: Sy Mober
Mike Healy, Director, Public Affairs
(415) 465-4100

NEWS RELEASE

W-79

BART

FOR IMMEDIATE RELEASE

BART PROPOSES INCREASED EXPRESS BUS SERVICE TO ANTIOCH

BART Board President Nello Bianco of Richmond announced today that, in an effort to provide increased express bus service between the Concord Station and Antioch, the BART Board of Directors approved an application for a grant of \$67,000 to the Metropolitan Transportation Commission (MTC).

The proposed increase in service would permit BART Express Buses to operate at 30-minute intervals all day. Presently, express buses operate between 6:30 a.m. and 9 a.m., and 3:30 p.m. to 6 p.m., on a schedule of 30 minutes between buses. However, between 9 a.m. and 3:30 p.m. and after 6 p.m. to BART closing, there is now an hour between buses.

Bianco stated, "The growing population of the Pittsburgh/Antioch area calls for increasing BART service to the residents of this area. Therefore, the Board has authorized BART's General Manager Keith Bernard to apply for the grant of \$67,000 to expand the BART Express Bus service, which is an additional step towards the ultimate extension of rail service in this area."

After receiving a plea from Charles Finley, an Antioch resident, who submitted a 1500-signature petition, BART's Engineering and Operations Committee recommended the increase in service.

The \$67,000 application to MTC will cover the operation of increased service during non-commute hours in the Pittsburgh/Antioch area only.

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Mike Healy
Director, Public Affairs

Contact: Sy Mouber
(415) 465-4100

August 20, 1980

NEWS RELEASE

BART

W-80

FOR IMMEDIATE RELEASE

1980/81 BART PROPERTY TAX RATE SET

OAKLAND, CA.... In order to meet BART's current general obligation bond debt service costs, the District's Board of Directors adopted a single tax rate of .328 cents for the 1980/81 fiscal year to be levied in the BART counties of Alameda, Contra Costa and San Francisco. Due to a state law passed in 1979, which reduced available tax revenues to BART for 1980, BART's tax rate represents an increase of slightly more than one-half cent over last year's tax rate of .316 cents.

In the City of Berkeley, a special service district within the BART area, the Board of Directors has set a tax rate of .148 cents for bond debt service on those general obligation bonds authorized by the Berkeley voters to cover the additional costs of the subway system serving this city. This represents a reduction in the Berkeley/BART tax rate of approximately one-half cent from last year's tax rate of .155 cents.

As a result of Proposition 13, the District Directors will not set the additional 5 cents tax rate for administrative purposes, as was done prior to 1978. In lieu of this, BART will receive a share of the maximum \$4.00 property rate levied by the BART counties as provided by Proposition 13. According to the adopted BART budget for this year, it has been estimated that this share will amount to approximately \$2.7 million.

#

Mike Healy
Director, Public Affairs
Contact: Sy Mouber (415) 465-4100

August 21, 1980

NEWS RELEASE

BART

W-81

FOR IMMEDIATE RELEASE

CORRECTION TO BART'S TAX RATE STORY

In BART's News Release No. W-80, "1980/81 BART PROPERTY TAX RATE SET," the new tax was incorrect at .328 cents, should have been .323 cents. Please make correction.

#

Mike Healy
Director, Public Affairs

Contact: Sy Mober
(415) 465-4100, X 514

August 22, 1980

NEWS RELEASE

BART

W-82

FOR IMMEDIATE RELEASE

BART TO PROVIDE EXTRA SERVICE OAKLAND A'S & RINGLING BROS.

BART will provide additional service for home-bound fans on Saturday, August 23, when the Oakland A's are scheduled to meet the Baltimore Orioles at the Oakland Coliseum. The game begins at 1:30 p.m. and is projected to end at around 4 p.m.

BART's Coliseum-Airport Station is connected to the Coliseum by a special walkway and the transit system will have extra trains on hand to accommodate home-bound crowds following the game.

Also on Saturday, at the Oakland Coliseum Arena, will be a double header Ringling Bros. & Barnum and Bailey Circus performance. The first show begins at 11 a.m. and ends at 2 p.m., and the second show is from 8 p.m. to 11 p.m.

On Sunday, August 24, BART will again be putting on additional trains, as well as longer trains, on the Richmond/Fremont line to accommodate the after-game crowds when Oakland salutes A's Manager Billy Martin and once again plays Baltimore. All the action begins at 1:30. About 30,000 fans are expected to attend.

And again on Sunday Ringling Bros. will be performing at 1 p.m. and 8 p.m.

BART operates from 6 a.m. to midnight on Saturdays. Until 6 p.m. trains operate over three routes, providing direct Concord/Daly City, Fremont/Daly City, and Richmond/Fremont service. After 6 p.m. trains operate over two routes - Concord/Daly City and Richmond/Fremont. Train-to-train transfers may be made at the MacArthur, 19th Street, and 12th Street/City Center Station in Oakland.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

August 22, 1980

NEWS RELEASE

BART

W-83

FOR IMMEDIATE RELEASE

BART TO THE A'S TONIGHT
(Public Service Announcement)

BART will be putting extra trains into service tonight, Monday, August 25, to accommodate home-bound fans attending the Oakland Coliseum where the Oakland A's will meet the New York Yankees.

The game is scheduled to begin at 7:30 p.m. and end around 10 p.m. with an estimated crowd of approximately 50 thousand attending.

Next door at the Oakland Coliseum Arena, Ringling Bros. & Barnam and Bailey Circus will be performing with approximately 7 to 9 thousand in attendance. The circus is scheduled to begin at 8 p.m. and end around 11 p.m.

BART will be the convenient way to get to the Coliseum tonight and avoid the parking and traffic hassles. BART's Coliseum/Airport Station is connected to the Coliseum complex by an aerial walkway.

Four extra 7-car trains will be ready for dispatch as needed when the game ends tonight.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

August 25, 1980

NEWS RELEASE

W-84

BART

FOR IMMEDIATE RELEASE

BART MOVES AHEAD

BART will soon be going to bid for the production and installation of a major new train control modification which is expected to greatly enhance service reliability and overall operation of the BART system.

The new modification, called "Manual Cab Signalling" (MCS), will permit the train operator to run the trains, manually, at normal speeds with full automatic protection. The MCS was developed by BART engineers as part of the transit system's long-term program to improve the reliability and general performance of the system.

Under the present system, the train operator can manually operate the train at only 25 miles per hour. Should the automatic controls on a train not function properly, the train operator can run the train manually at this very slow speed until the train can be removed from the system to a yard or onto a siding. This constraint may cause a backup of trains running behind the malfunctioning train.

According to the terms of the proposed contract, the first MCS units are to be delivered by January, 1981, when installation is to begin. The units will be installed on all of BART's fleet of 144 lead "A" cars, with completion expected by August, 1981. However, as the installation of the MCS equipment is completed on each car, the MCS system for that car will begin to operate.

MCS was approved by the California Public Utilities Commission last month. The first phase is estimated to cost about \$500,000, with total cost of the project expected to be approximately \$1.3 million. BART anticipates that 80% of the cost will be funded by a grant from the U. S. Urban Mass Transportation Administration.

- MORE -

2-2-2-2

According to Richard Demko, BART's Director of Maintenance and Engineering, the installation of MCS should greatly reduce the number of trains taken out of service during their scheduled runs due to a malfunction. He said this ability will constitute a major improvement to the system's daily operations.

BART's computer will continue to control the spacing between trains, the maximum allowable speed of the trains, and other safety measures which are presently a part of the system.

MCS is now being used by many of the modern rapid rail systems throughout the world where it has been a major factor in the improvement and reliability of these systems.

BART has scheduled advertising for bids in early September.

#

Mike Healy
Director, Public Affairs

Contact: Sy Mober
(415) 465-4100

August 25, 1980

NEWS RELEASE

BART

W-85

FOR IMMEDIATE RELEASE

BART TO THE A'S AGAIN TONIGHT
(Public Service Announcement)

BART will again be putting extra trains into service tonight, Tuesday, August 26, to accommodate home-bound fans attending the Oakland Coliseum where the Oakland A's will again meet the New York Yankees for the second night of exciting baseball action.

Over 12,000 fans used BART to get to the game Monday evening.

The game is scheduled to begin at 7:30 p.m. and end around 10 p.m. with an estimated crowd of approximately 50 thousand attending.

Next door at the Oakland Coliseum Arena, Ringling Bros. & Barnum and Bailey Circus will be performing with approximately 7 to 9 thousand in attendance. The circus is scheduled to begin at 8 p.m. and end around 11 p.m.

BART will be the convenient way to get to the Coliseum tonight and avoid the parking and traffic hassles. BART's Coliseum/Airport Station is connected to the Coliseum complex by an aerial walkway.

Four extra 7-car trains will be ready for dispatch as needed when the game ends tonight.

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Mike Healy
Director, Public Affairs
(415) 465-4100

August 26, 1980

NEWS RELEASE

BART

W-86

FOR IMMEDIATE RELEASE

MARGARET PRYOR IS NEW BART BOARD MEMBER

BART's Board of Directors is now back to full strength with the appointment today of Margaret Pryor of Oakland to represent the East Oakland and Alameda area which comprises BART's District 4. Pryor was selected from among 20 candidates interviewed by the BART Board following the resignation of Dr. Harvey W. Glasser effective August 1, 1980.

Pryor's appointment to the BART Board of Directors is an interim one until November 4, 1980, when she must stand for election to complete Glasser's term which expires November, 1982.

BART Board President Nello Bianco said, following the unanimous vote to appoint Pryor, "It will be a real asset to have a woman on the BART Board again."

In accepting the appointment, Pryor said, "I am honored to accept this appointment and I hope to bring a new dimension to the Board. I intend to win the November election and plan to serve a long time."

Since 1977, Pryor has been a community development specialist with the Oakland Citizens Committee for Urban Renewal. She brings a wide background of community service and involvement to her new position on the BART board.

--- MORE ---

2-2-2-2

BART has been informed that ten persons have filed nomination papers in addition to Ms. Pryor for the District 4 November election. Of those filing, seven had been among those interviewed for the District 4 interim appointment. Other BART board members running for re-election in November are: Barc Simpson, District 1; Arthur Shartsis, District 3; Robert S. Allen, District 5; Wilfred T. Ussery, District 7; and John H. Kirkwood, District 9.

BART is governed by an elected board of nine officials representing various parts of the three county BART District.

#

Mike Healy
Director, Public Affairs
(41) 465-4100

Contact: Sy Mober

August 29, 1980

NEWS RELEASE

BART

W-87

FOR IMMEDIATE RELEASE

BART'S LABOR DAY SCHEDULE

With most retail stores expected to be open on Labor Day, Monday, September 1, BART plans to operate a three-route holiday service approximating normal Saturday service.

Trains will operate between Concord/Daly City, Fremont/Daly City and Richmond/Fremont, providing an 18-minute base service from 6 a.m. to 6 p.m. and then the normal evening schedule at 20-minute intervals until midnight.

The 18-minute base interval between trains translates into nine-minute train intervals between Fremont and Oakland and nine-minute intervals transbay from Oakland West and through downtown San Francisco and downtown Oakland.

BART Express Buses will also be on a holiday schedule.

#

Mike Healy
Director, Public Affairs

Contact: Sy Mouber
(415) 465-4100

August 29, 1980

NEWS RELEASE

BART

W-88

FOR IMMEDIATE RELEASE

BART EXPRESS BUS FARES REDUCED EFFECTIVE SEPTEMBER 7, 1980

BART Board President Nello Bianco of Richmond announced that effective September 7, 1980, fares will be transfer-discounted on BART Express Buses serving the outlying communities in the East Bay. BART Express Bus riders will be able to use the machine-dispensed A.C./BART transfers at Hayward, Bay Fair, Walnut Creek, Concord and El Cerrito/Del Norte Stations for a single-zone trip away from the BART station. For a longer trip, patrons will pay an additional 25 cents.

Use of the free transfer for a single-zone trip also applies to senior citizens 65 and older; children 12 and under; and handicapped patrons who will pay only 10 cents for the full two zones away from the station.

Presently the full one way fare on BART Express Buses is 50 cents for a single-zone trip with a maximum of 75 cents for the full two-zone trip to and from BART stations. Senior citizens, 65 and older; children 12 and under; and handicapped, with a Bay Region Discount Card, ride for 10 and 20 cents depending on the length of the trip. These fares will remain in effect for trips to BART stations.

"Today, more than 9,000 riders use the BART Express Bus service daily. The new BART rail/express bus transfer program will, in effect, mean a 50-cent discount for the full-fare patrons and a 10-cent savings for senior citizens, children, and the handicapped on round trips to and from the BART stations," said BART Director Robert Allen of Livermore, Chairman of the BART Administrative

-- MORE --

2-2-2-2

Committee, which recommended the new discount program approved by the BART Board.

The new BART rail/express bus discount plan, which was the subject of the public hearing held on August 14, 1980, has been instituted to encourage transit patronage on the BART bus system, Allen concluded.

The BART Board proposed eliminating the express bus stops at E. 14th St. and 164th Ave. between Hayward and San Leandro, and San Pablo Ave. and Cutting Blvd. in El Cerrito. The date when these stops would be discontinued will be announced following a determination as to the need for a public hearing on this service change.

#

Mike Healy
Director of Public Affairs

(415) 465-4100

August 29, 1980

NEWS RELEASE

BART

W-89

FOR IMMEDIATE RELEASE

NEW DIRECTOR TO BE SWORN IN

Margaret K. Pryor, who was recently appointed to the BART Board of Directors will be officially sworn in to her new post on Friday, September 5, 1980, at 4 p.m. in ceremonies to be held at BART headquarters in Oakland. She will represent District 4 which covers East Oakland and Alameda.

Ms. Pryor, who lives in Oakland, is married and has two children and two grandchildren. She has served with many local and national organizations, including the Executive Board, Black Women Organized for Political Action; Advisory to the Governor's Office on Volunteerism; California Vice President of the International Longshoremen and Warehousemen's Union Federated Women, and is a member of the City of Oakland's Citizens Complaint Board.

#

Sy Mober
Manager, Public Information
(415) 465-4100

August 29, 1980

SEPTEMBER

NEWS RELEASE

BART

W-90

FOR IMMEDIATE RELEASE

BART PLANNING SPECIAL BIRTHDAY EVENT

In celebration of its 8th birthday coming up on Thursday, September 11, BART will be presenting two 10-speed bicycles, one each, to a boy and a girl also born on September 11, 1972, and living in Alameda, Contra Costa or San Francisco counties.

Special flyers containing all the information on how to enter the BART Birthday Contest should be available at all BART stations by Tuesday, September 2. All anyone has to do is enter the name of their child or friend's child on the coupon and mail it in to BART so that it is received no later than Monday, September 8. The names will then be drawn at random.

The winners will have to produce a copy of their birth certificate to verify their date of birth.

Presentation of the two bikes to the BART birthday children will be made by BART President, Nello Bianco at a special birthday celebration scheduled for Thursday, September 11, at the transit system's Lake Merritt Station.

#

Mike Healy
Director, Public Affairs

Contact: Sy Mober
(415) 465-4100

September 2, 1980

NEWS RELEASE

BART

W-91

FOR IMMEDIATE RELEASE

BART POLICE WIN GOLD MEDALS AT INTERNATIONAL POLICE OLYMPICS

BART police brought back three gold medals and two bronze medals from this year's International Police Olympics this past week.

This year the police olympic events were held in Nassau City, New York, ending on August 24. Over 3,000 police officers from around the world participated in the event.

Gold medal winners among BART entrants were Sergeant Donald Cameron of Concord for heavyweight karate; and Officer Sammy Robinson of Oakland who won two gold medals, one for the 100 meter dash and one for the 200 meter dash. Bronze medal winners were Lieutenant Carl Johnson of Richmond for intermediate high hurdles, and Officer David Byron of Hayward for skillfully making his way through the obstacle course.

BART Police Chief Harold Taylor congratulated the police officers for their superb performance in such highly competitive events.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

September 2, 1980

NEWS RELEASE

BART

W-92

FOR IMMEDIATE RELEASE

THE LOMA RANGER SOLVES COMMUTE PROBLEMS

Residents of the Miraloma Park area in San Francisco have a new and convenient way of getting to and from BART by using the "Loma Ranger," a two-van shuttle service which has been operating since June 30, 1980. The average daily Loma Ranger patronage has grown steadily from approximately 100 riders during the first two weeks of operation to over 150 riders during August.

"At BART we find the acceptance of the Loma Ranger by Miraloma Park residents very encouraging. We are concerned about access to the Glen Park Station, since parking there is very limited and the Loma Ranger shuttle may help to relieve this problem," said Eugene Garfinkle, BART's Vice-President and who represents BART's District 8 in San Francisco, where the Loma Ranger operates.

The Loma Ranger is fast becoming a neighborhood fixture as it carries riders to and from the BART Glen Park Station during the morning and afternoon commute hours. The blue and white vans operate every 10 minutes between the hours of 6:30 a.m. and 8:40 a.m. and from 4:15 p.m. to 6:25 p.m. Passengers may catch the Loma Ranger at any street corner along the shuttle route in the Miraloma Park neighborhood and covers a distance of about 4 miles. The van may be boarded on the Diamond Street side of the Glen Park BART Station.

Many Loma Ranger riders have already written to BART urging that the six-month demonstration project be made a permanent part of the BART system. Among the letters and comments BART has received are, "..... the BART link to downtown

- MORE -

2-2-2-2

is the best way to go..... and the Loma Ranger has solved my commuting problem," wrote Joan M. Wirsing, 182 Stillings Ave., San Francisco, and ".... Loma Ranger really makes the difference to me. The vans are comfortable and the drivers courteous and professional," stated Gayle Papera, 280 Evelyn Way, San Francisco.

Fare on the Loma Ranger is 50 cents for the combined inbound and outbound trip and is collected only in the evening in the form of a BART/MUNI transfer which is purchased in the BART station, a MUNI Fast Pass, or Senior Pass. Cash fares will not be accepted.

Other van shuttle services which connect with the BART system include the Humphrey Go-BART in Berkeley; El BARTito in Hayward; the Oakland AirBART Shuttle which operates to the Oakland International Airport; the Van AmBART Shuttle, which operates between the BART MacArthur Station and Pill Hill in Oakland; and a new shuttle which begins operation this month between Alta Bates Hospital and the BART MacArthur Station.

#

Sy Mober
Manager, Public Information
(415) 465-4100

September 2, 1980

NEWS RELEASE

BART

W-93 FOR IMMEDIATE RELEASE

SPECIAL TO RADIO TELEVISION NEWS DIRECTORS ASSOCIATION (RTNDA):

OAKLAND, CA..... During the height of the afternoon commute travel time on Tuesday, September 2, 1980, BART experienced one of the worst delays ever encountered which was not the result of a major mechanical failure or emergency. Beginning at 4 p.m., when a San Francisco bound train from Concord encountered a brake problem and was taken out of service, followed by malfunctioning doors due to passengers overcrowding on the trains, and problems with the trackside automatic train controls, the problems were coming so fast it was impossible for central control personnel to make the necessary computer corrections, thereby causing delays on the entire system.

There was never any danger to passengers or to BART personnel; however, BART's patrons did experience delays of about 15 to 45 minutes during their homebound trips.

Individually, none of the problems BART encountered were of such magnitude as to have caused delays as serious as were experienced this evening.

By 6 p.m. the system commenced night service, which spaces trains further apart than during the day. This spacing permitted a more orderly movement and removal of delayed trains.

At some of the BART stations, especially those in San Francisco, passengers were required to wait for trains that were delayed or were unable to take more riders; however, no one was stranded and by 9 p.m. the system was back to its normal night time operational schedule.

The problems which arose during the Tuesday afternoon commute travel time were corrected by 8 p.m. and these problems are not expected to impact service on Wednesday morning.

Sy. Mober, Manager, Public Information

151 465-4100 (415) 465-4100 (415) 465-4100 (415) 465-4100 (415) 465-4100 (415) 465-4100
September 3, 1980

NEWS RELEASE

BART

W-94

FOR IMMEDIATE RELEASE

ADVISORY

On Friday, September 5, 1980, at 4 p.m., BART's newest Board Director, Mrs. Margaret Pryor of Oakland, will be sworn in by Oakland's Mayor Lionel Wilson. The ceremony will take place in the BART Board Room, 800 Madison Street, Oakland, Ca.

Mrs. Pryor will represent District 4, which includes the areas of East Oakland and Alameda. She was appointed on an interim basis to fill the vacancy on the BART Board of Directors occasioned by the resignation of Harvey W. Glasser in August. Mrs. Pryor must stand for election in November, 1980, to complete the unexpired Glasser term, which runs to November, 1982.

Following the swearing-in ceremony, Mrs. Pryor will be available for questions and interviews.

#

Sy Mober
Manager, Public Information

(415) 465-4100

September 3, 1980

NEWS RELEASE

W-95
FOR IMMEDIATE RELEASE

BART

ADVISORY

FYI. As you know, Vice-President Walter Mondale will be in the Bay Area today (Thursday, September 4) and is planning to ride BART from Oakland (12th Street Station) to the Powell Street Station. The following is an excerpt from the planned VIP's itinerary which involves BART:

4:40 p.m. - Depart Oakland Tribune (13th and Franklin Sts., Oakland) for BART's 12th Street Station.

4:50 p.m. - Arrive at BART's 12th Street Station (Station Agent's booth).

Photo Note: VP Mondale will be introduced to BART Board members here. Board train for San Francisco. VIP party will be boarded through first door of first car of train. News media to enter second door of this car.

4:55 p.m. - Depart Oakland for San Francisco.

Note: Train will operate on regular schedule with passenger stops at Embarcadero and Montgomery St. Stations, but news media may not board at these stations.

5:10 p.m. - Arrive BART Powell Street Station.

5:20 p.m. - Board cable car for St. Francis Hotel. Open photo coverage from flat-bed truck.

VERY SPECIAL NOTE: News media may board the BART train at 12th St. ONLY! News media may meet the train at the Powell St. Station.

For additional information about Vice-President Mondale's visit to San Francisco, please contact Jim Kenin or Donna Maloney, Room 501, St. Francis Hotel (415) 397-7000.

#

September 4, 1980

Sy Mober, Manager, Public Information
(415) 465-4100

NEWS RELEASE

BART

W-96

FOR IMMEDIATE RELEASE

BART SEEKS BART BABIES

On September 11, 1980, BART will be eight years old! In celebration of its birthday, BART is searching for an eight-year old boy and girl born on September 11, 1972, and still residing in Alameda, Contra Costa, and San Francisco counties.

A contest to find the two BART babies is now underway. Entries, which may be submitted by letter or post card, should be sent to BART's Birthday Contest, Office of Passenger Service, 800 Madison Street, Oakland, CA 94607.

Special contest entry forms are available at all BART stations. The entry form must contain the following information: Name of Child; Sex; Parent or Guardian's Name; Mailing Address; Phone numbers, Day and Evening; Birthplace. Copy of the child's birth certificate will be required for verification after the winners are selected. BART employees and their families are not eligible.

All entries must be received by midnight next Monday, September 8, 1980.

BART will present two 10-speed boys' bicycles, one to each boy and girl BART baby, at the BART birthday celebration to be held on September 11, 1980, at approximately 11 a.m. in the Concourse of BART headquarters in Oakland.

