WHEN BART opened the first computer-operated rapid rail system over 25 years ago, it set new industry standards for advanced transit technology and premier customer service. As BART moves into the 21st century, it is prepared to meet the needs of an expected 70,000 new passengers daily, with its state-of-the-art Operations Control Center (OCC) located at BART's Lake Merritt Headquarters facility in Oakland, California. The OCC is the nerve center of BART Systems Operations. The OCC performs BART's most critical supervisory roles, including monitoring lines control operations, providing immediate support for customer service, incident management, and information systems. The OCC was modernized in 1994 to include expanded capabilities for supervising trains, system events, and passenger demand.

THE OCC was expanded in 1994 to include computer imaging and graphic projection systems. The software and display board include the four new, pnp® stations of the BART-SFO Airport Extension, providing passengers with the safe, reliable, and on-time service that they have come to expect.

PROJECT BENEFITS

- Provides direct rapid transit service to the world's seventh busiest airport
- Results in a 180-mile regional rail system linking the Bay Area's two commuter rail operators
- Triples BART ridership on the San Francisco Peninsula
- Eliminates 10,000 auto trips per day to the airport
- Reduces regional traffic congestion, fuel consumption and air pollution
- Increases local business, neighborhood travel centers, and recreational facilities, the project will link sustainable cores clusters, creating new job opportunities and expanding opportunities and commerce across the San Francisco International Airports
- Projected extension ridership of nearly 70,000 trips by 2010
- Direct transit link to world's seventh busiest airport
- First cross-platform connection between commuter rail and rapid rail systems west of the Mississippi
- Encourages new transit-related economic development in host cities
- Fosters partnerships with local government through joint-use facilities
- Generates thousands of new temporary and permanent jobs

24-hour "InfoLine" 979 Broadway
BART-SFO Airport Extension Project
650-449-8965
519 Broadway, San Francisco, California 94104
Websites: www.bart.org www.bart-sfo.org

PROJECT FEATURES

- Four new stations
- 8.7 miles of new passenger track
- 6.5 miles subway
- 1.2 miles aerial
- 1.0 miles at-grade

COMMUTER BENEFITS INSIDE THE STATE-OF-THE-ART OPERATIONS CONTROL CENTER

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FOUR NEW STATIONS

Adding BART to the airport will add 8.7 miles of new track to the existing system and new stations in South San Francisco, San Bruno, and Millbrae. BART’s service to San Francisco International Airport (SFO) is scheduled to open in 2010, and the airport property development will be completed by 2015. Three stations are located in the South San Francisco Peninsula, and one is in Millbrae.

GIANNOVITTO TUNNEL

South San Francisco

The Giansoovitro Tunnel is a 2.6-mile underground track between the South San Francisco and San Francisco Peninsula stations. It is likely that the two tunnels will remain connected to allow future expansion opportunities. The Giansoovitro Tunnel is planned to be completed in 2010.

Millbrae Interpolation

The Millbrae Interpolation Tunnel is an underground track between the Millbrae and San Francisco Peninsula stations. It is likely that the two tunnels will remain connected to allow future expansion opportunities. The Millbrae Interpolation Tunnel is planned to be completed in 2010.

PROJECT PARTNERS

The BART-SFO Airport Extension is being financed through a $9.8 billion Federal Fund Grant Agreement (GAG), a $2 billion Transportation Development Account (TDA) from the Metropolitan Transportation Commission (MTC), and an $8.6 billion airline contribution. The project has an estimated construction cost of $15 billion.

CONSTRUCTION

Bailey-Redd

BART is working with the Bailey-Redd consortium to design and build the Giansoovitro Tunnel and Millbrae Interpolation Tunnel. The Bailey-Redd consortium will be responsible for all construction and design work. The project is expected to be completed in 2010.

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