$1 billion, but cost overruns due to inflation and additions to the original system brought the price tag up to $1.6 billion. BART was criticized as being too expensive and over designed. Today, however, its capital worth is estimated at $5 billion to $6 billion, almost five times its original construction cost, and it has proved to be a pacesetter in the transit industry.

The system, conceived, designed, and constructed under the direction of BART's general engineering consultants, a joint venture of Parsons Brinckerhoff Quade & Douglas, Inc., Tudor Engineering Company, and Bechtel, has won numerous awards for innovative design.

New technology

As the most automated transit system in the world, BART pioneered the use of advanced technology much of which came out of the space program. It paid a high price for being first, however, since initial equipment problems caused frequent breakdowns and prevented the system from operating as it was intended. Finally, in the summer of 1983, BART's massive engineering program to correct equipment problems was completed, with the transition to "close headways" operations. This meant more trains could be put on line, operating at closer intervals, and the long awaited direct service between Richmond/Daly City could be inaugurated.

Fire safety

Following a transbay tube fire in 1979, BART launched a full-scale program to improve its emergency response procedures and to make its cars more fire resistant. It is now a leader in transit fire safety.

A major project was replacement of every single seat (34,000 in all) on BART cars with fire resistant cushions. This required extensive research, development, and testing of more than 400 materials at the University of California and McDonnell-Douglas laboratories. The $4.5 million project was completed in October, 1980.

BART is now carrying out an extensive, $83.3 million program to increase fire resistance of its cars.

Reliability

To improve reliability, BART began a stringent, airline-style maintenance program of its cars in 1976. The program is paying off. From 1975 to 1982, the percent of scheduled runs completed increased from 95 to 98 percent, and the percent of trains running on time jumped from about 46 percent to 94 percent.

Riders increase

Despite the early setbacks, BART riders have increased steadily over the years. In the past two years, ridership has jumped from 140,000 to 190,000 per weekday and about 50 million annually. Discount tickets and other fare incentives have attracted more and more midday and holiday riders. And providing extra service for special events, such as to Oakland A's games and the "Bay to Breakers" race has met great success. Last year BART carried 20 percent of Oakland A's fans to home games at the Coliseum!

BART has pioneered some important transit industry "firsts" in its decade of service. It was the first system to allow bicycles on board and the first to provide a fully accessible system for handicapped persons.

BART faces new and different challenges in the next decade. But its most important job is to continue to give Bay Area residents the best possible ride for their money.

BART Buses to Distant Points

BART Reviews

"BART has set a new standard worldwide for safety," former San Francisco Fire Chief Andrew Casper.

"BART has contributed to energy saving, clean air, and the Bay Area economy. It has a great future," Joseph Bert, Chairman Alameda County Board of Supervisors, Member, Metropolitan Transportation Commission.

"After a tumultuous decade, comes 10 years of high flying and reliable riding," Quentin Kopp, Chairman, San Francisco Board of Supervisors.

"We look forward to BART having an even greater impact in Contra Costa County in the next decade," Susan McFaul, Chairmanwoman, Contra Costa County Board of Supervisors.

"Through BART, Oakland has become the center of the Bay Area," Lionel Wilson, Mayor, City of Oakland.

"BART—your hardest ten years are behind you, and there's a clear track ahead for the next ten. San Francisco thinks you're great," Diane Feinstein, Mayor, City and County of San Francisco.

Congratulations on 10 years of Fine Service to the Bay Area.

Westinghouse Transportation Division

Kaiser Engineers (California) Corporation

Kaiser Aluminum & Chemical Corporation

Safeway

Oakland International Airport

Advertising Supplement
The First Ten Years

When BART first opened its gates to passengers in September 1972, its 18-car fleet was busy establishing itself as a regional transportation system. Routes link three counties and serve 17 communities with 34 stations. BART also has express bus service connecting stations along the two existing systems. The system operates seven days a week, 16 hours a day.

The system has faced several challenges in its early years, including construction delays and service disruptions. However, BART has continued to expand and improve its services over the years, and today it carries over a million passengers each day.

How BART saves energy and money

On an average passenger per mile basis, BART is three times as efficient as an automobile in its total energy usage for operation, and 10 times as efficient during peak hours. The system has also implemented energy-saving measures, such as using LED lights and optimizing power usage.

BART operates on a fare system that includes both a base fare and a distance-based fare. The fare gate will compute the fare based on the fare zone that you travel through. For example, a trip from Daly City to San Francisco would cost $4.92.

New cars

The new C-cars, specially designed by Emeryville-based New Flyer Industries, will replace the older cars currently in service. They will be longer, sleeker, and more comfortable than the older cars. The new cars will also be more energy-efficient and can carry more passengers.

BART Gains for Fun and Profit

BART's gains in ridership and revenue have been significant over the years. In the last five years, BART has added new stations, extended existing lines, and improved service. BART also offers a variety of services, such as multi-ride tickets and discount tickets for students, seniors, and ADA-eligible passengers.

BART plans to expand its service further, including new extensions and improvements to existing lines. The agency is also exploring alternative revenue sources, such as parking fees and advertising.

Excursion Rides

BART offers several excursion rides, including the BARTpool program, which provides close-in preferential parking at Daly City and allow parking for cars with three or more riders. The operation of more trains at closer intervals. So far, 3,000 riders are taking advantage of this service.

BART shuttle bus leaves the Coliseum Station, and from the Daly City Station. For information, call 444-4200.

BART to San Francisco International Airport: BART offers a direct connection to San Francisco International Airport via the Coliseum Station. For information, call 444-4200.

BART to Oakland Airport: BART offers a direct connection to Oakland International Airport via the Coliseum Station. For information, call 444-4200.

BART to San Francisco: BART offers a direct connection to San Francisco via the Coliseum Station. For information, call 444-4200.

BART to the East Bay: BART offers a direct connection to the East Bay via the Coliseum Station. For information, call 444-4200.

BART to the Richmond: BART offers a direct connection to the Richmond via the Coliseum Station. For information, call 444-4200.

BART to the Daly City: BART offers a direct connection to the Daly City via the Coliseum Station. For information, call 444-4200.

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