#

Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

September 5, 1980

NEWS RELEASE

BART

W-97

FOR IMMEDIATE RELEASE

BART TO MARK ITS 8TH BIRTHDAY

BART will officially celebrate its eighth year in operation this Thursday, September 11, with a special public cake-cutting ceremony to be held in the fountain area of the Lake Merritt Station beginning at approximately 11 a.m. following a scheduled meeting of the Board of Directors. The Lake Merritt Station is located on Oak Street between 8th and 9th Streets in Oakland.

The cake, which will be about six feet in length, and shaped and decorated to resemble a BART train, will be cut by Board President Nello Bianco of Richmond. Attending the ceremony will be BART Directors, former directors, members of the staff, and several guests along with members of the public who wish to join in.

In addition to the cake-cutting ceremony, President Bianco will present two eight-year olds - a boy and a girl - each with a new Sears 10-speed bicycle. These will be the winners of the BART Baby Contest to find two children born on September 11, 1972, which is the day BART started service.

The contest invited BART riders and members of the public to enter his or her child's name on a coupon or postcard or letter giving all the pertinent information. The winning names are to be drawn at random on Wednesday morning by a BART Station Agent.

Along with the bikes, each of the BART Birthday children will receive a special "happy birthday" note commemorating the event, as well as a BART T-shirt.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

September 9, 1980

NEWS RELEASE

Mailed to C. C. Times, Martinez Gazette, Richmond Independent, Antioch Ledger and Pittsburg Post only.

BART

W-98

FOR IMMEDIATE RELEASE

BART STUDIES RIGHT-OF-WAY ACQUISITIONS

Nello Bianco of Richmond, President of the BART Board of Directors, announced today that BART is preparing plans to acquire the land necessary to extend BART to the Pittsburg/Antioch/Martinez area and to other parts of the BART district in the future. At a meeting of BART's Engineering and Operations Committee held on Wednesday, September 9, 1980, a policy standard for BART extension right-of-way acquisitions was proposed and discussed.

Bianco stated, "BART should move now to acquire the land needed for rail extension before it is developed for other uses. This is particularly critical in fast-growing areas such as Pittsburg, Antioch and Martinez. Acquisition now will save the public money in the long run since later purchase of developed properties would be much more expensive."

The policy under consideration would provide a basis for prioritizing expenditures on extension rights-of-way and related facilities. Each situation would be reviewed on a case-by-case basis and include a careful economic evaluation.

Staff members were instructed to aggressively seek funding from state and federal sources to support the acquisition policy.

The committee continued the discussion of the policy to its next meeting, September 25, at 9 a.m. Meanwhile, staff will develop a list of possible expenditures for presentation to the Board in October.

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Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

NEWS RELEASE

BART

W-99

FOR IMMEDIATE RELEASE

BART BIRTHDAY WINNERS

Two children born on September 11, 1972, have been selected as the 1980 BART Babies and will each be presented with a new Sears 10-speed bicycle at BART's eighth birthday party. The party will be marked by a special public cake-cutting ceremony to be held on Thursday, at 11 a.m. in the fountain area of the Lake Merritt Station.

BART Board President Nello Bianco of Richmond will cut the birthday cake which is about six feet in length and shaped and decorated to look like a BART train. Bianco will also present the two bicycles to the 1980 BART Babies.

The ceremonies will begin immediately following a regularly scheduled meeting of the Board of Directors. The Lake Merritt Station is located on Oak Street between 8th and 9th in Oakland.

Emily Theresa Tate, daughter of George and Madelena Tate of Oakley, born at Mt. Diablo Hospital in Concord; and Steven Foster, son of Barry and Patricia Foster of Hayward, who was born at Kaiser Hospital in Hayward, are the 1980 BART Babies.

Along with the bicycles, both Emily and Steve will receive a BART bicycle permit and a BART T-shirt.

#

September 10, 1980

Mike Healy
Director, Public Affairs
Contact: Sy Moubert
(415) 465-4100, Ext. 514

NEWS RELEASE

ADVISORY

W-100

BART

FOR IMMEDIATE RELEASE

BART SETS TRANSBAY TUBE INSPECTION TRIP FOR NEWS MEDIA

At 1 a.m. on Friday, September 12 (tomorrow morning) BART has made arrangements for an inspection trip of the transbay tube for news media in order to see exactly the location and water seepage in the tube.

All those wishing to make this trip are to meet BART personnel at the Oakland West station at 1 a.m. Friday morning where they will be taken into the transbay tube on the train.

In order to make proper arrangements, those wishing to make this inspection trip must contact Sy Mober, BART's Manager of Public Information at 465-4100, Extension 514, for additional particulars.

#

Sy Mober
Manager, Public Information

(415) 465-4100, Ext. 514

September 11, 1980

S.F. S.F. Hayward Oakland
mailed to Chronicle, Examiner, Daily Review, Tribune, John Glenn
inhouse: Board of Directors, Rountree, Dick Demko

NEWS RELEASE

BART

W-101

FOR IMMEDIATE RELEASE

BART STUDIES RIGHT-OF-WAY ACQUISITIONS

BART Director, John Glenn, Chairman of the District's Engineering and Operations Committee, announced today that BART is preparing plans to acquire the land necessary to extend BART to the Pittsburg/Antioch/Martinez area and to other parts of the BART district in the future. On Wednesday, September 9, 1989, a policy standard for BART extension right-of-way acquisitions was proposed and discussed by Glenn's Committee.

"BART should move now to acquire the land needed for rail extension before it is developed for other uses. This is particularly critical in fast-growing areas such as Pittsburg, Antioch and Martinez. Acquisition now will save the public money in the long run since later purchase of developed properties would be much more expensive," stated Glenn, who represents District 6 which includes, Hayward, San Leandro, Fremont, and Newark.

The policy under consideration would provide a basis for prioritizing expenditures on extension rights-of-way and related facilities. Each situation would be reviewed on a case-by-case basis and include a careful economic evaluation.

Staff members were instructed to aggressively seek funding from state and federal sources to support the acquisition policy.

The committee continued the discussion of the policy to its next meeting, September 23, at 9 a.m. Meanwhile, staff will develop a list of possible expenditures for presentation to the Board in October.

#

Sy Mouber
Manager, Public Information
(415) 465-4100, Ext. 514

NEWS RELEASE

BART

W-102

FOR IMMEDIATE RELEASE

BART - EIGHT YEARS LATER

Since BART opened the first leg of the system back in September, 1972, the transit system has carried better than 237,000,000 passengers over 3 billion passenger miles. BART passed the 3 billion passenger mile mark by the end of this past June, 1980.

The first leg of the line, serving 26 miles between the Fremont and MacArthur Stations, opened at 12 noon on September 11, 1972, which on that date fell on a Monday. In the first week of operation the system carried 100,000 riders with a small start-up fleet of 18 cars. There were eight two-car trains serving the 12-station loop.

Milestones:

- . January 29, ¹⁹⁷³~~1965~~ - Richmond line opened to put 11 more system miles into operation and daily patronage jumped from 12,000 to 27,000.
- . May 21, 1973 - Concord line opened an additional 19 miles and six more stations. Daily patronage increased to 34,000.
- . November 5, 1973 - BART began service between Montgomery Station in downtown San Francisco and Daly City. Patronage immediately jumped to 68,000.
- . September 16, 1974 - Transbay service was begun connecting the east bay lines with San Francisco/Daly City.

When BART began transbay service in 1974, patronage on the system jumped to about 114,000 daily average. Since then patronage has grown to the current average of 158,000 for the month of August. This is about 2% over forecast for the present after taking into account the impacts of the June 30 fare increase and the new service under close headways. Also, since those early days, service has been expanded to include late evening service and weekend service.

-- MORE --

MAILED TO: The Daily Review/Argus; Oakland Tribune; S.F. Chronicle; San Jose Mercury News, Fremont Branch.

PHONED TO: KDOS Spanish Radio, and Ohlone College Radio Station

NEWS RELEASE

BART

W-103

FOR IMMEDIATE RELEASE

PUBLIC MEETING ON PROPOSED WARM SPRINGS BART EXTENSION

BART Director John Glenn of Fremont has called for a public meeting to seek comments on a proposal to extend the BART system to the Warm Springs area.

The public meeting, which Director Glenn along with BART staff will be conducting, will be held on Thursday, September 18, 1980, at 7:30 p.m. in the Fremont Community Center. The center is located at 40204 Paseo Padre Parkway in Fremont.

A study of the proposed extension was conducted by the transit district in close cooperation with the City of Fremont and will be presented for public comment.

The proposal calls for extending the BART line south of the current Fremont Station terminus up to seven miles, possibly ending at a point near Scott Creek Road.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

September 12, 1980

2-2-2-2

With the transition to its close headways operation this past July, BART began operating the system as it was originally intended. Full service was begun between Richmond and San Francisco/Daly City on July 8 and an additional train was added to the Concord line and to the Fremont line during the commute periods. With the new service in place, BART went from 32-train service to 43-train service creating additional carrying capacity and reducing crowded conditions on most of its commute-hour trains.

With the inauguration of the new "close headways" service, BART officials cautioned that there would be a smoothing out period, possibly lasting several months, during which time adjustments and fine tuning of the service would take place.

Other highlights of recent BART efforts to improve the system include the launching of a major fire safety program following the fire on a train in the transbay tube in January of 1979, the start of work to open up a third track through downtown Oakland, and the development of a new transit car which is expected to go out to bid by the end of 1980 or early in 1981.

Also this past year BART's Board of Directors adopted a long-range policy setting forth a plan and priorities for several proposed extensions to the system's current rail lines. Calling for a phased approach, the plan outlines how four basic extensions to the system might be achieved over the next 20 years, adding approximately 52 miles to the current 71-mile system.

In looking to the future, BART analysts are forecasting that by 1985 the average daily ridership on the system will be well over 200,000.

-- MORE --

3-3-3-3

In marking its eighth birthday today, BART President Nello Bianco presented eight-year olds, Steven Foster of Hayward and Emily Tate of Oakley, each with a brand new 10-speed bicycle. They were the winners of the BART Baby Contest which sought to select through a random drawing a boy and a girl born on September 11, 1972.

Commenting on his presentation to the two children at a special cake-cutting ceremony this morning (Thursday, September 11) at BART's Oakland headquarters, Bianco said he wished Steve and Emily a very happy 8th birthday from BART.

"Both you and BART got started at the same time, and we only hope your road has been smoother than ours," Bianco said.

#

Mike Healy
Director, Public Affairs

(415) 465-4100

September 11, 1980

NEWS RELEASE

BART

W-104
FOR IMMEDIATE RELEASE

NEW BART/MUNI TRANSFER DALY CITY PATRONS

San Francisco residents who use BART from the Daly City Station will soon be able to transfer free from BART to Muni, it was announced by BART Director Eugene Garfinkle.

The BART Board approved the new transfer arrangement at Thursday's board meeting to be put into effect as soon as possible. A public hearing may be required prior to implementation.

Garfinkle, who represents District 8 in San Francisco, said he was very pleased with the new transfer policy.

He said the saving of 50 cents, which is the current cost of the BART/Muni transfer, will benefit San Francisco residents who have been paying the surcharge on trips taken from the Daly City Station to downtown San Francisco.

"It should act as an incentive to attract new transit users as well," Garfinkle said.

About 18,000 riders a day use the Daly City Station, with approximately 1,100 of those being San Francisco residents.

The existing transfer machine in the Daly City Station will be converted to dispense the free transfer for the Muni connection.

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Mike Healy
Director, Public Affairs
(415) 465-4100

September 12, 1980

NEWS RELEASE

W-105

BART

FOR IMMEDIATE RELEASE

"¡SALUDOS!" - BART SALUTES MEXICAN INDEPENDENCE DAY

In recognition of Mexican Independence Day BART this Monday, September 15, will host a colorful and exciting Mariachi band together with the Ballet Folklórico performing at the Powell Street Station in San Francisco.

The festive entertainment will begin at 2 p.m.

On Sunday, September 14, BART will be a good way to get to the 24th Street Cultural Festival which is being sponsored by the 24th Street Merchants Association on 16th Street for a visit to the Mexican Museum located at 15th and Folsom. The Museum is open from 12 noon to 5 p.m. Tuesday through Sunday.

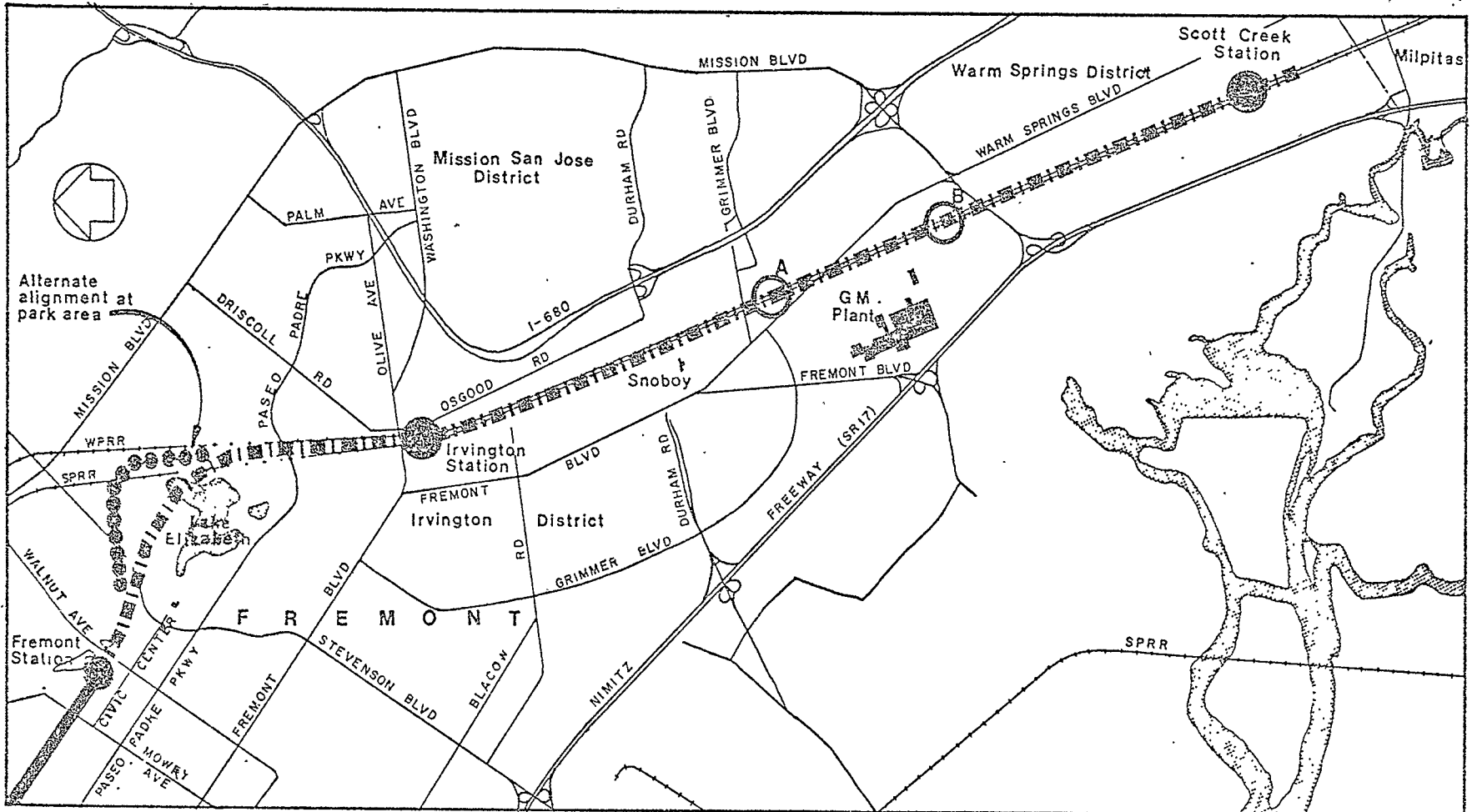
On Monday evening, September 15, beginning at 8 p.m. two blocks from the BART Civic Center Station, there will be a variety of entertainment sent direct from Mexico to San Francisco in honor of Mexican Independence Day. This event takes place in front of City Hall and more than 8,000 persons are expected to attend.

A special flyer listing the various events and which BART stations they are near is now available in all BART stations. The headline on the flyer is "¡SALUDOS!"

#

Mike Healy
Director, Public Affairs
(415) 465-4100

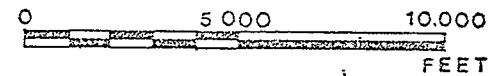
September 12, 1980



Alternate Sites - Warm Springs Station

A - Grimmer

B - Mission



ROUTE LOCATION

Phoned release to UPI and AP only

W-106

FOR IMMEDIATE RELEASE

TRANSBAY PATCHING TO BE COMPLETED BY SUNDAY

BART announced today that work to patch several seepage points in the transbay tube's concrete lining where water from what is believed to be a minor single leak will get underway at 8 p.m. on Saturday, September 13. It is expected that this work will be completed by around 11 a.m. Sunday. BART has contracted with Adhesive Engineers of San Carlos to perform the grouting process under BART personnel supervision. This work is expected to cost about \$8,000.

At the points where water seeped into the walkway between the two trackways an epoxy compound will be injected under high pressure into the tube's concrete lining. This compound will then travel back through the course of the water seepage and will set up water-tight seals within 15 seconds.

Trains traveling through the transbay tube during the grouting operation will use only one track of the tube. Since trains operate at approximately 20 minutes apart on Saturday night, little delay in service is expected, with the exception that for a distance of about one tenth of mile in the tube section where the grouting operation is underway, the trains will operate at reduced speed.

As a result of the round-the-clock underwater exploration of the transbay tube, BART officials were pleased to announce that no disturbance of the tube's protective covering of 5-8 ft. of rock was observed.

Smith-Rice Company of Alameda, barge and derrick operators, used an airlift dredging operation working from 5 a.m. on Thursday, September 11, to about 5 a.m. Friday, September 12.

2-2-2-2

The "airlift" is a high pressure vacuum system using a 16-inch steel pipe which was dropped into the water to remove the layers of silt and rock which serve as a protective covering for the tube. Divers then determined that none of the heavy boulders which cover the tube were disturbed and could not locate punctures which might have been caused by a heavy object, such as an anchor being dragged over the tube.

To determine if water leakage is a problem to other rapid transit systems, where trains operate under ground and water, BART learned that in the 12 tubes of the New York City Transit Authority's system, 250 gallons of water a minute are pumped out daily. The Port Authority of New York reported that for 20 years they have been pumping about 240 gallons of water per hour out of the Hudson River Tube daily. In the subway which operates under Miller Avenue in Brooklyn, N. Y., between 1,000 and 3,000 gallons of water per minute are pumped out daily. A spokesperson for the Metropolitan Transit Authority in Brooklyn noted when there is a tube under water, water leaks are bound to occur.

#

Mike Healy
Director, Public Affairs
Contact: Sy Moubert
(415) 465-4100, Ext. 514

September 12, 1980

NEWS RELEASE

BART

BUSINESS WIRE ONLY

W-107

FOR IMMEDIATE RELEASE

BART HOSTS MARIACHI AND BALLET FOLKLORICO

BART today will present the Ballet Folklorico dancers from Mexico City along with a Mariachi band at the Powell Street Station at 2 p.m.

Today's colorful event at the Powell Street Station is a prelude to this evening's festivities scheduled to take place in front of San Francisco City Hall.

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Mike Healy
Director, Public Affairs

September 15, 1980

NEWS RELEASE

W-108

BART

FOR IMMEDIATE RELEASW

BART TO CONTINUE GROUTING IN TRANSBAY TUBE THIS SUNDAY

BART today announced that grouting work begun last week end in the transbay tube will continue this Sunday, September 21 at 10 p.m. until approximately 4:30 a.m. Monday morning.

In an effort to minimize any service disruption, the work is being done during the late evening and early morning hours. From 10 p.m. until the closing of service at 12 midnight east and west bound trains will be operated on a single track around the work area in the tube. The average resulting delay is expected to be between 10 and 15 minutes during the work period. Trains normally operate at 20 minute intervals during the late evening hours.

The transit system began using a high pressure grouting process last weekend in the tube with an epoxy compound to patch a leak which created several seepage points in one section of the transbay tube. The area where the seepage points is located is about 1.7 miles east of San Francisco.

While the work done last weekend successfully stopped two of the primary seepage points and resulted in others drying up, BART has determined after a week of monitoring that other seepage points in the same area which have continued should also be grouted to insure that the original leak is patched at the source. This work is expected to continue during the late evening and early morning hours over the next three weeks.

Cost of the overall grouting work to be done is now expected to be about \$16,000, including the work done last weekend which cost about \$8,000.

#

September 19, 1980

BAY AREA RAPID TRANSIT DISTRICT 800 MADISON STREET, OAKLAND, CALIFORNIA 94607 (415) 465-4100

NEWS RELEASE

W-109

BART

MAILED TO: Neighborhood Perspective

FOR IMMEDIATE RELEASE

RIDERSHIP UP ON THE LOMA RANGER

"Who was that masked VAN?" That's the "Loma Ranger" BART's new and convenient shuttle service used by residents of the Miraloma Park area in San Francisco between their homes and the Glen Park BART Station. The two-van shuttle began operating on June 30, 1980 and ridership has grown steadily from approximately 100 riders during the first two weeks of operation to an average daily ridership of over 170 during the last week in August, 1980.

Fare on the Loma Ranger is 50 cents for the combined inbound and outbound trip and is collected only in the evening in the form of a BART/MUNI transfer which is purchased in the BART station. Cash fares will not be accepted, however, holders of a MUNI Fast Pass or a Senior Discount Card may ride free.

Eugene Garfinkle, BART's Vice-President, when informed about the increasing Loma Ranger patronage, stated, "We are very encouraged by the Miraloma Park residents' acceptance of the Loma Ranger service. Since parking is very limited at the Glen Park BART Station, we have been concerned about public access there and the Loma Ranger shuttle may help to relieve this problem." Garfinkle represents BART's District 8 in San Francisco, where the Loma Ranger operates.

Fast becoming a neighborhood fixture, the Loma Ranger van carries riders to and from the Glen Park BART Station during the morning and afternoon commute hours. Operating every 10 minutes between the hours of 6:30 am and 8:40 am and from 4:15 pm and 6:25 pm, the blue and white van picks up passengers on the Diamond Street side of the Glen Park BART Station.

- MORE -

2-2-2-2

The Loma Ranger van will pick up passengers at any corner along the shuttle route in the Miraloma Park Neighborhood and covers the 4 mile trip in about 15 minutes. After leaving the BART Station the Loma Ranger van turns left on Bosworth directly onto O'Shaughnessy. From O'Shaughnessy the van turns left onto Del Vale and then left onto each of the following streets: Evelyn, Chaves, Rockdale and Omar.

At the corner of Omar and Sequoia, the Loma Ranger van proceeds right onto Sequoia and then right again on Bella Vista, left on Dorcas, right on Molimo and left onto Bella Vista followed by another left onto Los Palmos.

On the final leg of the route, the van turns right on Teresita, followed by a left onto Stillings, right on Congo, left on Joost, right on Baden and returns to the Glen Park BART Station via a left onto Monterey and then turns left onto Diamond stopping at the front of the station.

BART has received comments from many San Francisco Loma Ranger riders, urging that the six months demonstration project be made a permanent part of the BART system. Among the comments BART has received are, "...the BART link to downtown is the best way to go...and the Loma Ranger has solved my commuting problem," wrote Joan M. Wirsing, and "...the Loma Ranger really makes the difference to me. The vans are comfortable and the drivers courteous and professional," stated Gayle Papera.

Other van shuttle services which connect with the BART system include the Humphrey Go-BART in Berkeley; El BARTito in Hayward; the Oakland AirBART Shuttle which operates to the Oakland International Airport; the Van AmBART Shuttle, which operates between the MacArthur BART Station and Pill Hill in Oakland; and the Alta Bates Connection between Alta Bates Hospital in Berkeley and the MacArthur Station.

#

September 24, 1980

Sy Mouber, Manager, Public Information
(415) 465-4100, ext. 514

NEWS RELEASE

BUSINESS WIRE ONLY

BART

W-110

FOR IMMEDIATE RELEASE

BART SEEKS WOMAN WHO FOUND MISSING PERSON'S WALLET

On Saturday, September 20, 1980, at 3:30 pm, a woman wearing a white nurses' type uniform turned in the wallet owned by missing person Eric Wright, Jr., a former Alameda County Sheriff's lieutenant, to a BART station agent at the Richmond Station. BART is requesting that this woman contact BART Police Sgt. Charles Lacy, at 465-4100, extension 495, in order to provide some more information about where on the train she found the wallet.

The white Honda Civic, registered to Wright, was found at the El Cerrito BART Station later on the same day the wallet was found.

BART Police Service is cooperating with the Contra Costa County Sheriff's Department in the investigation of Wright's disappearance.

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September 25, 1980

Sy Moubert, Manager
Public Information

NEWS RELEASE



BUSINESS WIRE & EAST BAY PAPERS ONLY

BART

W-111

FOR IMMEDIATE RELEASE

VOTER REGISTRATION FORMS AVAILABLE AT BART STATIONS

Voter registration forms for the November 4, 1980, General Election are still available at some of the BART Stations in Alameda and Contra Costa Counties. They are still available in all of the stations in downtown Oakland, the Concord and Fremont Lines, as well as the Berkeley and North Berkeley Stations on the Richmond Line.

They are no longer available at the Oakland West Station, Ashby Station, El Cerrito Plaza, El Cerrito Del Norte and Richmond Stations.

The deadline for voter registration is October 3, 1980. Those persons who have never registered to vote and those individuals who have moved to a new address since the June, 1980, Primary Elections must register to be eligible to vote in November.

The self-addressed, stamped voter registration form takes only a few minutes to complete, and can then be mailed.

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Mike Healy
Director, Public Affairs

Contact: Sy Mober
(415) 465-4100, Ext. 514

September 29, 1980

NEWS RELEASE

W-112

BART

NEW SPANISH AND CHINESE EDITIONS OF ALL ABOUT BART

Spanish and Chinese editions of BART's new "All About BART" brochure are now available at BART stations, either in the racks usually located near the fare machines or with the agents.

The new brochure contains information on the fare charts adopted this past June, notes on service, and various connecting shuttle services, and a variety of other information items.

Also among the features of this brochure is a special list containing 16 points of interest on both sides of the Bay with easy access by BART.

#

Mike Healy
Director, Public Affairs
(415) 465-4100

September 30, 1980

NEWS RELEASE



W-113

BART

FOR IMMEDIATE RELEASE

BART ANNOUNCES TWO CHANGES IN THE BIKES ON BART PROGRAM

BART announces two changes in its "Bikes on BART" permit program that will make traveling on BART more convenient for bicyclists.

Effective Wednesday, October 1, 1980, BART will begin making bicycle permits available on a mail-order basis. Cyclists wishing to obtain a permit may do so by requesting a bicycle permit application from BART's Office of Passenger Service, returning it, and having a BART bicycle permit mailed to them. The cost of the permit is \$3.00 and is good for approximately three years. The applications may be picked up in person at 800 Madison Street in Oakland or requested by phone - 465-4100, Extension 569.

According to BART Passenger Service Officer, Starla Bahem, who manages the permit program, all persons wishing to bring their bicycles on the system are required to have permits.

She said that BART would furnish a complete set of rules and a detailed explanation of the Bikes on BART program with the applications.

In addition to the new mail-order permit program, BART will continue to issue bicycle permits at the Lake Merritt Station Tuesdays through Saturdays from 9 a.m. to 3 p.m. by appointment only.

Also, this Wednesday, October 1, BART will begin allowing bicycles to be brought on the system to travel in a reverse commute direction on some of the lines during the morning and evening commute periods.

- MORE -

2-2-2-2

BART has had a reverse commute test program for bicyclists in effect since last April on the Concord line from Rockridge to Concord Stations. Based on the success of that program and in response to requests from Bay Area bicyclists, BART will extend its reverse commute policy to stations along the Fremont and Richmond lines.

Between 6:30 a.m. and 9 a.m. Monday through Friday, cyclists may travel east on the Concord line from the Rockridge to Concord Stations. On the Fremont line, cyclists may travel south from the Lake Merritt to Fremont Stations, and on the Richmond line, cyclists may travel north from the Ashby to Richmond Stations.

Between 3:30 p.m. and 6:30 p.m. Monday through Friday, cyclists may travel west from Concord to Rockridge, north from Fremont to Lake Merritt, and south from Richmond to Ashby Stations.

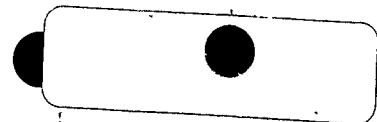
Cyclists may not travel on the system in the San Francisco stations, downtown Oakland and Berkeley stations during commute hours.

#

Mike Healy
Director, Public Affairs
Contact: Sy Mober
(415) 465-4100

September 30, 1980

OCTOBER



NEWS RELEASE

BART

W-114

FOR IMMEDIATE RELEASE

HAYWARD BART STATION IMPROVEMENTS UNDERWAY

Beginning Monday, October 6, 1980, work will begin on improvements to the passenger entrance and exit gates at the Hayward BART Station. The improvements will include the installation of an additional reversable gate at the north end of the station. While this work is underway, the north end of the station will be closed until October 28. Passengers are asked to enter and exit through the south end of the station.

John Glenn, BART Board member representing Hayward, Fremont, and Newark areas stated today, "The installation of an additional reversable gate and other improvements at the Hayward Station, will be a real benefit to all BART passengers using the Hayward Station."

Following the completion of the modification work, the south end of the Hayward station will be permanently closed and all entrances and exits to the BART system at Hayward Station will be made at the north end of the station.

#

October 3, 1980

Sy Mouber
Manager, Public Information
(415) 465-4100, Ext. 514

NEWS RELEASE

W- 115

BART

FOR IMMEDIATE RELEASE

GROUTING IN BART'S TRANSBAY TUBE TO CONTINUE THIS WEEKEND

BART announced today, that the grouting work, which began in the transbay tube two weeks ago, will continue this weekend beginning at 10 p.m. on Saturday, October 4 through Sunday October 5. During the time this grouting work is being done, east and west bound trains in the transbay tube will be operated on a single track around the work area. This may result in some minor delays in transbay service, however, since BART trains will be operating at 20 minutes intervals during the late evening hours and on Sunday, the delays are expected to be minimal.

Early Wednesday, October 1, the transit system conducted a high pressure air test through an observation hole bored in the three foot cement liner of the tube to determine if the source of the leak in the 3/8 inch steel tube shell had been sealed by the grouting process. A diver spotted the bubbles from the air pressure test and was able to locate the position of the pin-size point of entry of water into the tube.

The high pressure grouting process, using an epoxy compound, will be continued in order to seal off the water which is seeping into the walk-way of the tube. There is no water now in the trackways of the tube. The volume of water now draining into the walk-way area has subsided to four gallons per hour, less than half the amount which was originally observed about three weeks ago.

The high-pressure grouting work is being done by Adhesive Engineering of San Carlos under the supervision of BART personnel. This work will continue for at least one more week, during the early morning and late evening, in order to minimize disruption of BART service.

- MORE -

2-2-2-2

Cost to date, of the project, to eliminate water draining into the tube at a point 1.7 miles east of San Francisco, has been approximately \$55,000, which includes the cost of divers and the epoxy grouting work.

BART has every expectation of correcting the water draining problem through the grouting operation from inside the tube. However, if this is not successful, the next step would be to remove the heavy rock covering and expose the tube steel shell in order to apply a patch from outside the tube. This decision will be made following an engineering analysis of the situation when this weekend's grouting has been completed and in conjunction with the designers of the transbay tube.

#

October 3, 1980

Sy Mober
Manager, Public Information
BART
(415) 465-4100, Ext. 514

NEWS RELEASE



W-116

FOR IMMEDIATE RELEASE

BART

BART TO MAKE CHANGES IN SCHEDULE

In an effort to relieve some of the commute hour service problems encountered during the last three months, BART this Friday, October 10, will begin to phase in a slightly reduced commute service schedule, BART announced today.

The new schedule will call for operating 39 trains on the system at one time instead of 43 during the two peak hours in the morning and evening. This will translate into a slight increase in spacing between trains providing 4-minute intervals through downtown Oakland, and Transbay through San Francisco to Daly City, instead of the current 3.75 minutes. The base service will change from 15 to 16 minutes for each line.

At the same time, where possible, many of the trains will be lengthened to maintain capacity and meet travel demands.

BART officials plan to make the schedule change in two steps. The first step effective Friday will reduce the number of commute hour trains from 43 to 41. The schedule will be further refined over the next 10 days, and on or about October 20 the remaining two trains of the planned reduction will be taken out of the service loop.

In a special letter to passengers distributed on the system Thursday afternoon, BART General Manager Keith Bernard said that problems had been expected when the new "Close Headways" service began in July. However, the problems had a greater impact on service reliability than had been expected. The problems have been greatest during the commute period, when the largest number of trains run on the system at one time.

The combination of additional trains and continuing equipment malfunctions has made it more difficult to recover from the "normal" system failures which continue to occur, as they did before "Close Headways" operation.

- MORE -

"Thus our experience since Close Headways indicates that we have been attempting to run more trains on the system than the system can effectively accommodate at its current stage of redesign and modification," Bernard said.

The new schedule is expected to permit BART to more readily recover from incidents involving malfunctioning trains which must be removed from service, since these trains must operate at reduced speed through the system, and slow down trains which follow. Under the new schedule, removal of malfunctioning trains should have less of an impact on total service.

Bernard said that to fix the underlying problem of train control malfunctions a special task force of engineers and maintenance personnel has been mobilized and putting forth an around-the-clock effort.

He said that by the spring of this coming year, two major programs are expected to be completed which should dramatically improve service reliability. One of the programs will give BART the ability to operate a train in service despite a problem on a car, which currently might call for removing the entire train from service. Also a new train control modification called Manual Cab Signaling (MCS) will allow trains to operate at normal speeds under manual control with full automatic protection. Currently when the automatic train control on the train itself malfunctions the train is operated at 25 miles per hour manually until it can be taken off the line, thus slowing service for following trains.

BART is also asking the assistance of its patrons to report problems with the destination signs on the station platforms and if they have difficulty hearing announcements on the trains. Passengers may report such problems in writing to BART General Manager, 800 Madison St., Oakland, CA. 94607, giving date, time of day, location and car number. Car numbers can be seen at each end of the car above the connecting doors.

#

October 9, 1980

Mike Healy, Director, Public Affairs
(415) 465-4100

BART BULLETIN

News of Special Interest to BART'S Riders

LETTER FROM THE GENERAL MANAGER

- . Why has BART service reliability, primarily during commute periods, deteriorated since July?
- . What is BART doing about it?

I am sure the above questions have been uppermost in many rider's minds over the past months since the new "Close Headways" operations began. Quite frankly, we expected at least two months of operational problems, and so announced when the new service was introduced in July. We did not expect, however, the degree of impact these problems have had on service reliability, nor the persistence with which they continue. The impact has been greatest during the commute periods when the greatest number of trains are run on the system at one time. This bulletin describes the problems and what we are doing to address them.

Background --

As one of the steps in the ongoing effort to improve system performance, we began phasing into operation the new backup train control system known as SORS this past June. By permitting trains to run closer together the new backup train control paved the way for expanded service. In July we began running more trains on the system; direct trains between Richmond and Daly City; and additional transbay commute trains on the Concord and Fremont lines. At the same time, we began to experience small but numerous reliability-related equipment malfunctions with the primary train control system, now being fully utilized for the first time. When these malfunctions occur, trains have to be manually operated at slow speeds through the affected area, resulting in delays for following trains.

The combination of additional trains and continuing equipment malfunctions has made it more difficult to recover from the "normal" system failures which continue to occur as they did before Close Headways operation. Thus our experience since Close Headways indicates that we have been attempting to run more trains on the system than it can effectively accommodate at its current stage of redesign and modification.

Schedule Changes --

Because of the above conclusion and the fact that it is taking longer than expected to clear up the train control repairs around the system, we are now going to change the operating schedule to increase spacing between trains slightly during the peak travel hours. While this will be hardly noticeable in terms of waiting time on the platform, it should help to improve the system's ability to cope when equipment malfunctions do occur. These schedule changes will result in reducing the number of



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

trains on the system during peak commute hours from 43 to 39. At the same time, many of the trains will be lengthened to maintain capacity and meet travel demands.

We will begin phasing into the new train schedule on Friday, October 10, 1980.

Train Control Repairs --

To attack the underlying problem of persistent train control malfunctions, we have mobilized a task force of engineers and maintenance people who have been putting forth an around-the-clock effort.

Vehicle Failures --

A continuing source of system disruptions, as you know, is the transit car itself. We must still remove an average of 8 trains per day owing to vehicle failures. The solution is two-fold--redesign the equipment and, most important, modify it so that a train can continue in service despite a problem on one car. Two years ago we began the first serious program to address these objectives. At this point, we are about half way to realizing the benefits and vehicle failure rates have in fact been dropping.

A dramatic change in disrupting train removals will not be noticeable, however, until two of the major projects in this program are complete. One is the capability to operate safely at full speed under manual control when automatic control equipment on the train fails, one of the largest single sources of train removals. The other is the capability to keep a train in full speed operation instead of removing it from service at half speed when only one or two cars experience brake system problems. These modifications are currently in the production stages and both will be operational on the system by this Spring.

Passenger Information --

Another major objective is to provide you with consistently accurate and timely information on the status of service. Part of the task force assignment is to address recent problems with the electronic train destination signs. At the same time we are taking steps to augment the number of systemwide public address announcements on train position and train size, as well as to systematically provide station agents with more information on train status. We also require train operators to keep the riders informed on train delays, to the extent of their own knowledge, which comes from Central Control via a single train radio channel. An additional channel will be added, but it is more than a year away from completion.

You can help us with some of the above problems. Please report specific destination sign malfunctions or car speaker malfunctions by time of day, location, and car number. This helps us follow up on specific repairs. Send your information to the General Manager, BART, 800 Madison Street, Oakland, CA. 94607.

I wish to assure passengers that as a rider I am very aware of the frustrations involved when BART service is disrupted. Although BART has made many false starts over the last 8 years, I believe that we are now working diligently on both the short and long-range corrections which will ultimately yield acceptable service quality and higher system capacity.

Keith Bernard
General Manager

October 9, 1980

NEWS RELEASE

BART

W-117

FOR IMMEDIATE RELEASE

BART WILL HOLD ENVIRONMENTAL IMPACT MEETING ON DALY CITY TURNBACK TRACK

BART announced today that public meetings on the Environmental Impact Statement/Report relating to the Daly City Turnback Facility will be held on October 23, 1980 at 3:30 p.m. and 5:30 p.m. in the City Council Chambers, 90th Street and Sullivan Avenue, Daly City. At this meeting, which is required by both state and federal regulations, the scope of the Environmental Impact Statement/Environmental Impact Report will be reviewed by the various public agencies participating in the project and the public will also be given the opportunity to make comments. Representatives of the U. S. Urban Mass Transportation Administration will be conducting this scoping meeting in order to receive comments to be presented.

Currently, due to switching and dispatching constraints, at the Daly City BART Station, inbound traffic interferes with outbound traffic, creating congestion and delays. In order for BART to achieve its goal of closer headways for train dispatches out of Daly City Station, it is necessary to eliminate this congestion. The turnback facility would allow inbound traffic to move beyond that station and not interfere with the dispatching of outbound traffic.

Further, the turnback facility would also provide train storage capability to accommodate the extra morning peak-hour trains for later dispatching during the evening peak. This storage capacity would also save electrical power and car hours by eliminating the need to "deadhead" trains during revenue service. In addition, late evening trains could be stored in the West Bay, eliminating the need to return to an East Bay yard at the end of each revenue day.

- MORE -

The four alternatives, which have been developed by BART staff are:

1. "No Project" alternative - the turnback facility will not be constructed.
2. A turnback facility south of the Daly City Station which utilizes the Southern Pacific Railroad right-of-way between John Daly Boulevard and Washington Street.
3. A turnback facility south of the Daly City Station which utilizes a portion of the Caltrans right-of-way between Freeway I-280 and Junipero Serra Boulevard from John Daly Boulevard to School Street, as well as the abandoned Southern Pacific Railroad right-of-way from School Street in Daly City to "F" Street in Colma.
4. A turnback facility which would be constructed primarily on BARTD property north of the Daly City Station and south of the Balboa Park Station.

Howard Goode, Director of Planning and Analysis for BART said, "I urge all interested parties to attend this very important meeting. While the initial discussions are planned for 3:30 p.m. on October 23, they will be presented again at 5:30 p.m. for those not able to attend the earlier session. In this way, all those wishing to offer comments will have an opportunity to do so."

Goode also noted that written comments on the proposed alternatives to be covered by the environmental assessment reports will be accepted until the close of business on November 5, 1980, by the BART Planning Department, 800 Madison St., Oakland, CA 94607, or the Planning and Analysis Division, UMTA, 2100 Second St., S.W., Washington, D.C. 20590.

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October 14, 1980

Sy Mober
Manager, Public Information
BART
(415) 465-4100, Ext. 514

NEWS RELEASE

BART

W-118

FOR IMMEDIATE RELEASE

BART BOARD APPROVES CONTRACT FOR NEW TRANSIT CAR MODIFICATION

The BART Board of Directors today approved the awarding of a contract to LeeMAH Electronics, Inc. of San Francisco to manufacture a major new train control modification which is expected to greatly enhance service reliability and overall operation of the system.

LeeMAH Electronics was among three competing firms for the contract coming in with a bid of \$173,799.50.

The new modification called, "Manual Cab Signalling (MCS), will permit the train operator to run the trains, manually, at normal speeds with full automatic protection. The MCS was developed by BART engineers as part of the transit system's long-term program to improve the reliability and general performance of the system.

Under the present system, the train operator can manually operate the train at only 25 miles per hour. Should the automatic controls on a train not function properly, the train operator can run the train manually at this very slow speed until the train can be removed from the system to a yard

- MORE -

2-2-2-2 "Bart Board Approves Contract. . ." (Continued)

or onto a siding. This constraint may cause a backup of trains running behind the malfunctioning train.

According to the terms of the contract, the first MCS units are to be delivered by January 1981, when installation is to begin. The units will be installed on all of BART's fleet of 155 lead "A" cars, with completion expected by August 1981. However, as the installation of the MCS equipment is completed on each car, the MCS system for that car will begin to operate.

MCS was approved by the California Public Utilities Commission this past July. BART anticipates that 80% of the cost of MCS will be funded by a grant from the U.S. Urban Mass Transportation Administration.

According to Richard Demko, BART's Director of Maintenance and Engineering, the installation of MCS should greatly reduce the number of trains taken out of service during their scheduled runs due to an automatic control malfunction. He said, "This ability will constitute a major improvement to the system's daily operations."

BART's overall automatic control system will continue to control the spacing between trains, the maximum allowable speed of the trains, and other safety measures which are presently a part of the system during MCS operation.

3-3-3-3 "Bart Board Approves Contract. . . ." (Continued)

MCS is now being used by many of the modern rapid rail systems throughout the world where it has been a major factor in the improvement and reliability of these systems.

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MIKE HEALY
Director of Public Affairs

October 16, 1980

Contact: Sy Mober
(415) 465-4100

NEWS RELEASE

BART

W-119

FOR IMMEDIATE RELEASE

BART TO EXPAND SATURDAY SERVICE

BART Board President, Nello Bianco of Richmond, today announced that Saturday service would be expanded to four routes from the current three route service beginning, Saturday, October 25th.

The fourth route will provide direct service between Richmond and San Francisco/Daly City, similar to weekday service. With the four route service, BART on Saturdays will be operating direct trains between Concord/Daly City, Fremont/Daly City, Richmond/Daly City and Richmond/Fremont from 6:00 a.m. to 6:00 p.m., and then along two lines, Concord/Daly City and Richmond/Fremont until midnight.

Train frequency will be 20 minutes per line as a base service. This will translate into 10 minute train intervals along the Richmond, Oakland and Fremont lines, and approximately 6.6 minutes between Oakland West and Daly City. After 6:00 p.m., trains begin the transition to night service operating at 20 minute intervals.

- MORE -

2-2-2-2 "BART To Expand Saturday Service," (Cont'd)

Bianco said, "He was pleased that Richmond would be getting the direct San Francisco service on Saturdays, as well as weekdays."

He says the additional route should also prove to be especially attractive for Saturday traveling in the downtown areas to shop, sightsee or take-in a show.

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MIKE HEALY
Director of Public Affairs

October 16, 1980

Contact: Sy Mober
(415) 465-4100

NEWS RELEASE

BART

W-120

FOR IMMEDIATE RELEASE

BART BOARD DOES NOT
CHANGE BART'S Q-LINE STOP

At the urging of BART Board President, Nello Bianco of Richmond, the Transit District Board of Directors did not take any action on a proposal to eliminate a "Q"-line BART Express Bus Stop at Cutting Boulevard and San Pablo Avenue.

Bianco said, he feels the elimination of the stop would put an undue hardship on students and patrons, in general, traveling between Richmond and Pinole and outlying areas.

"I'm pleased that the stop will remain in tact," said Bianco. "I don't believe the elimination of the stop would be in the public's interest."

The proposal to eliminate the "Q"-line stop as well as a UL,UP-line stop at E. 14th and 164th Streets came about in the Board's Engineering and Operations Committee meeting a few weeks back, when it was decided to offer a free one-zone transfer from BART to BART Express Buses. However, the committee never actually made it a part of its original motion to offer the free transfer.

When the full board took the matter up at last Thursday's meeting, Bianco strongly argued in favor of maintaining the stops.

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MIKE HEALY
Public Affairs Director

October 20, 1980

NEWS RELEASE

SPECIAL TO: SF EXAMINER, SF PROGRESS,
SF CHRONICLE

W-121
FOR IMMEDIATE RELEASE

BART

LOMA RANGER RIDERSHIP DOUBLES

"Who was that masked VAN?"

That's the "LOMA RANGER", BART's new and convenient shuttle service used by residents of the Miraloma Park area in San Francisco between their homes and the Glen Park BART Station. The two-van shuttle began operating on June 30, 1980 and ridership has doubled from approximately 100 riders during the first two weeks of operation to an average daily ridership of over 200 during the first two weeks in October, 1980.

Fare on the Loma Ranger is 50 cents for the combined inbound and outbound trip and is collected only in the evening in the form of a BART/MUNI transfer which is purchased in the BART station. Cash fares will not be accepted, however, holders of a MUNI Fast Pass or a Senior Discount Card may ride free.

Eugene Garfinkle, BART's Vice-President, when informed about the increasing Loma Ranger patronage, stated, "We are very encouraged by the Miraloma Park residents' acceptance of the Loma Ranger service. Since parking is very limited at the Glen Park BART Station, we have been concerned about public access there and the Loma Ranger shuttle may help to relieve this problem." Garfinkle represents BART's District 8 in San Francisco, where the Loma Ranger operates.

Fast becoming a neighborhood fixture, the Loma Ranger van carries riders to and from the Glen Park BART Station during the morning and afternoon commute hours. Operating every 10 minutes between the hours of 6:30 a.m. and 8:40 a.m., and from 4:15 pm and 6:25 pm, the blue and white van picks up passengers on the Diamond Street side of the Glen Park BART Station.

- MORE -

The Loma Ranger van will pick up passengers at any corner along the shuttle route in the Miraloma Park Neighborhood and covers the 4 mile trip in about 15 minutes. After leaving the BART Station the Loma Ranger van turns left on Bosworth directly onto O'Shaughnessy. From O'Shaughnessy the van turns left onto Del Vale and then left onto each of the following streets: Evelyn, Chaves, Rockdale and Omar.

At the corner of Omar and Sequoia, the Loma Ranger van proceeds right onto Sequoia and then right again on Bella Vista, left on Dorcas, right on Molimo and left onto Bella Vista followed by another left onto Los Palmos.

On the final leg of the route, the van turns right on Teresita, followed by a left onto Stillings, right on Congo, left on Joost, right on Baden and returns to the Glen Park BART Station via a left onto Monterey and then turns left onto Diamond stopping at the front of the station.

BART has received comments from many San Francisco Loma Ranger riders, urging that the six months demonstration project be made a permanent part of the BART system. Among the comments BART has received are, "...the BART link to downtown is the best way to go...and the Loma Ranger has solved my commuting problem," wrote Joan M. Wirsing, and "...the Loma Ranger really makes the difference to me. The vans are comfortable and the drivers courteous and professional," stated Gayle Papera.

Other van shuttle services which connect with the BART system include the Humphrey Go-BART in Berkeley; El BARTito in Hayward; the Oakland AirBART Shuttle which operates to the Oakland International Airport; the Van AmBART Shuttle, which operates between the MacArthur BART Station and Pill Hill in Oakland; and the Alta Bates Connection between Alta Bates Hospital in Berkeley and the MacArthur Station.

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October 20, 1980

Sy Moubert, Manager, Public Information
(415) 465-4100, ext. 514

NEWS RELEASE

BART

W-122

FOR IMMEDIATE RELEASE

BART TO RECEIVE FEDERAL GRANTS

Oakland, California. . . BART Board President, Nello Bianco of Richmond today announced that BART will receive \$12.9 million in Federal grants from the U.S. Department of Transportation's Urban Mass Transportation Administration (UMTA) for three major improvement programs.

The three grants include \$3.4 million for a portion of the next phase of construction of the third track (KE Track) through the downtown Oakland subway tunnel; \$5.4 million for fire safety improvements; and \$4.1 million for reliability improvement projects.

KE TRACK IN THE OAKLAND SUBWAY

The \$3.4 million grant just approved by UMPTA is earmarked for beginning the next phase of construction of the KE Track, the third track through downtown Oakland. The first phase, costing about \$3 million has been underway since April of this year, and includes construction of the tracks through the subway portion of the line and completion of the new passenger platforms at both 12th Street City Center and 19th Street Stations. The second phase calls for construction of tracks from Washington portal to MacArthur Station which is the above ground portion. Preparation for this second phase of the project will cost a total of \$4.3 million, 80 percent of which will be covered by the new \$3.4 million grant, and will include construction of two aerial bridges, one over 27th and one over 30th Street, and purchasing the necessary electrification equipment for the total project which covers approximately

- MORE -

3 miles from MacArthur Station to 23rd Street portal. When completed, the new KE Track will improve The System's flexibility by providing an extra track for the removal of malfunctioning trains with minimal impact on service, or for going around a train that has stalled.

BART'S SERVICE RELIABILITY PROGRAM

Included in the federal grant approval was \$4.1 million to fund a portion of BART's Service Reliability Improvement Program. The projects to be funded include modifications to the train propulsion system, the automatic train operation systems, the trackway interlocking (switching systems), the automatic fare collection system, and to the system which controls the positioning of trains in the station.

BART'S FIRE & SAFETY PROGRAM

The third federal grant amounting to \$5.4 million will provide funding for eight fire and safety projects. These include heat shields and improved fire safety modifications under the cars and improvements to the dynamic braking system. Additional milepost signs will be added to the underground system, to assist in more precisely locating trains when field assistance is needed.

Two communication improvement projects are also covered by the grant. Local fire departments indicated that a telephone system similar to that which is installed in the Transbay Tube be provided in the Berkeley Hills Tunnel, and that the system be extended to include the communication centers of the Oakland and Orinda Fire Departments. Improvements to the train radio system will be made by adding a second radio channel for communication between trains and BART's central control.

W-122

3-3-3-3 "FEDERAL GRANTS" (Continued)

A back-up set of ventilation fans will be installed in the Berkeley Hills Tunnel; and the grated emergency walkway in the tunnel will also be modified so as to eliminate potential problems with narrow and high heel shoes.

BART Board President, Bianco said, these are just a few of the improvements BART will be making over the next several years. Each will have a significant effect on improving the reliability and/or safety of the BART system.

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MIKE HEALY
Public Affairs Director

October 22, 1980

Contact: Sy Mober
(415) 4100

NEWS RELEASE

BART
W-123

FOR IMMEDIATE RELEASE

BART BEGINS EXPANDED SERVICE

THIS SATURDAY

Football fans attending the Cal-UCLA game this Saturday, October 25th, 1:00 p.m., at Memorial Stadium should find BART's new expanded Saturday service a convenient way to get there. Some 60,000 are expected to attend! Warriors' fans will also find BART a good bet for getting to the game with Dallas, at the Coliseum Arena at 8:00 p.m., Saturday night.

BART will begin direct service between Richmond and San Francisco (Daly City) this Saturday, thus providing four route service. Currently, the transit system provides four route service on weekdays only.

With four route service, BART on Saturdays will be operating direct trains between Concord/Daly City, Fremont/Daly City, Richmond/Daly City and Richmond/Fremont from 6:00 a.m. to 6:00 p.m., and then along two lines, Concord/Daly City and Richmond/Fremont until midnight. All train-to-train transfers may be made at 12th Street City Center, 19th Street, or MacArthur Stations in Oakland.

Train frequency will be 20 minutes per line as a base service. This will translate into 10 minute train intervals along the Richmond, Oakland and Fremont lines, and approximately 6.6 minutes between Oakland West and Daly City. After 6:00 p.m., trains begin the transition to night service operating at 20 minute intervals.

#

MIKE HEALY
Public Affairs Director

October 23, 1980

Contact: Sy Mober
(415) 465-4100 (Ext. 514)

NEWS RELEASE

BART

BUSINESS WIRE ONLY

Contact: Sy Mober
Manager, Public Information

W-124
FOR IMMEDIATE RELEASE
October 24, 1980

SCOOBY-DOO TO MEET OAKLAND SCHOOL CHILDREN AT BART ON WEDNESDAY

School children from the Oakland area have been invited to meet Scooby-Doo, star of the Ice Capades, television and cartoons, at a special appearance in the Lake Merritt BART Station, Concourse Level on Wednesday, October 29th, 1980, at 10:30 a.m. Scooby-Doo will be riding BART on that same day during the morning hours signing autographs and passing out flyers as part of the BART contest for free tickets to the Ice Capades.

The ice show will be held in the Oakland Coliseum from November 18 to 28, and BART patrons are being offered a discount ticket coupon in the flyer Scooby-Doo will be handing out. BART provides direct service to the Oakland Coliseum, where the arena can be reached by a walkway from the Coliseum BART station.

Also, on Wednesday, BART will begin a systemwide distribution of the Ice Capade flyers which contains an entry coupon for the free ticket contest and the order form for the discount tickets. Flyers will be placed in racks at each of the entry gates at all BART stations. Free ticket entries can be mailed, but must be received by BART, Passenger Service, 800 Madison Avenue, Oakland, Ca. 94607 by midnight November 11, 1980, or can be deposited in a box at Lake Merritt station. Entries should indicate which BART Station the contestant usually uses, since five sets of two tickets each will be drawn for each station. The drawing will be held on November 13, 1980.

Scooby-Doo can be seen in a weekly television series, Monday through Friday, at 3 P.M. on Channel 2 in the Bay Area.

10/30/80

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT . 800 Madison Street, Oakland, CA 94607

BART

CONTACT: Sy Mouber
Manager, Public Information
BART
(415) 465-4100, Ext. 514

SPECIAL TO: OAKLAND TRIBUNE

W-124-A

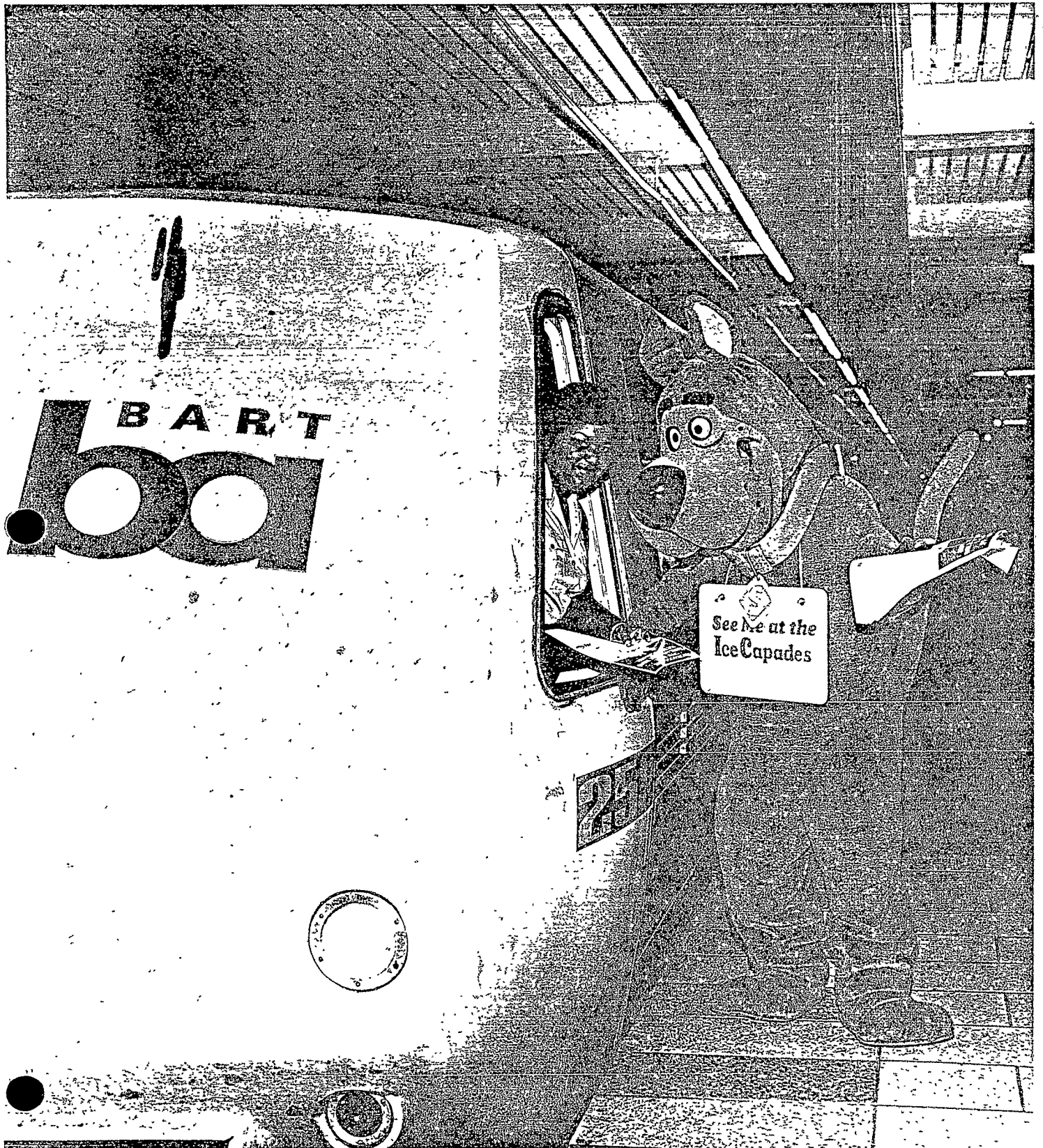
PIX CAPTION

FOR IMMEDIATE RELEASE

BART train operator Nancy Morgan and Scooby-Doo, star of the Ice Capades television cartoons, are looking over the entry coupon for free tickets to the Ice Capades BART is giving away. Scooby-Doo was riding BART on Wednesday handing out the flyers which are available at every BART station. BART provides direct service to the Ice Capades at the Oakland Coliseum, site of the ice show, where the arena can be reached by a walkway from the Coliseum BART Station.

BART is giving away 340 free tickets to the Ice Capades being held in the Oakland Coliseum from November 18 to 28. Flyers are now being distributed system-wide which have an entry coupon for the free ticket contest and an order form offering a special Ice Capades discount ticket rate to BART patrons. Free ticket entries can be mailed, but must be received by BART Passenger Service, 800 Madison Street, Oakland, CA 94607 by midnight November 11, 1980 and the drawing will take place on November 13. Entries should indicate which BART station the contestant usually uses, since five sets of two tickets each will be drawn for each of the BART stations.

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10/30/80

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison Street, Oakland, CA 94607 **BART**

CONTACT: Sy Mouber
Manager, Public Information
BART
(415) 465-4100, Ext. 514

SPECIAL TO: OAKLAND POST, CHINESE TIMES,
RICHMOND INDEPENDENT,
HAYWARD DAILY REVIEW,
SF CHRONICLE, & AP

W-125

PIX CAPTION

FOR IMMEDIATE RELEASE

Scooby-Doo, star of the Ice Capades and television cartoons, is surrounded by loyal fans from the Lincoln Elementary School in Oakland, as they urge him to enter the upcoming national elections. Scooby-Doo met with his supporters at the Lake Merritt BART Station, when he was riding the system on Wednesday passing out the entry coupons for BART's free Ice Capades ticket contest. When asked if he would accept the support of his fans, Scooby-Doo gave a loud affirmative bark.

BART provides direct service to the Ice Capades at the Oakland Coliseum, site of the ice show, where the arena can be reached by a walkway from the Coliseum BART Station.

BART is giving away 340 free tickets to the Ice Capades being held in the Oakland Coliseum from November 18 to 28. Flyers are now being distributed system-wide which have an entry coupon for the free ticket contest and an order form offering a special Ice Capades discount ticket rate to BART patrons. Free ticket entries can be mailed, but must be received by BART Passenger Service, 800 Madison Street, Oakland, CA 94607 by midnight November 11, 1980 and the drawing will take place on November 13. Entries should indicate which BART station the contestant usually uses, since five sets of two tickets each will be drawn for each of the BART stations.

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Scooby
for
PRESIDENT

See Me at the
Ice Capades

Scooby
for
PRESIDENT

10/30/80

NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison Street, Oakland, CA 94607

BART

CONTACT: Sy Moubert
Manager, Public Information
BART (415) 465-4100, Ext. 514

SPECIAL TO: CONTRA COSTA TIMES,
SF EXAMINER, SF PROGRESS,
& UPI
W-126

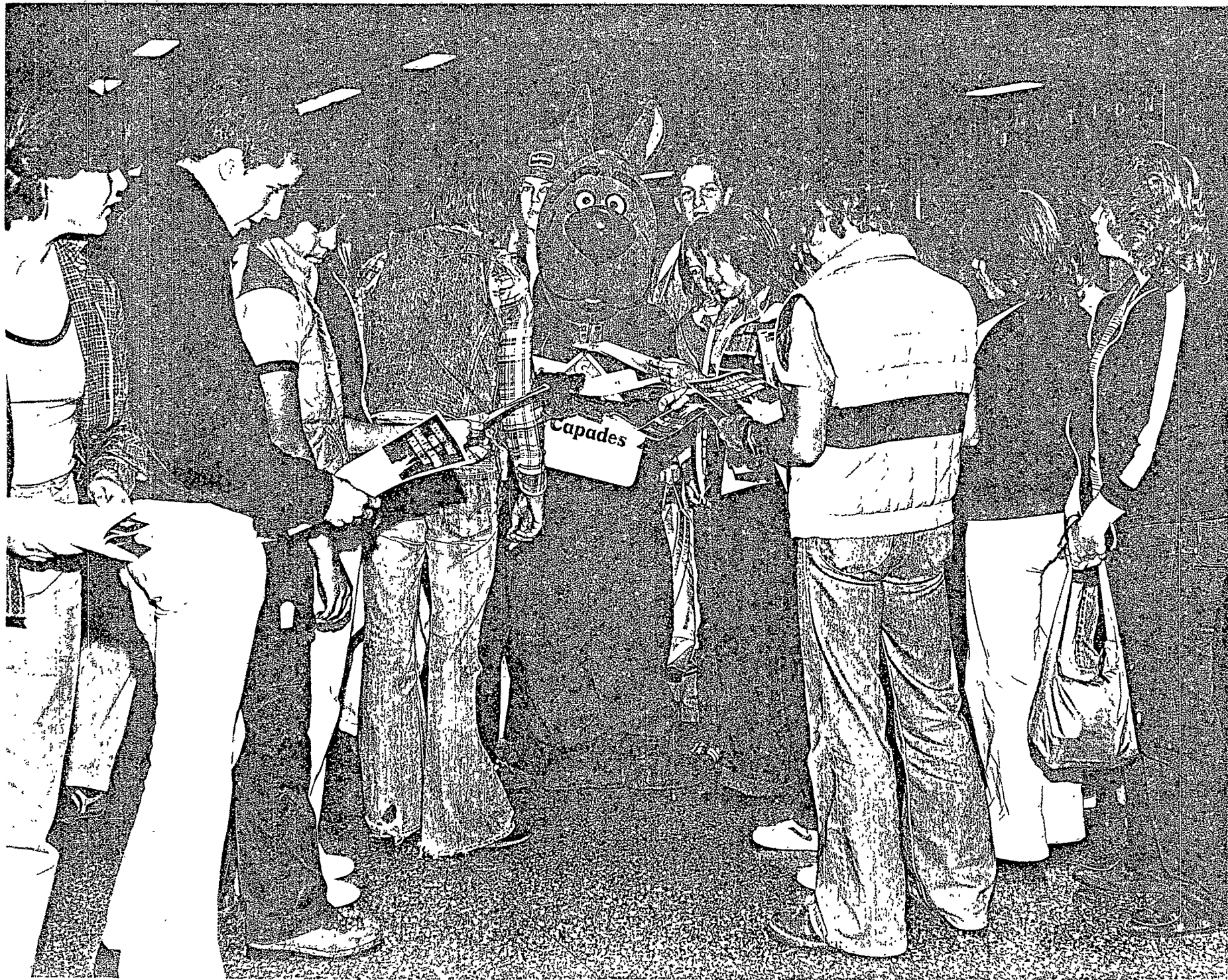
PIX CAPTION

FOR IMMEDIATE RELEASE

Scooby-Doo, star of the Ice Capades and television cartoons is surrounded by loyal fans at the Lake Merritt BART Station, where he was distributing flyers on Wednesday which contained a coupon for free tickets to the ice show to be given away by BART. The personal appearance by Scooby-Doo on the BART trains was the beginning of a ridership promotion to encourage the public to use BART when going to the Oakland Coliseum Arena where the ice show is being presented. BART provides direct service to the Oakland Coliseum, which can be reached by a walkway from the Coliseum BART Station.

BART is giving away 340 free tickets to the Ice Capades being held in the Oakland Coliseum from November 18 to 28. Flyers are now being distributed system-wide which have an entry coupon for the free ticket contest and an order form offering a special Ice Capades discount ticket rate to BART patrons. Free ticket entries can be mailed, but must be received by BART Passenger Service, 800 Madison Street, Oakland, CA 94607 by midnight November 11, 1980 and the drawing will take place on November 13. Entries should indicate which BART station the contestant usually uses, since five sets of two tickets each will be drawn for each of the BART stations.

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NOV 1961

11/3/80

BUSINESS WIRE ONLY

CONTACT: Mike Healy
Director, Public Affairs
BART
(415) 465-4100

W-127

FOR IMMEDIATE RELEASE

Kensington voters will receive a separate ballot Tuesday carrying the names of the two candidates for the District 3 seat on the BART Board of Directors.

Names of incumbent Arthur Shartsis and challenger Richard Anderson were not included on the main ballot. District 3, comprising the bulk of Berkeley and portions of Oakland, also embraces Census Tracts 3910 through 3920. Those tracts lie in the unincorporated community of Kensington, which is part of Contra Costa County. Slightly more than 4,000 voters will receive the extra ballot in Kensington.

Since the ballots will have to be hand-counted, BART District 3 results from Kensington will not be known until included in the official vote canvass.

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NEWS RELEASE



Contact: Sy Mober
Manager, Public Information

(415) 465-4100, Ext. 514

W-128

BART

November 5, 1980

FOR IMMEDIATE RELEASE

BART COMPLETES SEAT REPLACEMENT

BART officials announced today that all the seats in the system's operating fleet have been replaced with cushions and covers made of fire resistant material. The new seat cushions are made of a new low-smoke neoprene material, with a covering made of 90 percent wool and 10 percent nylon. Replacement of the seats is one of the major elements in BART's overall plan to improve the fire safety of its transit cars.

According to Ralph Weule, BART's Director of Safety, "The materials were selected following an intensive testing program conducted by the University of California and the McDonnell-Douglas test laboratories in Southern California as the best and most fire resistant cushioning materials available."

Weule went on to point out that BART launched an in-depth research and development program to fully evaluate all feasible seat alternatives. The objective of the research program was to determine which materials would reduce flammability, toxic gas emission and smoke generation to acceptable levels and to select the best seat replacement alternatives which could be installed in the shortest possible time.

On March 18, 1980, the California Public Utilities Commission approved the selection of the new seat cushion materials and BART's original target date of completion of August 18, 1980. BART contracted for the seat replacement program to begin in mid-June, 1980, however due to quality control problems and the contractor's inability to provide sufficient numbers of seat cushions, the target date was extended to October 31, 1980.

- MORE -

2-2-2-2 ""BART Completes Seat Replacement"

During the course of the five month testing and research program, over 400 cushioning materials were evaluated. Other alternatives such as wire mesh, fiberglass and stainless steel seats were investigated by BART, but all of these had drawbacks which proved to be impractical for BART's use.

Working with Art Craft Industries of Milwaukee, Wisconsin, BART replaced the seats at the rate of about 4,000 to 5,000 per week. The total number of seats replaced was 32,000.

Total cost of the seat replacement program is \$4.2 million. For this project BART received 80% funding from the federal Urban Mass Transportation Administration and 20% from the local Transportation Development Act funds.

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NEWS RELEASE



CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

SPECIAL TO!
EXAMINER **BART**

November 13, 1980

PIX CAPTION

FOR IMMEDIATE RELEASE

Larry Clark, BART Station Agent at the Powell Street BART Station draws the winning tickets in BART's Free Tickets to the Ice Capades contest which ended on Tuesday, November 12. The Ice Capades will be held at the Oakland Coliseum Arena which is served directly by BART and can be reached by a walkway from the Coliseum BART Station. Five pairs of tickets were given away to BART patrons at each of the 34 stations on the BART system. While other winners will be notified by mail, the lucky ones at Powell Street Station were: Caresse Johnson, Sean Nunan, G. Kinsella and Patricia Chan, all of San Francisco and Linda Wells of Richmond.

BART

POWER



**SCOOBY-DOO & BART
OFFER YOU A
CHANGE AND A SURE THING
FOR THE ICE CAPEDES!**



NEWS RELEASE



CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

SPECIAL TO: CHRONICLE

BART

November 13, 1980

PIX CAPTION

FOR IMMEDIATE RELEASE

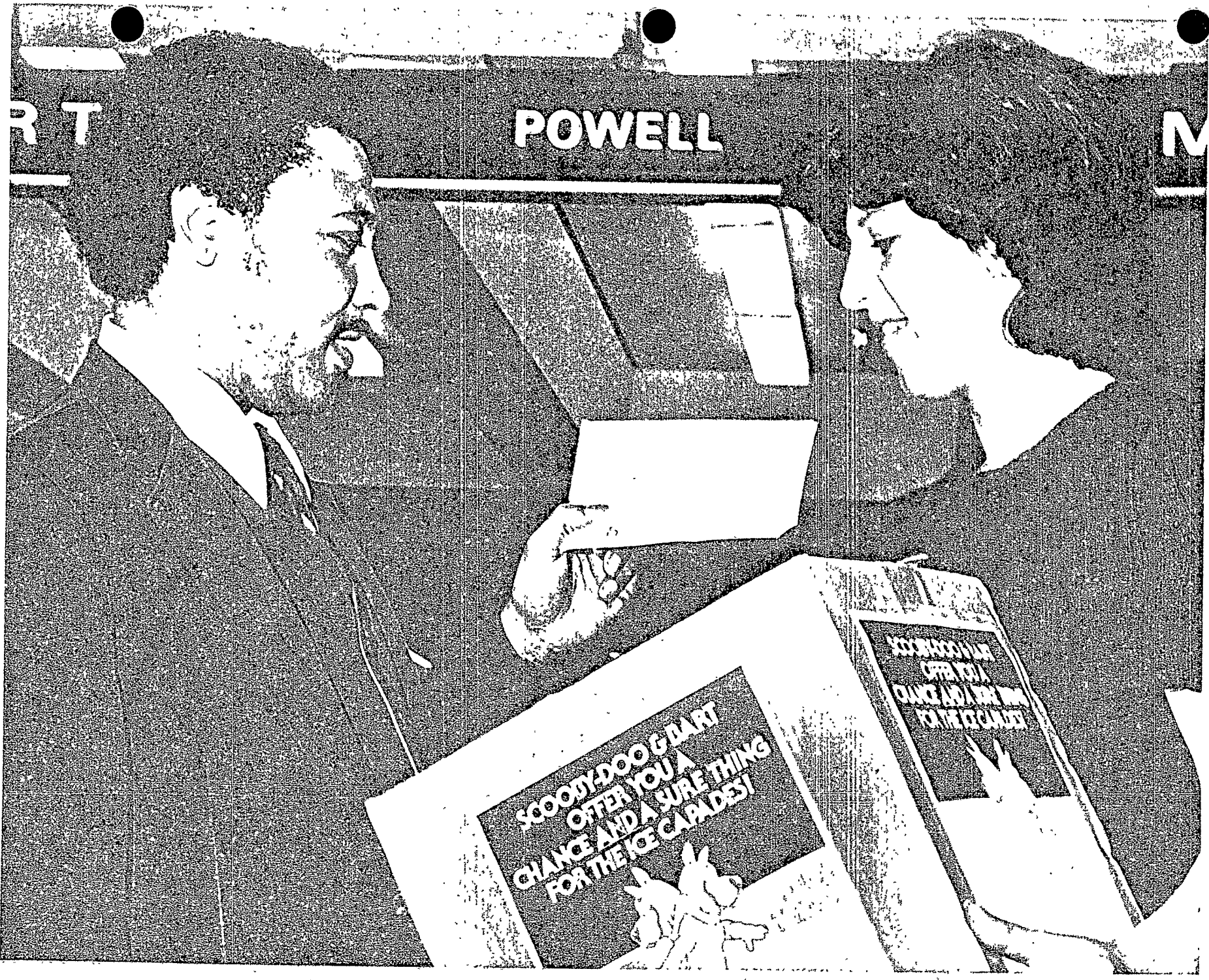
BART Station Agent Larry Clark (L), draws the winning name for two free tickets to the Ice Capades, being held at the Oakland Coliseum Arena November 18 through 28, as Sandra Tibbets (R), of BART's Public Affairs Office looks on.

Five names were drawn from each of BART's 34 stations for two free tickets to the ice show at the Coliseum, which is served directly by BART and can be reached by a walkway from the Coliseum BART Station. While other winners will be notified by mail, the lucky ones at Powell Street Station were: Caresse Johnson, Sean Nunan, G. Kinsella, and Patricia Chan, all of San Francisco and Linda Wells of Richmond.

R T

POWELL

M



SCOOBY-DOO GART
OFFER YOU A
CHANCE AND A SURE THING
FOR THE SCANDAL!

SCOOBY-DOO GART
OFFER YOU A
CHANCE AND A SURE THING
FOR THE SCANDAL!



NEWS RELEASE

CONTACT: Sy Moubert
Manager, Public Information
(415) 465-4100, Ext. 514

SPECIAL TO TRIBUNE

November 13, 1980

BART

PIX CAPTION

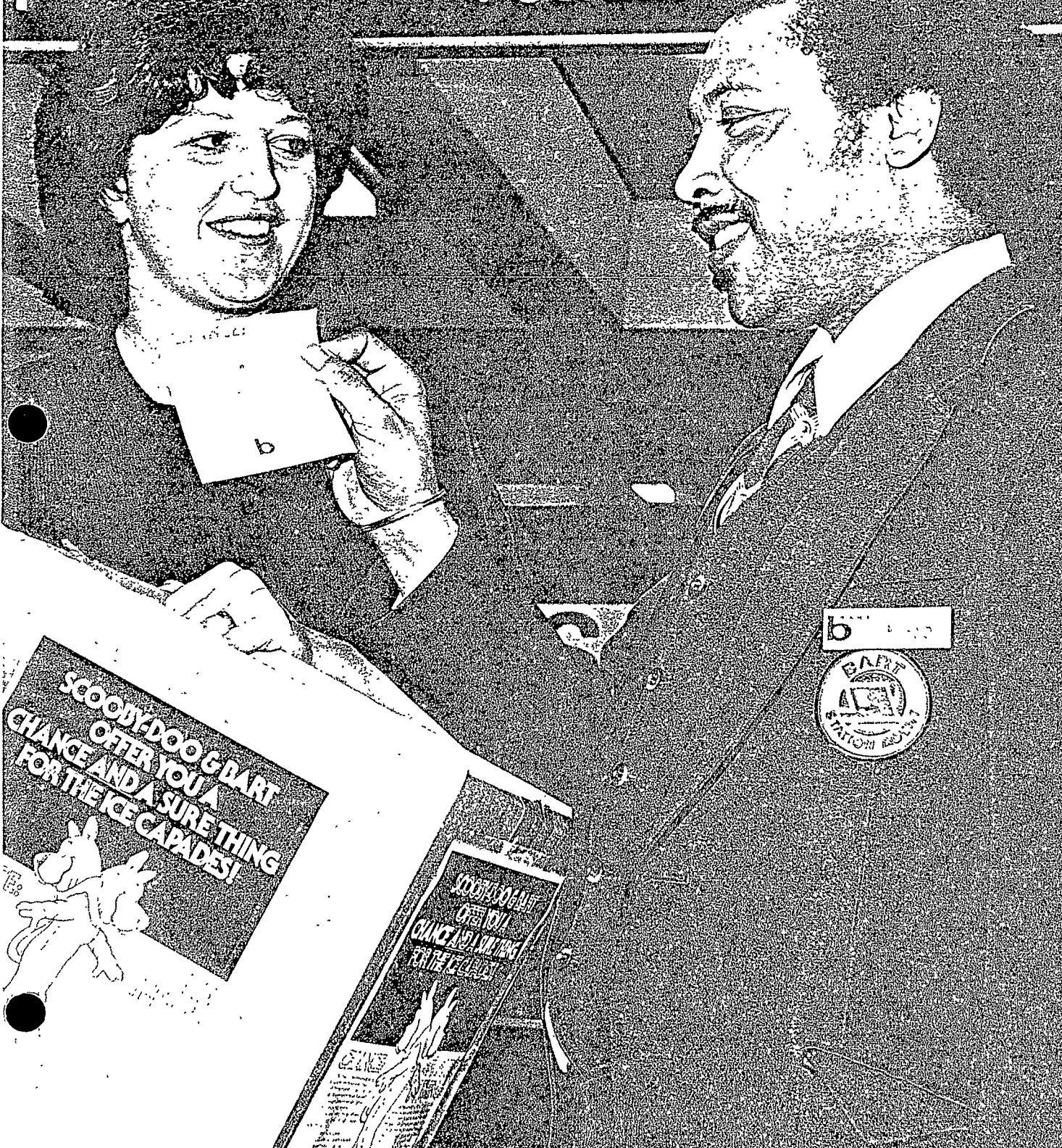
FOR IMMEDIATE RELEASE

BART Station Agent Larry Clark (R), draws the winning name for two free tickets to the Ice Capades, being held at the Oakland Coliseum Arena November 18 through 28, as Sandra Tibbets (L), of BART's Public Affairs Office looks on.

Five names were drawn from each of BART's 34 stations for two free tickets to the ice show at the Coliseum, which is served directly by BART and can be reached by a walkway from the Coliseum BART Station. While other winners will be notified by mail, the lucky ones at Powell Street Station were: Caresse Johnson, Sean Nunan, G. Kinsella, and Patricia Chan, all of San Francisco and Linda Wells, of Richmond.

T

POWELL



NEWS RELEASE

BART

Mike Healy
Director, Public Affairs

CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

November 19, 1980

FOR IMMEDIATE RELEASE

BART FARES REDUCED FOR HOLIDAYS AND ON FOUR WEEKENDS IN DECEMBER

BART's Board of Directors today approved a special holiday reduced fare on trains and BART Express Buses for Thanksgiving and for four Saturdays and Sundays in December, as well as for Christmas Day and New Year's Day, 1981. The holiday fare will amount to an average saving of about 30 percent on regular BART fares and is the second year BART has offered the reduced fare on the four weekends in December.

The special holiday fare will be 25 cents minimum compared with the regular 50 cent minimum fare for trips taken within the downtown business districts of Oakland and San Francisco, while the longest trip on the system would cost \$1.45 as compared with regular fare of \$1.75. No special tickets will be needed as the fare collection equipment will be programmed to deduct only the correct discounted holiday fares from the regular BART tickets.

BART also announced that train service on Thanksgiving Day and Christmas Day, when patronage is normally relatively light, will operate only on the Richmond/Fremont and Concord/San Francisco/Daly City lines at 20 minute intervals starting at 6 a.m. and ending at midnight. On Thanksgiving Day, BART Express Buses operate on the published Saturday schedule, while on Christmas and New Year's Day the Express Buses operate on the published Sunday schedule.

-- MORE --

2-2-2-2

BART FARES REDUCED FOR HOLIDAYS AND ON FOUR WEEKENDS IN DECEMBER

The reduced holiday BART train fares for a trip from Walnut Creek to downtown Oakland will be 90 cents compared to \$1.15 under the present fares; from Hayward to downtown San Francisco the fare is reduced to \$1.20 from the regular \$1.50 fare; the fare from the Central Berkeley Station to the downtown San Francisco stations is reduced to 85 cents from the present fare of \$1.10, and for patrons coming from Daly City to downtown San Francisco the fare is reduced from 90 cents to 55 cents.

Adult fares for the BART Express Buses will be reduced to 25 cents for the first zone, with a maximum fare of 50 cents for a two-zone trip. This represents a 25 cent reduction in the BART Express Bus regular fare. The BART transfers to express buses, which are available inside the BART stations where connections are made with the express bus service, will be accepted for a two-zone trip without any additional fare. This transfer is normally accepted for only a single zone trip. Senior citizen, handicapped and youth discounts remain in effect.

BART Express Buses are operated especially for BART patrons under a contract with A. C. Transit over five routes connecting several BART stations with outlying areas in Alameda and Contra Costa County.

BART Board members hope that these special holiday fares will encourage people to use BART for easier holiday traveling, for shopping, family travel or for just getting to and from restaurants, recreation and entertainment spots.

A special holiday train fare chart will be available in all BART stations before Thanksgiving.

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NEWS RELEASE



CONTACT: Sy Mober
 Manager, Public Information
 (415) 465-4100, Ext. 514

November 21, 1980

BART

FOR IMMEDIATE RELEASE

BART'S SATURDAY SERVICE AND HOLIDAY FARE SCHEDULE AVAILABLE

BART has published a new interim train schedule for its Saturday service which began operating October 25, 1980 on all four of its routes. During Saturday service trains operate every 20 minutes starting at 6 a.m. and remain in operation until 12 midnight. The new Saturday train schedule, which also includes the recently announced reduced fares, will be distributed in all BART stations beginning Saturday, November 22.

William B. Fleisher, BART's Director of Field Services stated, "Saturday service has been very well received by our patrons and has proven to be very reliable. The publication and distribution of this interim schedule, we hope, will assist our patrons in planning their weekend travel for holiday shopping and other holiday travel."

Fleisher noted that within the next 90 days, BART is preparing to publish a new weekend and night schedule in a format similar to the one which is now available providing information on Sunday and night service.

Train frequency on all four lines will be 20 minutes per line as a base service. This will translate into 10 minute train intervals along the Richmond, Oakland and Fremont lines, and approximately 6.6 minutes between Oakland West and Daly City. After 6:00 p.m., trains begin the transition to night service, operating at 20 minute intervals, on two lines, Fremont-Richmond and Concord-Daly City.

The special holiday fares is an average reduction of 30% from the regular fares and is effective on Thanksgiving Day, all weekends in December and Christmas Day and New Year's Day only.

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BART BULLETIN

SATURDAY SERVICE

On October 25, 1980, BART began Saturday service on all four routes by adding direct service between Richmond and San Francisco. This service has been well received and is proving to be reliable. Therefore, as an added convenience, BART is publishing a printed schedule for Saturdays, which will include week nights and Sunday. In the interim, the new Saturday schedule is printed on the back of this bulletin. This schedule will support our existing printed schedule for week nights and Sundays (No. 3), which is still in effect.

Please note that during the day trains operate at 20-minute intervals on each route, and therefore, the schedule is repeated every hour. For example, if you were traveling between Rockridge and Montgomery, the trains leave Rockridge at 6:00, 6:20, 6:40 in the morning as shown on the schedule. If you want to travel later, the times would be 7:00, 7:20, 7:40, 8:00, 8:20, etc.

REDUCED HOLIDAY FARES

As a special holiday offer, BART has reduced all fares by an average of about 30% on Thanksgiving Day, all weekends in December, and Christmas Day and New Year's Day only. Printed below, for your convenience is a chart containing the special reduced holiday fares.

Daly City	45	45	45	45	55	55	55	55	1.00	1.35	1.30	1.30	1.25	1.20	1.05	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.15	1.15	1.20	1.25	1.30	1.35	1.45
Balboa Park	30	30	30	30	30	30	30	90	1.35	1.30	1.30	1.25	1.15	1.05	1.05	1.00	1.00	1.00	95	95	95	95	95	95	95	95	95	95	1.05	1.10	1.15	1.20	1.25	1.30	1.35	1.40	
Clifden Park	30	30	30	30	30	30	30	80	1.35	1.30	1.25	1.20	1.15	1.00	1.00	1.00	95	90	90	90	90	85	85	85	85	85	85	85	95	1.05	1.15	1.20	1.20	1.25	1.35	1.40	
24th St. Mission	25	25	25	25	75	1.35	1.30	1.25	1.20	1.15	95	1.00	1.00	95	90	90	85	80	80	80	75	75	75	75	75	90	1.05	1.10	1.15	1.20	1.20	1.25	1.35	1.40			
16th St. Mission	25	25	25	25	70	1.35	1.30	1.25	1.20	1.15	90	1.00	1.00	95	90	85	80	80	80	75	75	75	75	90	1.05	1.10	1.15	1.20	1.20	1.25	1.35	1.40					
Civic Center	25	25	25	25	70	1.35	1.30	1.25	1.20	1.15	90	1.00	1.00	95	90	85	80	80	75	75	75	75	90	1.05	1.10	1.15	1.20	1.20	1.25	1.35	1.40						
Powell	25	70	1.35	1.30	1.25	1.20	1.15	90	1.00	1.00	95	90	85	80	80	75	75	75	75	90	1.05	1.10	1.15	1.20	1.25	1.35	1.40										
Montgomery	70	1.35	1.30	1.25	1.20	1.15	90	1.00	1.00	95	90	85	80	80	75	75	75	75	90	1.05	1.10	1.15	1.20	1.25	1.35	1.40											
Embarcadero	1.00	95	90	80	60	30	70	60	50	40	35	30	30	25	25	30	40	60	70	85	90	1.00	1.05														
Oakland West	30	30	30	30	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.10	1.15	1.25	1.30						
Concord	30	30	30	30	85	95	95	95	90	90	90	90	90	95	95	95	95	95	95	95	95	95	95	95	95	1.00	1.00	1.05	1.10	1.20	1.25						
Pleasant Hill	30	30	75	95	95	90	85	85	85	85	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	95	1.00	1.05	1.05	1.15	1.20						
Walnut Creek	30	60	90	85	80	75	75	70	65	70	70	70	80	85	90	95	1.00	1.00	1.10	1.15	1.25	1.30															
Lafayette	30	80	75	65	55	50	45	30	50	50	50	60	75	80	85	90	95	1.05	1.10																		
Orinda	60	50	40	30	30	30	30	30	30	30	30	35	45	60	70	80	85	90	95	1.05	1.10																
Rockridge	30	30	30	30	60	65	65	65	65	70	75	80	85	90	95	1.00	1.05	1.15																			
Richmond	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30			
El Cerrito Del Norte	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30		
El Cerrito Plaza	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30		
North Berkeley	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30		
Berkeley	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30		
Ashby	25	25	25	30	45	60	70	80	85	90	95	1.00	1.05																								
MacArthur	25	25	30	30	50	65	80	90	1.00	1.05																											
19th St. Oakland	25	25	30	30	50	65	80	90	1.00	1.05																											
Oak. City Ctr. 12th St.	30	30	50	65	80	90	1.00	1.05																													
Lake Merritt	30	30	50	65	80	90	1.00	1.05																													
Fruitvale	30	30	50	65	80	90	1.00	1.05																													
Coliseum/Oakland Airport	30	30	50	65	80	90	1.00	1.05																													
San Leandro	30	30	50	65	80	90	1.00	1.05																													
Bay Fair	30	30	50	65	80	90	1.00	1.05																													
Hayward	30	30	50	65	80	90	1.00	1.05																													
South Hayward	30	30	50	65	80	90	1.00	1.05																													
Union City	30	30	50	65	80	90	1.00	1.05																													
Fremont	30	30	50	65	80	90	1.00	1.05																													

**SATURDAY SERVICE
DEPARTURE TIMES**

CONCORD-SAN FRANCISCO SERVICE

	A.M.	P.M.	P.M.	P.M./A.M.	A.M. LAST TRAIN
Concord	6:14	5:54	6:10	11:50	12:10
Pleasant Hill	6:00 6:20	6:00	6:16	11:56	12:16
Walnut Creek	6:03 6:23	6:03	6:19	11:59	12:19
Lafayette	6:08 6:28	U 6:08	6:23	U 12:03	12:23
Orinda	6:14 6:34	6:14	6:29	12:09	12:29
Rockridge	6:00 6:20 6:40	6:20	6:35	N 12:15	12:35
MacArthur	6:04 6:24 6:44	6:24	6:39	12:19	12:52
19th St	6:07 6:27 6:47	T 6:27	6:42	T 12:22	12:55
12th St	6:09 6:29 6:49	6:29	6:44	12:24	12:57
Oakland West	6:13 6:33 6:53	I 6:33	6:48	I 12:28	1:01
Embarcadero	6:00 6:20 6:40 7:00	6:40	6:55	12:35	1:08
Montgomery	6:02 6:22 6:42 7:02	L 6:42	6:57	L 12:37	1:10
Powell	6:03 6:23 6:43 7:03	6:43	6:58	12:38	1:11
Civic Center	6:05 6:25 6:45 7:05	6:45	7:00	12:40	1:13
16th St	6:08 6:28 6:48 7:08	6:48	7:02	12:42	1:15
24th St	6:10 6:30 6:50 7:10	6:50	7:05	12:45	1:18
Glen Park	6:13 6:33 6:53 7:13	6:53	7:08	12:48	1:21
Balboa Park	6:16 6:36 6:56 7:16	6:56	7:11	12:51	1:24
Daly City	6:20 6:40 7:00 7:20	7:00	7:15	12:55	1:28

SAN FRANCISCO-CONCORD SERVICE

	A.M.	P.M.	P.M.	P.M./A.M.	A.M. LAST TRAIN
Daly City	6:10	7:10	7:21	11:41	12:01
Balboa Park	6:14	7:14	7:25	11:45	12:05
Glen Park	6:17	7:17	7:27	11:47	12:07
24th St	6:00 6:20	U 7:20	7:30	U 11:50	12:10
16th St	6:02 6:22	7:22	7:33	11:53	12:13
Civic Center	6:04 6:24	N 7:24	7:35	N 11:55	12:15
Powell	6:06 6:26	7:26	7:37	11:57	12:17
Montgomery	6:08 6:28	T 7:28	7:39	T 11:59	12:19
Embarcadero	6:09 6:29	7:29	7:40	12:00	12:20
Oakland West	6:16 6:36	I 7:36	7:47	I 12:07	12:27
12th St	6:01 6:21 6:41	7:41	7:50	12:12	12:32
19th St	6:02 6:22 6:42	L 7:42	7:53	L 12:13	12:33
MacArthur	6:06 6:26 6:46	7:46	7:57	12:17	12:48
Rockridge	6:09 6:29 6:49	7:49	8:00	12:20	12:51
Orinda	6:15 6:35 6:55	7:55	8:06	12:26	12:52
Lafayette	6:20 6:40 7:00	8:00	8:11	12:31	1:02
Walnut Creek	6:25 6:45 7:05	8:05	8:16	12:36	1:07
Pleasant Hill	6:28 6:48 7:08	8:08	8:19	12:39	1:10
Concord	6:35 6:55 7:15	8:15	8:25	12:45	1:16

FREMONT-SAN FRANCISCO SERVICE

	A.M.	P.M.	P.M.	P.M./A.M.	A.M. LAST TRAIN
Fremont	6:00	6:00	6:20	11:40	12:00
Union City	6:04	6:04	6:24	U 11:44	12:04
So. Hayward	6:10	6:10	6:30	11:49	12:09
Hayward	6:14	U 6:14	6:34	N 11:54	12:14
Bay Fair	6:18	6:18	6:38	11:58	12:18
San Leandro	6:02 6:22	N 6:22	6:42	T 12:02	12:22
Coliseum	6:06 6:26	6:26	6:46	12:07	12:27
Fruitvale	6:10 6:30	T 6:30	6:50	I 12:10	12:30
Lake Merritt	6:15 6:35	6:35	6:55	12:15	12:35
12th St	6:19 6:39	I 6:39	7:04	L 12:24	12:57
Oakland West	6:07 6:27 6:47	L 6:47	7:08	12:28	1:01
Embarcadero	6:07 6:27 6:47 7:07	7:07	7:15	12:35	1:08
Montgomery	6:08 6:28 6:48	6:48	7:17	12:37	1:10
Powell	6:10 6:30 6:50	6:50	7:18	12:38	1:11
Civic Center	6:12 6:32 6:52	6:52	7:20	12:40	1:13
16th St	6:14 6:34 6:54	6:54	7:22	12:42	1:15
24th St	6:16 6:36 6:56	6:56	7:25	12:45	1:18
Glen Park	6:00 6:20 6:40 7:00	7:00	7:28	12:48	1:21
Balboa Park	6:02 6:22 6:42 7:02	7:02	7:31	12:51	1:24
Daly City	6:07 6:27 6:47 7:07	7:07	7:36	12:55	1:28

*Board Richmond Train and Transfer to San Francisco Train at 12th St

SAN FRANCISCO-FREMONT SERVICE

	A.M.	A.M.	A.M.	P.M.	P.M./A.M.	LAST TRAIN
Daly City	5:57	7:17	7:21	11:41	12:01	
Balboa Park	6:01	U 7:21	7:25	U 11:45	12:05	
Glen Park	6:04	7:24	7:27	11:47	12:07	
24th St	6:07	N 7:27	7:30	N 11:50	12:10	
16th St	6:09	7:29	7:33	11:53	12:13	
Civic Center	6:12	T 7:32	7:35	T 11:55	12:15	
Powell	6:13	7:33	7:37	11:57	12:17	
Montgomery	6:15	I 7:35	7:39	I 11:59	12:19	
Embarcadero	6:17	7:37	7:40	12:00	12:20	
Oakland West	6:24	L 7:44	7:47	L 12:07	12:27	
12th St	6:19 6:39	7:49	7:58	12:18	12:53	
Lake Merritt	6:19	From 6:29	7:49	From 8:01	12:21 12:56	
Fruitvale	6:03 6:23	6:33	7:53	8:05	12:25 1:00	
Coliseum	6:06 6:26	6:36	7:56	8:08	12:28 1:03	
San Leandro	6:10 6:30	6:40	8:00	8:13	12:33 1:08	
Bay Fair	6:14 6:34	6:44	8:04	8:17	12:37 1:12	
Hayward	6:18 6:38	6:48	8:08	8:21	12:41 1:16	
So. Hayward	6:03 6:23 6:43	6:53	8:13	8:25	12:45 1:20	
Union City	6:08 6:28 6:48	6:58	8:18	8:30	12:50 1:25	
Fremont	6:13 6:33 6:53	7:03	8:23	8:35	12:55 1:30	

*Board Concord Train in San Francisco and Transfer to Fremont Train at 12th St

RICHMOND-SAN FRANCISCO SERVICE

	A.M.	P.M.	P.M.	P.M./A.M.	A.M. LAST TRAIN
Richmond	6:16	5:56	6:12	11:52	12:12
El Cerrito DN	6:01 6:21	6:01	6:16	U 11:56	12:16
El Cerrito PI	6:04 6:24	6:04	6:20	12:00	12:20
N. Berkeley	6:08 6:28	U 6:08	6:23	N 12:03	12:23
Berkeley	6:10 6:30	6:10	6:26	12:06	12:26
Ashby	6:13 6:33	N 6:13	6:29	T 12:09	12:29
MacArthur	6:17 6:37	6:17	6:39	12:19	12:52
19th St	6:00 6:20 6:40	T 6:20	6:42	I 12:22	12:55
12th St	6:02 6:22 6:42	6:22	6:44	12:24	12:57
Oakland West	6:06 6:26 6:46	I 6:26	6:48	L 12:28	1:01
Embarcadero	6:13 6:33 6:53	6:53	6:55	12:35	1:08
Montgomery	6:15 6:35 6:55	L 6:55	6:57	12:37	1:10
Powell	6:17 6:37 6:57	6:57	6:58	12:38	1:11
Civic Center	6:18 6:38 6:58	6:58	7:00	12:40	1:13
16th St	6:01 6:21 6:41 7:01	6:41	7:02	12:42	1:15
24th St	6:03 6:23 6:43 7:03	6:43	7:05	12:45	1:18
Glen Park	6:06 6:26 6:46 7:06	6:46	7:08	12:48	1:21
Balboa Park	6:09 6:29 6:49 7:09	6:49	7:11	12:51	1:24
Daly City	6:14 6:34 6:54 7:14	6:54	7:15	12:55	1:28

*Board Fremont Train From Richmond Through Berkeley and Transfer to San Francisco Train at MacArthur, 19th St or 12th St

SAN FRANCISCO-RICHMOND SERVICE

	A.M.	A.M.	A.M.	P.M.	P.M./A.M.	LAST TRAIN
Daly City	6:04	7:04	7:21	11:41	12:01	
Balboa Park	6:08	7:08	7:25	U 11:45	12:05	
Glen Park	6:10	7:10	7:27	11:47	12:07	
24th St	6:00	Leave 6:14	U 7:14	Leave 7:30	N 11:50 12:10	
16th St	6:02	6:16	7:16	7:33	11:53 12:13	
Civic Center	6:04	Every 6:18	N 7:18	Every 7:35	T 11:55 12:15	
Powell	6:06	6:20	7:20	7:37	11:57 12:17	
Montgomery	6:08	20 6:22	T 7:22	20 7:39	I 11:59 12:19	
Embarcadero	6:09	6:23	7:23	7:40	12:00 12:20	
Oakland West	6:16	Minutes 6:31	I 7:31	Minutes 7:47	L 12:07 12:27	
12th St	6:08 6:28	6:35	7:35	7:58	12:18 12:38	
19th St	6:09 6:29	From 6:36	L 7:36	From 7:59	12:19 12:39	
MacArthur	6:13 6:33	6:40	7:40	8:03	12:23 12:48	
Ashby	6:16 6:36	6:43	7:43	8:07	12:27 12:52	
Berkeley	6:19 6:39	6:46	7:46	8:09	12:29 12:54	
N. Berkeley	6:02 6:22 6:42	6:49	7:49	8:12	12:32 1:07	
El Cerrito PI	6:05 6:25 6:45	6:53	7:53	8:16	12:36 1:11	
El Cerrito DN	6:09 6:29 6:49	6:56	7:56	8:19	12:39 1:04	
Richmond	6:13 6:33 6:53	7:00	8:00	8:23	12:43 1:08	

*Board Concord Train in San Francisco and Transfer to Richmond Train at 12th St, 19th St or Mac Arthur

RICHMOND-FREMONT SERVICE

	A.M.	P.M.	P.M.	P.M./A.M.	A.M. LAST TRAIN
Richmond	6:10	5:50	6:12	11:52	12:12
El Cerrito DN	6:14	5:54	6:16	11:56	12:16
El Cerrito PI	6:18	U 5:58	6:20	U 12:00	12:20
N. Berkeley	6:01 6:21	N 6:01	6:23	N 12:03	12:23
Berkeley	6:04 6:24	6:04	6:26	N 12:06	12:26
Ashby	6:07 6:27	6:07	6:29	T 12:09	12:29
MacArthur	6:10 6:30	T 6:10	6:33	T 12:13	12:48
19th St	6:14 6:34	6:14	6:36	12:16	12:51
12th St	6:16 6:36	I 6:16	6:38	I 12:18	12:53
Lake Merritt	6:19 6:39	6:19	6:41	12:21	12:56
Fruitvale	6:03 6:23 6:43	L 6:23	6:45	L 12:25	1:00
Coliseum	6:06 6:26 6:46	6:26	6:48	12:28	1:03
San Leandro	6:10 6:30 6:50	6:30	6:53	12:33	1:08
Bay Fair	6:14 6:34 6:54	6:34	6:57	12:37	1:12
Hayward	6:18 6:38 6:58	6:38	7:01	12:41	1:16
So. Hayward	6:03 6:23 6:43 7:03	6:43	7:05	12:45	1:20
Union City	6:08 6:28 6:48 7:08	6:48	7:10	12:50	1:25
Fremont	6:13 6:33 6:53 7:13	6:53	7:15	12:55	1:30

FREMONT-RICHMOND SERVICE

	A.M.	P.M.	P.M.	P.M./A.M.	A.M. LAST TRAIN
Fremont	6:10	7:10	7:20	11:40	12:00
Union City	6:14	7:14	7:24	11:44	12:04
So. Hayward	6:00 6:20	U 7:20	7:29	U 11:49	12:09
Hayward	6:04 6:24	7:24	7:34	11:54	12:14
Bay Fair	6:08 6:28	N 7:28	7:38	N 11:58	12:18
San Leandro	6:12 6:32	7:32	7:42	12:02	12:22
Coliseum	6:16 6:36	T 7:36	7:47	T 12:07	12:27
Fruitvale	6:00 6:20 6:40	7:40	7:50	12:10	12:30
Lake Merritt	6:05 6:25 6:45	I 7:45	7:55	I 12:15	12:35
12th St	6:0				

NEWS RELEASE

BART

November 25, 1980

CONTACT: Sy Moubert
 Manager, Public Information
 (415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART CUTS FARES FOR THANKSGIVING DAY

On Thanksgiving Day, November 27, 1980, BART patrons will ride the system for a special holiday reduced fare of approximately 30% below the regular fare. The reduced Thanksgiving Day fare is the first day of the special holiday reduced fare program which will include all four weekends in December, Christmas Day and New Year's Day, 1981.

The holiday fare will be 25 cents minimum for short trips taken within the downtown business district stations of Oakland and San Francisco compared with regular 50 cent minimum fare, while the longest trip on the system will cost \$1.45 as compared with the regular fare of \$1.75.

Trains on Thanksgiving Day will operate at 20-minute intervals on two lines only, the Fremont/Richmond and the Daly City/San Francisco/Concord lines beginning at 6 a.m. and ending at midnight. BART Express buses will operate on the published Saturday schedule.

For a trip from Hayward to downtown San Francisco, the BART holiday train fare will be reduced to \$1.20 from the regular \$1.50; for a trip from Walnut Creek to downtown Oakland the reduced fare will be 90 cents compared to \$1.15 under the regular fare schedule; for patrons coming from Daly City to downtown San Francisco the regular fare of 90 cents is reduced to 55 cents; and from central Berkeley to Fremont the holiday fare will be \$1.05 compared with the regular fare of \$1.35.

The reduced holiday fares, BART Board members stated, are designed to encourage people to use BART for holiday shopping and travel or getting to and from entertainment and recreation spots in the Bay Area.

A special holiday train fare chart, which includes a published Saturday train timetable, is available at all BART stations.

BAY AREA RAPID TRANSIT DISTRICT, 800 MADISON STREET, OAKLAND, CALIFORNIA 94067 (415) 465-4100

NEWS RELEASE

Mike Healy
Director, Public Affairs

W-135

BART

CONTACT: Sy Mouber
Manager, Public Information
(415) 465-4100, Ext. 514

November 28, 1980

FOR IMMEDIATE RELEASE

BART RIDERS GET FREE S. F. MUNI ROUND-TRIP TRANSFER AT DALY CITY

Nello Bianco of Richmond, President of the BART Board of Directors, today announced, "In response to a request from San Francisco Supervisor Quentin Kopp, I wish to state that I agree with his concern about the surcharge paid by San Francisco residents who enter the BART system at Daly City. This surcharge was recently discussed by the BART Board and we adopted a policy beginning January 1, 1981, that will provide most of those San Francisco residents who use the San Francisco MUNI to reach Daly City Station with a transfer, at no cost, which will be accepted on MUNI to and from the station. BART also provides free preferential permit parking to S. F. residents at the Daly City Station before 9 a.m."

Bianco pointed out that the Daly City surcharge was adopted since approximately 90% of those using the Daly City Station, located in San Mateo County, do not pay BART property taxes used to build the system and the BART ½ cent sales tax which funds a portion of BART's operating deficit. The multi-million dollar station at Daly City, Bianco said, now serves both S.F. residents as well as those coming from other counties not in the BART district.

Bianco went on to say, "I will continue my efforts to develop an equitable fare for those S.F. residents who ride BART from Daly City."

A transfer is now available at Daly City Station for 50¢ to and from the station on MUNI.

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DECEMBER

NEWS RELEASE

CONTACT: Sy Mober, Manager
Public Information
(415) 465-4100, Ext. 514

December 1, 1980

BART

FOR IMMEDIATE RELEASE

BART PATRONS HAVE A CHANCE TO WIN FREE EARTHQUAKE TICKETS

BART riders are being given a chance to win one of thirty-four pairs of free tickets to the December 23 indoor soccer game at the Oakland Coliseum Arena against the San Diego Sockers. Flyers containing an entry in the free ticket contest and a coupon good for a \$2 discount on all tickets are now available at all BART stations. BART provides direct service to the Oakland Coliseum, where the arena can be reached by a walkway from the Coliseum BART Station.

Free tickets entries are to be mailed but must be received by BART Passenger Service, 800 Madison Street, Oakland, CA 94607 by midnight, December 12, 1980.

Winners will be announced on December 15.

BART said only one entry per envelope will be accepted and only one set of tickets will be awarded to any one individual.

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NEWS RELEASE

BART

CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

December 3, 1980

SPECIAL TO: S. F. EXAMINER

PIX CAPTIONFOR IMMEDIATE RELEASE

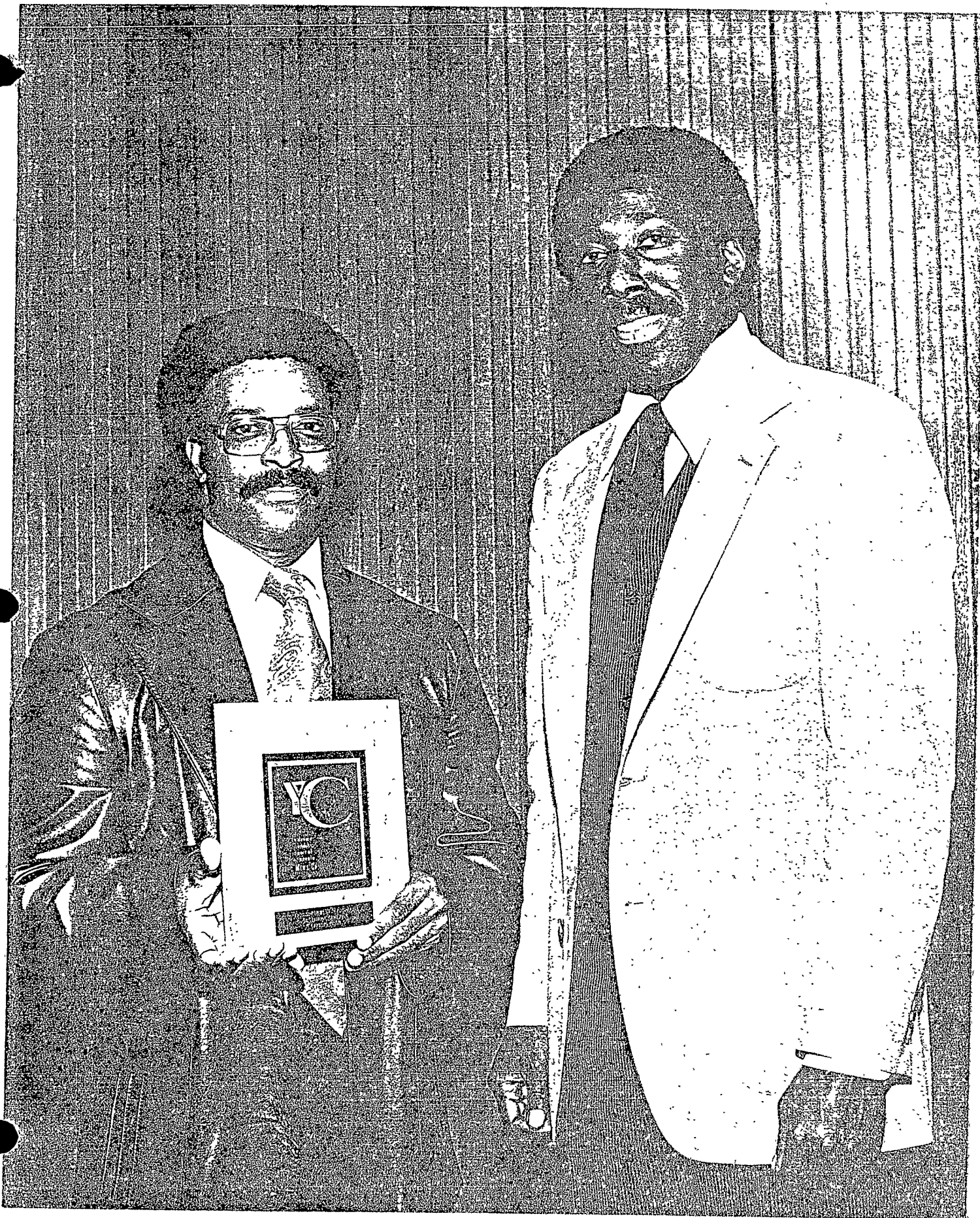
BART Police Lieutenant Carl Johnson (left) is shown with the plaque he received from Oakland Police Sergeant Joseph Samuels (right), chairman of the Board of Managers of the Oakland-Alameda County Metropolitan YMCA.

The award was presented to Lt. Johnson Tuesday afternoon at BART's Lake Merritt Headquarters on behalf of the Board of Managers of the Northwest/Eastlake Division of the YMCA for Lt. Johnson's continuous contributions to the YMCA's program goals covering the years of 1977 through 1980.

Lt. Johnson has been involved in youth sports for several years, spending summers as a conditioning coach for the Richmond area AAU swim team and winters coaching Pop Warner football teams.

His team, the Richmond Steelers, which took the Pop Warner state championship in 1978 and 1979, will vie for the title again this weekend in Compton, California.

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NEWS RELEASE


BART

CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

December 3, 1980

SPECIAL TO: Richmond Independent

PIX CAPTION

FOR IMMEDIATE RELEASE

BART Police Lieutenant Carl Johnson (right), of Richmond, is shown receiving a plaque from Oakland Police Sergeant Joseph Samuels (left), chairman of the Board of Managers of the Oakland-Alameda County Metropolitan YMCA.

The award was presented to Lt. Johnson on Tuesday at BART's Lake Merritt Headquarters on behalf of the Board of Managers of the Northwest/Eastlake Division of the YMCA for Lt. Johnson's continuous contributions to the YMCA's program goals covering the years of 1977 through 1980.

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His team, the Richmond Steelers, which took the Pop Warner state championship in 1978 and 1979, will vie for the title again this weekend in Compton, California.

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NEWS RELEASE

BART

CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

December 3, 1980

SPECIAL TO: S. F. CHRONICLE

PIX CAPTIONFOR IMMEDIATE RELEASE

BART Police Lieutenant Carl Johnson (right), is shown receiving a plaque from Oakland Police Sergeant Joseph Samuels, chairman of the Board of Managers of the Oakland-Alameda County Metropolitan YMCA, as BART Police Chief Harold Taylor looks on.

The award was presented to Lt. Johnson Tuesday afternoon at BART's Lake Merritt Headquarters on behalf of the Board of Managers of the Northwest/East-Lake Division of the YMCA for Lt. Johnson's continuous contributions to the YMCA's program goals covering the years of 1977 through 1980.

Lt. Johnson has been involved in youth sports for several years, spending summers as a conditioning coach for the Richmond area AAU swim team and winters coaching Pop Warner football teams.

His team, the Richmond Steelers, which took the Pop Warner state championship in 1978 and 1979, will vie for the title again this weekend in Compton, California.

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NEWS RELEASE

BART

CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

December 3, 1980

SPECIAL TO: OAKLAND TRIBUNE
PIX CAPTION

FOR IMMEDIATE RELEASE

BART Police Lieutenant Carl Johnson (center), is shown with the plaque he received from Oakland Police Sergeant Joseph Samuels (left), chairman of the Board of Managers of the Oakland-Alameda County Metropolitan YMCA and H. Robinson Baker (right), treasurer.

The award was presented to Lt. Johnson Tuesday afternoon at BART's Lake Merritt Headquarters on behalf of the Board of Managers of the Northwest/Eastlake Division of the YMCA for Lt. Johnson's continuous contributions to the YMCA's program goals covering the years of 1977 through 1980.

Lt. Johnson has been involved in youth sports for several years, spending summers as a conditioning coach for the Richmond area AAU swim team and winters coaching Pop Warner football teams.

His team, the Richmond Steelers, which took the Pop Warner state championship in 1978 and 1979, will vie for the title again this weekend in Compton, California.

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NEWS RELEASE

BART

CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

December 3, 1980

SPECIAL TO: THE OAKLAND POST

PIX CAPTIONFOR IMMEDIATE RELEASE

BART Police Lieutenant Carl Johnson (center) is shown receiving a plaque from Oakland Police Sergeant Joseph Samuels (left), chairman of the Board of Managers of the Oakland-Alameda County Metropolitan YMCA, as BART Police Chief Harold Taylor gives him a congratulatory handshake.

The award was presented to Lt. Johnson Tuesday afternoon at BART's Lake Merritt Headquarters on behalf of the Board of Managers of the Northwest/Eastlake Division of the YMCA, for Lt. Johnson's continuous contributions to the YMCA's program goals covering the years of 1977 through 1980.

Lt. Johnson has been involved in youth sports for several years, spending summers as a conditioning coach for the Richmond area AAU swim team and winters coaching Pop Warner football teams.

His team, the Richmond Steelers, which took the Pop Warner state championship in 1978 and 1979, will vie for the title again this weekend in Compton, California.

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TELECOPIED TO: DAILY REIVEW, AP AND
BUSINESS WIRE ONLY

NEWS RELEASE

Mike Healy, Director, Public Affairs
CONTACT: Sy Mober, Manager, Public Information
(415) 465-4100, Ext. 514

December 5, 1980

BART

FOR IMMEDIATE RELEASE

BART'S REDUCED HOLIDAY FARES IN EFFECT ON SATURDAY AND SUNDAY

Special holiday fares will be in effect on BART this weekend, Saturday, December 6, and Sunday, December 7. BART patrons will be able to ride the system for holiday shopping or for just getting around for approximately 30% average reduction in fares.

The minimum fare will be 25¢ instead of the required 50¢, and the maximum will be \$1.45 instead of \$1.75. BART's reduced holiday fares will be in effect on all four week-ends in December and on Christmas Day as well as New Year's Day, 1981.

BART Passenger Service Manager Kay Springer noted that the fare reduction would constitute an extra bonus for discount ticket users. The transit district offers 90% discount tickets to Senior Citizens, Handicapped persons, and children 5 through 12.

Springer said the discount tickets can only be purchased at participating banks and savings and loan companies.

As a new convenience for Saturday trip planning, BART recently made available for the first time a train timetable for all-day Saturday service, which now operates over four routes from 6 a.m. to 6 p.m., and then on two routes until midnight closing. The timetable has been printed on an interim basis as part of a holiday bulletin and may be obtained from station agents. A more formal version of the timetable, which will include the current night and Sunday schedule should be off the presses in early January, 1981.

BART's newly expanded Saturday schedule provides a 20-minute base service over four routes--Richmond/Daly City, Concord/Daly City, Fremont/Daly City, and Richmond/Fremont. This translates into 10-minute train intervals on the Richmond/Oakland, and Fremont/Oakland lines, and about 7 minutes through downtown Oakland and transbay through downtown San Francisco and Daly City. After 6 p.m., trains operate on a regular 20-minute frequency between Concord/Daly City and Richmond/Fremont until midnight, with train-to-train transfers at MacArthur, 19th Street and 12th Street Stations in Oakland.

NEWS RELEASE



CONTACT: Sy Mober
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(415) 465-4100, Ext. 514

December 5, 1980

FOR IMMEDIATE RELEASE

BART

EARTHQUAKES CHEERLEADERS WILL RIDE BART

Tomorrow, Saturday, December 6, at 1:30 p.m. the "Shakers," The Earthquakes soccer team cheerleaders will be riding BART trains to meet BART riders and will hand out flyers for the BART free Earthquake tickets contest.

BART riders are being offered the chance to win one of thirty-four pairs of free tickets to the Earthquakes indoor soccer game on December 23 against the San Diego Sockers at the Oakland Coliseum Arena. The contest entry forms can also be picked up at all BART stations, which contain a coupon for a \$2 discount on tickets to all the Earthquakes games at the Coliseum. The free ticket entries must be mailed and received by BART Passenger Service by midnight, December 12, 1980.

BART provides direct service to the Oakland Coliseum, where the arena can be reached by a walkway from the Coliseum BART Station.

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NEWS RELEASE

BART

Mike Healy
Director, Public Affairs

December 8, 1980

CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART EXPECTS NORMAL COMMUTE THIS AFTERNOON

BART service, which was interrupted this morning due to computer failure was restored this afternoon, Monday, December 8, 1980, at approximately 2:30 p.m. There will be 40 trains in operation and patrons should find the commute service this afternoon operating normally.

The Daly City/Richmond direct service which was cancelled this morning was placed into operation at approximately 3 p.m.

Service will be operating on all four lines until 6 p.m., and the regular night service on the Richmond/Fremont and Concord/Daly City Lines will then continue until midnight.

Cause of the computer problem was attributed to a failure of the computer's power supply unit. The unit was replaced by BART technicians.

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NEWS RELEASE

CONTACT: Mike Healy
Director, Public Affairs
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December 11, 1980

BART

FOR IMMEDIATE RELEASE

BART FIRE TEST BEGINS IN SOUTHERN CALIFORNIA

BART's full-scale fire testing of a BART transit car is being conducted this week (the week of December 8), and next week at the McDonnell-Douglas Corporation testing facility located in Anaheim, California.

"This is the first fire test of a full-size rapid transit vehicle ever conducted as far as we know," said BART's Director of Safety, Ralph Weule.

He said the tests will provide BART with the information needed to determine the fire retarding and resisting effectiveness of the materials which have been selected for potential use in the cars.

The \$250,000 full-scale fire testing project, which is funded totally by a grant from the U. S. Urban Mass Transportation Administration, will include testing of heat barriers under the floor panel, fire blocking materials and a non-toxic fire resistant material to be considered for the lining of the walls and ceiling. Various sources of ignition will be used for the tests, simulating potential conditions.

In conducting the tests for BART, McDonnell-Douglas will use one of the BART cars which had been damaged in the transbay tube fire of January 1979. While this car is still basically intact, the structural damage suffered by the car is of such a nature as to make it unuseable for regular passenger service.

The 70-foot BART car will be placed in a 100-foot section of steel tunnel with a diameter of 17 feet, which approximates the interior demensions of a transbay tube trackway. The test car has been fitted with the improved materials which were pre-tested individually at the University of California, Berkeley.

- MORE -

2-2-2-2 "BART Fire Test Begins in Southern California"

BART has a contract with the University for the services of fire research expert Professor R. Brady Williamson to act as a consultant on BART's program to improve the fire safety of its transit car. Professor Williamson was also a consultant on the transit system's seat replacement program which was completed this fall.

Safety Director Weule, who is monitoring the testing in Southern California, said it is expected that the test results will be available to BART within 30 days.

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NEWS RELEASE



CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

December 11, 1980

BART

FOR IMMEDIATE RELEASE

BART PATRONS OFFERED DISCOUNT TICKETS TO NUTCRACKER

BART patrons may purchase discount tickets to all the performances of the Nutcracker to be performed at the Paramount Theater in Oakland between December 19 and December 28. The discount ticket order forms are now being distributed at BART Stations and will be available until December 18.

The Nutcracker, a traditional holiday ballet, will be performed by the Oakland Ballet Company under the direction of Ronn Guidi. BART patrons may order tickets for all the matinee and evening performances at a \$1 reduction from the regular ticket prices.

BART provides direct service to the Paramount Theater in downtown Oakland, which is located above the 19th Street BART Station.

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NEWS RELEASE

CONTACT: Sy Mober
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 (415) 465-4100, Ext. 514

December 12, 1980

BART

FOR IMMEDIATE RELEASE

BART HOLIDAY FARES IN EFFECT THIS WEEKEND

BART's special reduced holiday fares will be in effect this weekend, Saturday, December 13, and Sunday, December 14. The reduced holiday weekend fares, which will also be in effect on Christmas Day and New Year's Day, 1981, will amount to an average saving of about 30% of the regular fares.

Under the reduced holiday fare schedule, the longest trip on BART will cost \$1.45 as compared to the regular fare of \$1.75, and for the trips taken between stations in the San Francisco and Oakland downtown business area the fare is reduced to 25 cents from the regular fare of 50 cents. Users of senior, handicapped and youth BART tickets will receive an additional benefit since these tickets are sold originally at reduced rates. BART fare collection equipment will be programmed to deduct only the correct discounted holiday fare from the regular BART tickets; therefore, no special tickets are needed.

In order to accommodate those planning to attend the Warriors vs. Portland basketball game on Saturday, December 13, BART will be operating four-car trains, instead of the regular three-car trains, on the Richmond/Fremont line between 8 p.m. and 10:30 p.m. BART provides direct service to the Oakland Coliseum where the arena can be reached by a walkway from the Coliseum BART Station.

BART will be operating under its recently published Saturday time schedule, with trains beginning to operate at 6 a.m. on all four lines until 6 p.m. at 20-minute intervals between trains. Between 6 p.m. and midnight, service will operate only on the Richmond/Fremont and the Concord/Daly City lines. The new time schedule for Saturday service and the holiday fare schedule are available from all BART Station Agents.

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NEWS RELEASE

BART

CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

December 15, 1980

FOR IMMEDIATE RELEASE

BART PATRONS TO BE SERENADED

BART patrons will be serenaded by groups singing Christmas carols at two BART stations. On December 17, at 7:30 p.m., members of the Grizzly Peak Cyclists Club will be singing carols at the Rockridge BART Station. The cyclists are a part of the East Bay Bicycle Coalition and following the carolling will tour the neighborhood around the station singing carols to the residents of the area.

At the Walnut Creek BART Station, two groups will be singing carols. On December 18, the choirs of the St. John Church and the Church of Holy Innocence, both in Walnut Creek, will be singing carols between 5 and 6 p.m. Then on December 19, carollers from the Seven Hills School and St. Issadores School of Walnut Creek will be singing carols between 5 and 6 p.m. at the Walnut Creek Station.

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NEWS RELEASE

CONTACT: Mike Healy
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December 16, 1980

BART

FOR IMMEDIATE RELEASE

MORE PARKING FOR FREMONT STATION

The BART Board's Engineering Committee, chaired by Director John Glenn of Fremont, today approved entering into an agreement with CalTrans to use almost seven acres of property northeast of the Fremont Station for parking.

Glenn, who was largely responsible for obtaining CalTrans agreement on the use of the vacant property, said it was essential to put such property to good public use.

"The Fremont Station is expected to see a 100 percent increase in patronage over the next ten years and the availability of more parking will be essential to providing good access to the station," Glenn said.

He said the property has just been sitting there for years and will provide an additional 850 spaces to the current 1,027 parking spaces at the station.

Glenn said that this was a good example of how two public agencies like BART and CalTrans could work together for the public good.

Glenn noted that CalTrans Chief of the Right-of-Way Division, Harry Kagen, was very helpful in working out the proposed agreement which would give BART the right of entry to the lot at no cost, and an option to purchase the property in the future.

"One of the key elements in the use of this property for parking," Glenn said, "is that its location, with access from Mowry Avenue, makes it ideal for use primarily by Fremont residents. A substantial portion of the currently available spaces are being taken by Santa Clara County commuters."

In recent years Glenn has also played a key role in obtaining the use of Federal Aid Urban (FAU) highway funding for improving access to BART stations.

If the full board approves the proposed agreement at its meeting scheduled for

-- MORE --

2-2-2-2 "More Parking for Fremont Station" (Continued)

this Thursday, December 18, BART would upon execution of the agreement with CalTrans improve the lot with gravel surfacing and bumper blocks. These improvements are expected to cost about \$85,000 and funded from state improvement money made available through Senate Bill (SB) 620.

It is estimated that the lot will be ready for use in the fall of 1981

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NEWS RELEASE

**BART**

Mike Healy
Director, Public Affairs

CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

December 18, 1980

FOR IMMEDIATE RELEASEJOHN GLENN OF FREMONT NEW BART BOARD PRESIDENT

John W. Glenn, today was unanimously elected President of the BART Board of Directors by his fellow Board Members. Glenn, who represents BART'S District 6 which covers most of the Southern Alameda County area, has been a member of the BART Board since 1974, when he became the first elected Director from this area.

He was reelected in 1978 for an additional four year term. For the last year he has served as Chairman of BART'S Engineering and Operations Committee and has served as Chairman of all other standing committees including Administration, Public Information and Legislation.

Glenn has been a resident of the San Francisco Bay Area for 20 years. He is founder and owner of John Glenn Adjusters and Administrators with offices in Oakland, Portland, San Rafael, and San Jose.

Prior to founding his own firm in 1966, Glenn was Northern California Divisional Claims Manager for the Beneficial Group and was associated with that firm for 12 years. He is a member and past President of the East Bay Adjusters Association, member of the California Association of Independent Insurance Adjusters serving as President during this past year and also a member of the National Association of Independent Insurance Adjusters, Oregon Casualty Adjusters and Central Coast Claims Association. Glenn is listed in the 1980-81 edition of "Who's Who in California Business and Finance."

A native of Puxico, Missouri, Glenn graduated in 1952 from Southeast Missouri State University at Cape Girardeau, Missouri, with a Bachelor of Science Degree in Marketing. He has done post graduate work at the University of Missouri at Kansas City and California State University of Hayward.

Glenn saw extensive sea duty in the U.S. Maritime Service from 1945 to 1948. He is married to former Betty Jo Berry of St. Louis, Missouri, and they have three children. The Glenn family reside in Fremont.

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2-2-2-2 BART BOARD ELECTION

Robert S. Allen, representing BART'S District 5 which includes the Pleasanton and Livermore areas and portions of Northern Alameda County, was elected to serve with Glenn as Vice-President of the BART Board of Directors. Allen was elected to the first elected BART Board in 1974 and was re-elected to a 4 year term in 1976 and 1980. Since 1965 Allen, an engineering cost analyst, has worked for the Southern Pacific Transportation Company in its western Division Office in Oakland. From 1958 to 1964, he was a Classification Analyst with the University of California's Lawrence Livermore Laboratory and before that worked for the Denver & Rio Grande Western Railroad, the Colorado National Guard and Chicago and Northwestern Railroad.

A resident of Livermore since 1958, Allen has worked extensively with youth groups, the Church of Latter Day Saints and taxpayers and patriotic groups.

Born in Chicago, and raised in Evanston, Ill, Allen attended Rensselaer Polytechnic Institute, Troy, New York, and graduated from the University of Colorado at Boulder, with a Bachelor of Science in Accounting in 1949. He later attended University of Colorado's School of Law and did graduate work in business administration at Brigham Young University, Provo, Utah.

Allen is married to the former Thelma Mae Call of Salt Lake City. The couple reside at 223 Donner Avenue, Livermore, with two of their seven children; Elizabeth, 18, and Ronald 10.

Outgoing BART President Nello Bianco of Richmond praised both Glenn and Allen as hard working, conscientious members of the Board and, thanked his fellow Board Members for their support during the past year.

BART'S new President and Vice-President will serve for the calendar year of 1981 and receive annual compensation of \$5,000 and \$3,000 respectively.

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NEWS RELEASE



CONTACT: Sy Mober
 Manager, Public Information
 (415) 465-4100, Ext. 514

December 18, 1980

BART

FOR IMMEDIATE RELEASE

BART'S LOMA RANGER IN SAN FRANCISCO WILL CONTINUE TO OPERATE

BART Director Gene Garfinkle of San Francisco today announced the continuation of the Loma Ranger Shuttle which operates between the Glen Park BART Station and the Miraloma Park area. The service has been in operation since June 30, 1980, as a six-month demonstration project.

"The response BART has received from the residents of the Miraloma Park area in San Francisco, as reflected in the continual growth of Loma Ranger ridership and the numerous letters requesting that the service remain, makes the continuance of this service an important link in BART's overall passenger service program," stated Garfinkle.

Garfinkle, who represents BART's District 8 in San Francisco, noted that Loma Ranger ridership has grown to over 200 patrons per day, and seems to be increasing each week.

The Loma Ranger operates from the Glen Park Station between 6:30 a.m. and 8:40 a.m. and then in the afternoon from 4:15 p.m. to 6:25 p.m. at 10-minute intervals from Monday to Friday. Passengers may board one of the two blue and white vans at any street corner, which is not on a hill, in the Miraloma Park area. The Loma Ranger van may be boarded on the Diamond Street side of the Glen Park Station.

Fare on the Loma Ranger is 50 cents for the combined inbound/outbound trip and is collected only in the evening in the form of a BART/MUNI transfer which is purchased in the BART station, a MUNI Fast Pass, or Senior Pass. Cash fares are not accepted. Additional information is available from the Glen Park Station Agent.

BART's Board of Directors today approved an extension of the contract with Vista California Tours, Inc., to continue the Loma Ranger for a year at a cost not to exceed \$65,000. The Loma Ranger covers an area not serviced by MUNI.

-- MORE --

2-2-2-2 "BART's Loma Ranger in San Francisco Will Continue to Operate"

Other van shuttle services which connect with the BART system include the Humphrey Go-BART in Berkeley; El BARTito in Hayward; the Oakland AirBART Shuttle which operates to the Oakland International Airport; the Van AmBART Shuttle, which operates between the BART MacArthur Station and Pill Hill in Oakland; and the shuttle which operates between Alta Bates Hospital in Berkeley and the BART MacArthur Station.

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NEWS RELEASE

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December 19, 1980

BART

PIX CAPTION

FOR IMMEDIATE RELEASE

THE NEW AND THE OLD AT BART

Pictured here are the incoming and outgoing leadership of the San Francisco Bay Area Rapid Transit District's (BART) Board of Directors. Seated *(R/L)* Donn Glenn of Fremont, Ca is President of the BART Board for the coming year and Nello Bianco, who served as BART President for 1980. *Standing* (R/L) is Robert S. Allen, who will serve with Glenn as Vice-President and Eugene Garfinkle, who was Vice-President for 1979. Glenn and *Allen* were unanimously elected to their offices. Both have served more than two terms as BART Board members.

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NEWS RELEASE



CONTACT: Sy Moulder
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(415) 465-4100, Ext. 514

December 19, 1980

BARTPIX CAPTION:FOR IMMEDIATE RELEASE

GLENN ELECTED BART BOARD PRESIDENT

John Glenn (L) of Fremont is BART's new president of the District Board of Directors for 1981 is congratulated by Nello Bianco of Richmond, BART's outgoing president as he turns over the presidents gavel. Glenn, who was unanimously elected by the BART Board represents District 6, which covers most of Southern Alameda County area. He is the head of his own insurance adjusters establishment in Oakland and lives in Fremont with his wife and three children.

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NEWS RELEASE

CONTACT: Mike Healy
 Director, Public Affairs
 (415) 465-4100, Ext. 528

December 19, 1980

BART

FOR IMMEDIATE RELEASE

BART ADOPTS JOINT DEVELOPMENT POLICY

The BART Board of Directors has adopted a new "Joint Development Policy," the objective of which will be to maximize development potential around the transit system's stations with a view to ultimately increasing the use of the system itself.

The joint development concept as outlined by its principle architect, BART Director Wil Ussery of San Francisco, would be used as a guideline for the District in determining appropriate planning and use of District-owned property and air rights around its stations. The new policy would also act as a guideline with regard to joint development opportunities with other public and/or private sector organizations.

In conjunction with the adoption of this policy, the Board also authorized the go-ahead for entering into an agreement with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) for the final design of a planned regional administrative facility. All three agencies will share the cost of this project. The new facility will be built over one of the Lake Merritt BART Station parking lots between 7th and 8th Streets, and Oak and Madison Streets in Oakland. The new facility will house BART's new computers and Central Control and some administrative personnel, as well as MTC and ABAG. The cost of the design is expected to be about \$900,000. Total cost of the project is projected to be \$15 million with completion expected by June, 1983.

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NEWS RELEASE

CONTACT: Sy Moubert
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 (415) 465-4100, Ext. 514

December 19, 1980

BART

FOR IMMEDIATE RELEASE

HOT COFFEE AND DOUGHNUTS AT BART STATIONS ON CHRISTMAS EVE AND NEW YEAR'S EVE

For the second year, hot coffee and doughnuts will be served at BART's stations throughout the system on Christmas Eve and New Year's Eve in an effort to promote safe holiday travel. The program is being sponsored by various community volunteer groups plus the additional support of several Bay Area radio stations and BART.

The BART stations where the Safe Holiday activities will take place on Christmas Eve from 5 p.m. to 9 p.m., and on New Year's Eve when the coffee and doughnut service will begin at 7 p.m. and last through the beginning of the New Year are: Concord Station, sponsored jointly by the American Red Cross Mt. Diablo Chapter, and Radio Station KNBR; at Walnut Creek Station, sponsors are the American Red Cross Mt. Diablo Chapter, and Radio Station KNEW; Berkeley Station, sponsored by American Red Cross, Berkeley Chapter and Radio Station KDIA; Fremont Station will be manned by Project Intercept; Hayward Station, sponsors will be the Chabot Kiwanis Club; Coliseum Station where the Oakland Concerned Citizens and Radio Station KSFO will be the sponsors; Fruitvale Station sponsored by the Hispanic American Democratic Club; 12th Street and Oakland West Stations will be manned by the West Oakland Health Center; Powell Street Station, which is jointly sponsored by the Youth Group of the Church of Christ, San Leandro and KGO Talk Radio; and at Embarcadero Station, sponsored by News Radio KCBS and a community group.

BART Directors Wilfred Ussery of San Francisco and Margaret Pryor of Oakland, working with BART Police Services Sgt. Rodney Williams, have been heading a task force to encourage local community groups to join in the "Safe Holiday on BART" program.

-- MORE --

2-2-2-2- "Hot Coffee and Doughnuts at BART Stations..."

BART Director Ussery noted, "The success of the Safe Holiday on BART program last year was very encouraging. I urge all residents of the Bay Area to use BART during the holiday season this year and then join us at the BART stations for free coffee and doughnuts."

BART Director Pryor today stated, "I urge any other citizens' group which might like to participate in this special community activity, which we hope will reduce the number of holiday traffic accidents, to call BART. They should contact Sgt. Williams at 465-4100, Extension 831, for full particulars. Come and join us!"

On December 24, 1980, BART will be operating its regular service, with four lines in operation from 6 a.m. to 6 p.m., then service will operate only on Concord/Daly City and Richmond/Fremont lines from 6 p.m. to 12 midnight. On Christmas Day, BART's special holiday fare will be effective and service will operate on two lines only, the Concord/Daly City and Richmond/Fremont lines, with trains running 20 minutes apart. The day following Christmas, December 26, BART will operate on its regular schedule; however, the trains will not be as long as on regular service days since this is normally a light patronage day.

Also, for the second time, BART will be operating trains around the clock this New Year's Eve. They will operate at 20-minute intervals from 6 p.m. New Year's Eve, through New Year's Day to midnight, on two lines, Concord/Daly City and Richmond/Fremont. Special holiday fares are effective on New Year's Day only.

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NEWS RELEASE

CONTACT: Sy Moubert, Manager, Public Information
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December 23, 1980

BART

BART PRESIDENT ANNOUNCES COMMITTEE ASSIGNMENTS

IMMEDIATE RELEASE

BART President John Glenn today announced committee chairpersons for the 1981 calendar year. Glenn, a resident of Fremont and elected to the BART Board in 1974, unanimously was elected board president on December 18, and Robert S. Allen of Livermore was named vice-president. Glenn and Allen are ex-officio members of each of BART's standing committees.

Past BART President Nello Bianco will head the Engineering and Operations Committee, a post he held in 1970. Members of his committee will be Barclay Simpson of Orinda, as vice-chairperson, and Wilfred T. Ussery of San Francisco.

Eugene Garfinkle, vice-president of the Board during 1980 and a San Francisco resident, will chair the Administration Committee. John H. Kirkwood, of San Francisco, will be vice-chairperson, and Margaret K. Pryor, of Oakland, a member.

Ussery was named chairperson of the Public Information and Legislation Committee for the second consecutive term. Committee members will be Pryor, as vice-chairperson, and Arthur J. Shartsis of Berkeley and Oakland.

Glenn appointed Bianco BART's voting member of the executive committee of the American Public Transit Association, and named Simpson as the District's policy-making liaison with the Metropolitan Transportation Commission. Shartsis will act as MTC liaison alternate.

Garfinkle, Kirkwood and Ussery will serve on the liaison committee with the San Francisco Municipal Railway, and Pryor and Shartsis will act as liaison between BART and Alameda-Contra Costa County Transit District.

Glenn said: "Every person on our nine-member Board is a dedicated, hard-working individual committed to delivering an acceptable form of rapid transit to the citizens of the Bay Area. The chairpersons I have selected reflect that dedication. I believe considerable progress will be made at BART this year under such committee leadership."

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NEWS RELEASE



Mike Healy, Director of Public Affairs

December 23, 1980 **BART**

CONTACT: Sy Moubert, Manager, Public Information
(415) 465 4100, Ext. 514

IMMEDIATE RELEASE

BART HOLIDAY SCHEDULES AND FARE IN EFFECT

BART will be operating its regular schedule tomorrow, December 24, with all four lines in service between 6 a.m. and 6 p.m. and then from 6 p.m. to Midnight trains will run on the Fremont/Richmond and the Concord/Daly City lines only. On Christmas Day, BART's special holiday discount fare will be in effect, offering patrons an approximate 30% discount from regular fares. Service on Christmas Day will be operating on the Concord/Daly City and the Fremont/Richmond lines with trains coming about 20 minutes apart. BART Express buses will be operating on Christmas Day and New Year's Day on the regular holiday published schedule.

On Christmas Eve from 5 to 9 p.m. and then again on New Year's Eve between 7 p.m. and about midnight BART will join with several community groups and local Radio Stations in a Safe Holiday on BART free coffee and doughnut party at the following stations:

The BART stations where the Safe Holiday activities will take place on Christmas Eve from 5 p.m. to 9 p.m., and on New Year's Eve when the coffee doughnut service will begin at 7 p.m. and last through the beginning of the New Year are: Concord Station, sponsored jointly by the American Red Cross Mt. Diablo Chapter, and Radio Station KNBR; at Walnut Creek Station, sponsors are the American Red Cross Mt. Diablo Chapter, and Radio Station KNEW; Berkeley Station, sponsored by American Red Cross, Berkeley

-More-

2 2 2 BART HOLIDAY SCHEDULE

Chapter and Radio Station KDIA; Fremont Station will be manned by Project Intercept; Hayward Station, sponsors will be the Chabot Kiwanis Club; Coliseum Station where the Oakland Concerned Citizens and Radio Station KSFO will be the sponsors; Fruitvale Station sponsored by the Hispanic American Democratic Club; 12th Street and Oakland West Stations will be manned by the West Oakland Health Center; Powell Street Station, which is jointly sponsored by the Youth Group of the Church of Christ, San Leandro and KGO Talk Radio; and at Embarcadero Station, sponsored by News Radio KCBS and a community group.

The "Safe Holiday on BART" project was the suggestion of BART Director Wilfred Ussery of San Francisco, who headed a task force made up of BART Director Margaret Pryor of Oakland and BART Police Sgt. Rodney Williams in developing this year's program. Ussery stated that the program was conceived to help reduce holiday traffic accidents and urged those who can to take BART and other public transit for their holiday travel.

BART's holiday operating schedule will be as follows:

Christmas Eve: All four routes in service with 15-minute headways during the day and 20-minute headways from 6 p.m. to 12 midnight.

Christmas Day: Direct service only between Daly City and Concord and between Fremont and Richmond with 20-minute headways, from 6 a.m. to 12 midnight.

New Year's Eve: Normal weekday service on all four lines. However, beginning at 6 p.m. trains will operate all night and all through the next day with 20-minute service between Daly City and Concord and Fremont to Richmond.

New Year's Day: Direct service only between Daly City and Concord and Richmond and Fremont with 20-minute headways to 12 midnight.

-More-

3 3 3 BART HOLIDAY SCHEDULE

BART's special reduced holiday fare will be in effect Christmas Day and New Year's Day as well as by the weekend of December 27 and 28. These reduced fares amount to about a 30% reduction in fares. No special tickets are needed since BART's fare collection system will be programmed for the reduced rates.

x x x

(Business wire only)

W-158

NEWS RELEASE

Mike Healy, Director of Public Affairs
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December 26, 1980

BART

FOR IMMEDIATE RELEASE

BART FARE REDUCED AGAIN THIS WEEKEND

BART's special holiday fares will be in effect again on Saturday, December 27, and Sunday, December 28, when patrons may ride the system for a reduction of approximately 30% below the regular fare. Service will be operated on the regular Saturday and Sunday published schedules which are available from BART station agents.

The reduced holiday fare will be 25 cents minimum for short trips taken within the downtown business district stations of Oakland and San Francisco compared with the regular 50 cents minimum fare, and the longest trip on the system will cost \$1.45 as compared with the regular fare of \$1.75. BART station agents can provide specific information on individual trips. No special ticket is required since the system's fare collection equipment is programmed to deduct only the reduced fare.

Saturday service operates on all four BART lines; the Richmond/Daly City, Concord/Daly City, Fremont/Daly City and Fremont/Richmond between 6am and 6pm, at 20 minute intervals. Then from 6pm to 12 midnight, Saturday service operates on two lines only, the Fremont/Richmond and the Concord/Daly City lines with trains coming at 20 minutes intervals between 9am and 12 midnight.

BART patrons have an opportunity to win free tickets to the January 9th indoor soccer game between the Earthquakes and the California Surf soccer teams to be played in the Oakland Coliseum Arena. Entry forms for the free ticket contest and a \$2 discount coupon on Earthquake tickets are now available at all BART Stations. BART provides direct service to the Coliseum where the arena can be reached by a short walkway from the Coliseum BART Station.

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BUSINESS WIRE ONLY

NEWS RELEASE**BART**

Mike Healy
Director, Public Affairs

December 29, 1980

CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASEFREE BART/MUNI TRANSFER AVAILABLE AT DALY CITY

Beginning today (December 29, 1980) San Francisco residents who use BART from the Daly City BART Station will be able to ride free to and from BART on MUNI, it was announced by BART Director Eugene Garfinkle of San Francisco.

The free two-part BART/MUNI transfer to be used for this connection is available only at the Daly City Station.

Garfinkle noted that patrons should use the "From BART" section of the transfer for the MUNI ride away from the station and to save the "To BART" section for the return to the BART station.

"The additional 50 cents saving, which was the cost of the BART/MUNI transfer from the Daly City Station, will be a special benefit to San Francisco residents who have been paying the surcharge on trips taken from the Daly City Station to downtown San Francisco. I am sure this special transfer arrangement will attract new transit users on both BART and MUNI serving the Daly City BART Station," Garfinkle concluded. He noted that the total value of the two-part transfer is actually one dollar.

While there are about 18,000 riders using the Daly City Station, approximately 1,100 are San Francisco residents. Special preferential parking is available for San Francisco residents at the Daly City Station, and a permit will be issued to those residents calling BART's Planning Department at (415) 465-4100.

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NEWS RELEASE

BART

Mike Healy
Director, Public Affairs

December 30, 1980

CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART SERVICE ROUND THE CLOCK ON NEW YEAR'S EVE

BART will again this New Years provide round-the-clock service in an effort to promote safe holiday travel.

Service will be normal Wednesday, New Year's Eve day until 6 p.m. when BART will then phase into its regular night service with trains operating at 20-minute intervals between Concord and Daly City and Richmond and Fremont. The 20-minute service along these two lines will continue around the clock through New Year's Day (January 1, 1981) until midnight. Normal service will resume on Friday.

BART's special holiday discount fare, a reduction of approximately 30% from regular fares will be in effect January 1, 1981, New Year's Day. No special tickets are needed since BART's fare collection system will be programmed for the reduced holiday fares.

BART Express Buses, which operate between BART stations and several eastbay communities will also be operated on extended schedules on New Year's Eve:

- O Line: Leaves BART El Cerrito Del Norte Station at 1:06 a.m., 2:06 a.m. and 3:06 a.m.
- U Line: Leaves BART Hayward Station at 1:06 a.m., 2:06 a.m., and 3:06 a.m.
- M Line: Leaves BART Concord Station for Martinez at 1:10 a.m., 2:10 a.m. and 3:10 a.m.
- PX Line: Leaves BART Concord Station for Pittsburg at 1:10 a.m., 2:10 a.m. and 3:10 a.m.
- D Line: Leaves BART Walnut Creek Station for Dublin at 1:01 a.m., 2:01 a.m. and 3:01 a.m.
- D Line: Leaves BART Walnut Creek Station for Martinez at 1:25 a.m., 2:25 a.m. and 3:25 a.m.

BART Express Bus Service on New Year's Day will be operated according to a published schedule which is available from BART Station Agents.

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NEWS RELEASE

BART

Mike Healy
Director, Public Affairs

December 30, 1980

CONTACT: Sy Mouber
Manager, Public Information
(415) 465-4100, Ext. 514

FOR IMMEDIATE RELEASE

BART'S SAFE HOLIDAY
(Free Coffee and Doughnuts)

Free coffee and doughnuts will be served on New Year's Eve from 7 p.m. to midnight as part of BART's Safe Holiday on BART Program at the following stations: Concord Station, sponsored jointly by the American Red Cross Mt. Diablo Chapter, and Radio Station KNBR; at Walnut Creek Station, sponsors are the American Red Cross Mt. Diablo Chapter, and Radio Station KNEW; Berkeley Station, sponsored by American Red Cross, Berkeley Chapter and Radio Station KDIA; Fremont Station will be manned by Project Intercept; Hayward Station, sponsors will be the Chabot Kiwanis Club; Coliseum Station where the Oakland Concerned Citizens and Radio Station KSFO will be the sponsors; Fruitvale Station sponsored by the Hispanic American Democratic Club; 12th Street and Oakland West Stations will be manned by the West Oakland Health Center; Powell Street Station, which is jointly sponsored by the Youth Group of the Church of Christ, San Leandro, and KGO Talk Radio; and at Embarcadero Station, sponsored by News Radio KCBS and a community group.

BART's New Year's Eve and New Year's Day operating schedule will be:

NEW YEAR'S EVE: Normal weekday service on all four lines. However, beginning at 6 p.m. trains will operate all night and all through the next day with 20-minute service between Daly City and Concord and Fremont to Richmond.

NEW YEAR'S DAY: Direct service only between Daly City and Concord and Richmond and Fremont with 20-minute headways to 12 midnight.

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NEWS RELEASE



Mike Healy
Director, Public Affairs

BART

CONTACT: Sy Mober
Manager, Public Information
(415) 465-4100, Ext. 514

December 31, 1980

FOR IMMEDIATE RELEASE

FREE BART/CONCORD SHUTTLE STARTS, MONDAY, JANUARY 5, 1981

BART Director Barclay Simpson of Orinda today announced, "The BART/Concord free shuttle will begin operating on Monday, January 5, 1981 between Bailey Drive and the Concord BART Station along Clayton Road. This service is being provided in order to assist those BART patrons who usually park in the Crawford Village-Doris Court area in finding other parking areas, since Concord's residential permit parking program will become effective on this same day. Unless persons parking in this area have the special parking permit or limit their parking to four hours they will receive a \$10 parking ticket. I encourage all those coming to BART to take advantage of the new free Concord SST, 'the super shuttle transit', and to park near Clayton Road in order to eliminate the parking congestion around the Concord Station."

Simpson noted that the problem of parking in the Concord Station has been a concern of both BART and the City of Concord officials. Additional parking space is being developed at the BART Station by restripping the present parking lot and by securing the use of available open space for satellite parking, along Clayton Road. One BART parking lot at the Alameda and Clayton Road is now available. BART patrons are urged to check with the Station Agent for information about other parking space which may become available in the Spring.

-More-

2 2 2 FREE BART/CONCORD SHUTTLE STARTS, MONDAY, JANUARY 5, 1981

The "Concord SST", the free BART Concord/Shuttle, runs every ten minutes from 6:30 a.m. to 9:30 a.m. and from 4:30 p.m. to 7 p.m., along Clayton Road between the Concord Station and Bailey Drive, and will make all stops on the Concord 301 line. The Concord 301 bus operates every 30 minutes with a fare of 25¢ to BART Station, while the trip away from the station is free when using the transfer which is available in the paid area of the station.

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BART BULLETIN

News of Special Interest to BART'S Riders

PSB 15
December 31, 1980

BART/CONCORD FREE SHUTTLE STARTS JANUARY 5, 1981

Dear Passengers:

In order to assist those BART patrons who have in the past parked their automobiles on the public streets in Concord's Doris Court-Crawford Village Area, this is a reminder that beginning on January 5, 1981, parking on these streets will be restricted to residents only. On this date the Concord Police Department will begin placing warning tickets on all cars without the proper decal identification. Then beginning January 20, 1981, parking tickets which carry a fine of \$10 will be issued.

Beginning January 5, 1981, BART will begin operating the Concord SST*, a free shuttle on Clayton Road between Bailey Road and the Concord BART Station. This free shuttle will operate between 6:30 a.m. and 9:30 a.m., and from 4:30 p.m. to 7 p.m. every ten minutes. The free BART shuttle will be identified with a bus sign which reads "BART/Concord Shuttle" and will carry a BART Shuttle pennant. Stops on Clayton Road for the BART/Concord Shuttle will be the same as for Concord's Route 301.

There is parking space at the BART lot located on Alameda Street and Clayton Road and at another lot located at Mount Diablo Street between Clayton Road and Park Street.

Any BART patron may take advantage of this new free shuttle service. In addition to the BART/Concord Shuttle, Concord's Route 301 operated along Clayton Road which serves this area and the Clayton Valley Area.

The time schedule and route map for the free BART/Concord Shuttle have been printed on the reverse of this bulletin for your convenience. Additional copies are available from the Station Agent at the Concord BART Station.

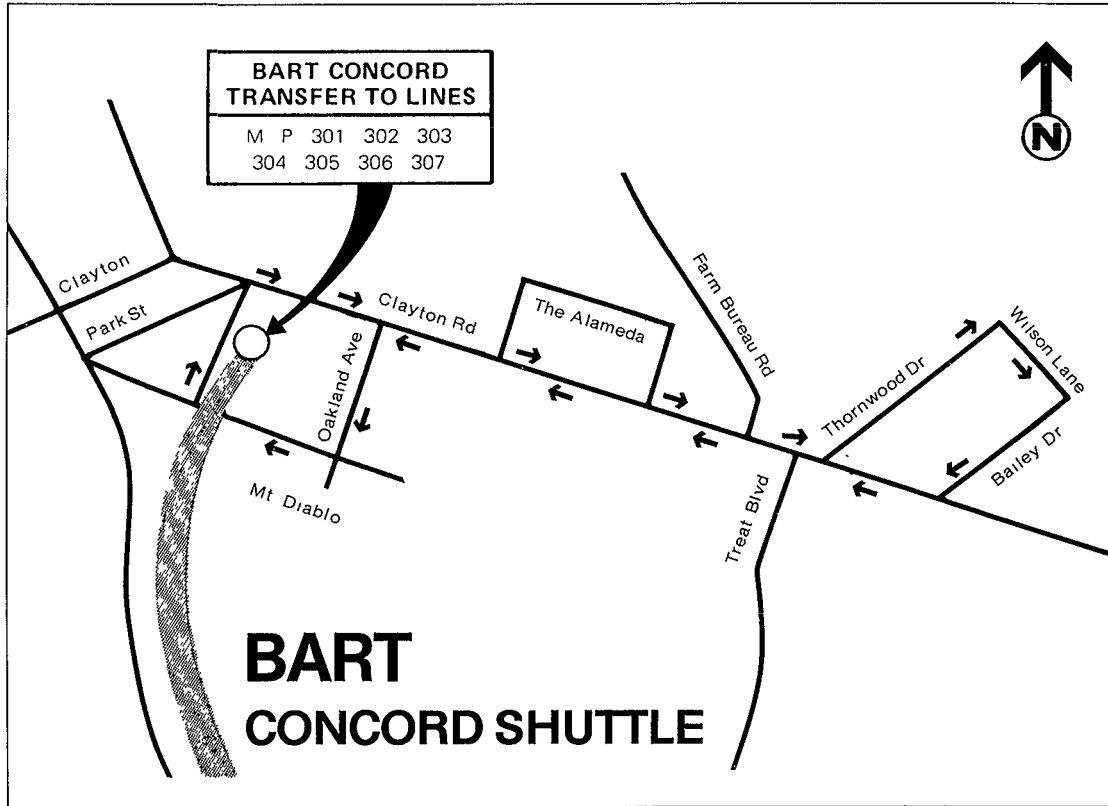
* CONCORD SUPER SHUTTLE TRANSIT

OFFICE OF PASSENGER SERVICE



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

FREE SHUTTLE BUS SERVICE!



Schedule

monday through friday

FROM BAILEY & WILSON LANE TO BART CONCORD STATION

Leave Bailey and Wilson Lane	Leave Treat Blvd. & Clayton Rd.	Arrive Concord BART Station
6.30	6.33	6.42
6.40	6.43	6.52
6.50	6.53	7.02
7.00	7.03	7.12
7.10	7.13	7.22
7.20	7.23	7.32
7.30	7.33	7.42
7.40	7.43	7.52
7.50	7.53	8.02
8.00	8.03	8.12
8.10	8.13	8.22
8.20	8.23	8.32
8.30	8.33	8.42
8.40	8.43	8.52
8.50	8.53	9.02
9.00	9.03	9.12
4.43	4.43	4.53
4.53	4.53	5.03
5.03	5.03	5.13
5.13	5.13	5.23
5.23	5.23	5.33
5.33	5.43	5.43
5.43	5.53	5.53
5.53	6.03	6.03
6.03	6.13	6.13
6.13	6.23	6.23
6.23	6.33	6.33
6.33	6.43	6.43
6.43	6.53	6.53

FROM BART CONCORD STATION TO BAILEY & WILSON LANE

Leave Concord BART Station	Arrive Treat Blvd. & Clayton Rd.	Arrive Bailey and Wilson Lane
6.43		6.53
6.53		7.03
7.03		7.13
7.13		7.23
7.23		7.33
7.33		7.43
7.43		7.53
7.53		8.03
8.03		8.13
8.13		8.23
8.23		8.33
8.33		8.43
8.43		8.53
4.30	4.39	4.42
4.40	4.49	4.52
4.50	4.59	5.02
5.00	5.09	5.12
5.10	5.19	5.22
5.20	5.29	5.32
5.30	5.39	5.42
5.40	5.49	5.52
5.50	5.59	6.02
6.00	6.09	6.12
6.10	6.19	6.22
6.20	6.29	6.32
6.30	6.39	6.42
6.40	6.49	6.52
6.50	6.59	7.02
7.00	7.09	7.12

passenger stops

FROM WILSON LANE AT BAILEY DR. TO BART/CONCORD STATION

Wilson Lane at Bailey Dr
 Clayton Rd. at Bailey Dr
 Clayton Rd. at Thornwood Dr
 Clayton Rd. at Glazier Dr
 Clayton Rd. at Denkinger Ct
 Clayton Rd. at Cape Cod Way
 Clayton Rd. at West St.
 Clayton Rd. at Farm Bureau Rd.
 Clayton Rd. at Maynard St.
 Clayton Rd. at El Monte Center
 Clayton Rd. at Davis Ave
 Clayton Rd. at 6th St.
 Clayton Rd. at 5th St.
 Clayton Rd. at The Alameda

FROM BART/CONCORD STATION TO WILSON LANE AT BAILEY DR.

BART/Concord Station
 Clayton Rd. at Santa Clara Ave
 Clayton Rd. at 5th St.
 Clayton Rd. at The Alameda
 Clayton Rd. at Coventry Rd.
 Clayton Rd. at Davis Ave.
 Clayton Rd. at Grove Way
 Clayton Rd. at El Monte Center
 Clayton Rd. at Babel Lane
 Clayton Rd. at #3806 and #3830
 Clayton Rd. at West St.
 Clayton Rd. at Cape Cod Way
 Clayton Rd. at Denkinger Ct.
 Clayton Rd. at Treat Blvd.
 Thornwood Dr. at Clayton Rd.
 Wilson Lane at Thornwood Dr.
 Wilson Lane at Bailey

Light Face Figures A.M.
 Dark Face Figures P.M.

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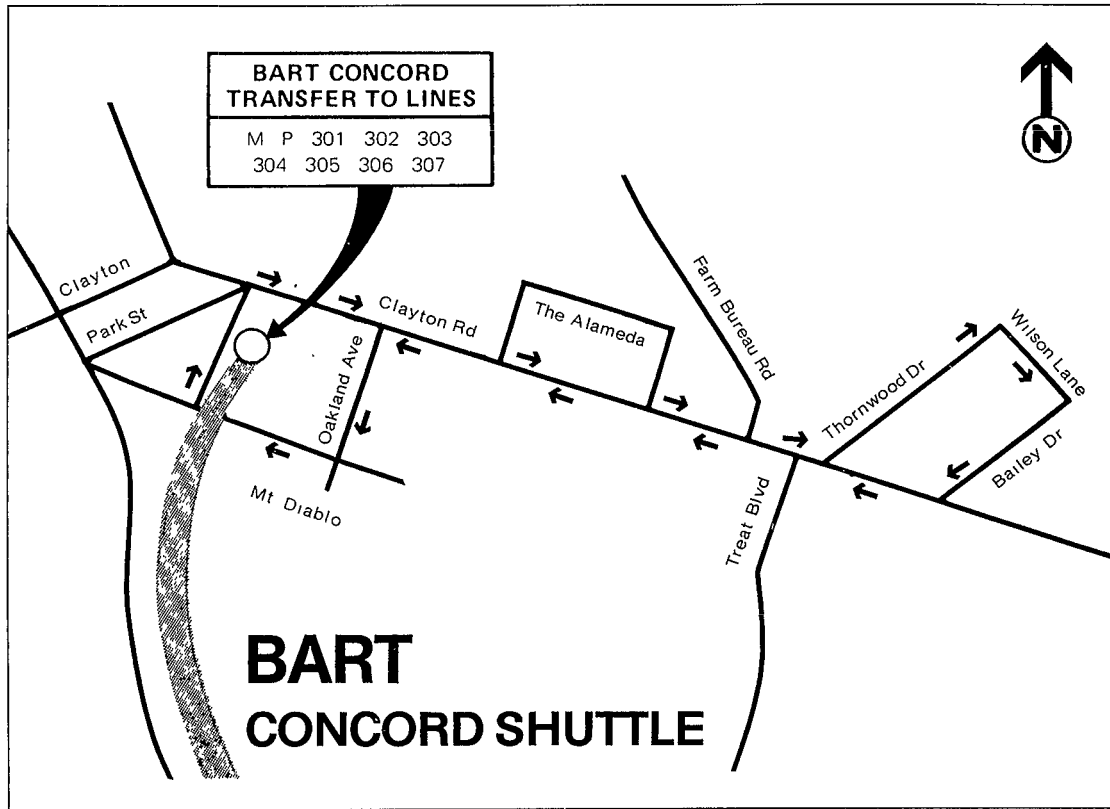
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6.40	6.43	6.52	6.53		7.03
6.50	6.53	7.02	7.03		7.13
7.00	7.03	7.12	7.13		7.23
7.10	7.13	7.22	7.23		7.33
7.20	7.23	7.32	7.33		7.43
7.30	7.33	7.42	7.43		7.53
7.40	7.43	7.52	7.53		8.03
7.50	7.53	8.02	8.03		8.13
8.00	8.03	8.12	8.13		8.23
8.10	8.13	8.22	8.23		8.33
8.20	8.23	8.32	8.33		8.43
8.30	8.33	8.42	8.43		8.53
8.40	8.43	8.52	4.30	4.39	4.42
8.50	8.53	9.02	4.40	4.49	4.52
9.00	9.03	9.12	4.50	4.59	5.02
4.43		4.53	5.00	5.09	5.12
4.53		5.03	5.10	5.19	5.22
5.03		5.13	5.20	5.29	5.32
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passenger stops

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Clayton Rd. at #3806 and #3830
Clayton Rd. at West St.
Clayton Rd. at Cape Cod Way
Clayton Rd. at Denkinger Ct.
Clayton Rd. at Treat Blvd.
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Wilson Lane at Thornwood Dr.
Wilson Lane at Bailey