In 1972, the first year of BART’s operation, about 4.5 million passengers traveled on BART. Today, in the midst of California’s robust economy, the number of passengers has grown to over 51 million. Peak weekday ridership can reach 360,000 - 375,000 passengers, and Saturday ridership averages about 180,000 passengers per day.

**Seismic Retrofit** — BART was originally designed under extremely rigorous seismic standards — much higher than was the norm in the late 1960s when the system was constructed. However, new technologies and information have been developed in the intervening years that BART, with its emphasis on safety and its estimated to cost about $800 million. Work is already underway in partnership with Operations Control Center

**Rail Car Renovation** — the cornerstone of BART’s systemwide renovation program is the replacement of BART’s 40-year-old cars. Twenty years of service will be added to each rail car by replacing in upgrading major vehicle systems including propulsion, braking and air conditioning. The passenger interior area and cab operator area will be completely replaced.

**Station Renovation** — BART systems are undergoing substantial renovation to improve safety and convenience, and to improve station access for passengers with disabilities. Escalators and elevators, lighting, Bicycle lockers, maps and signs are being replaced or renovated. 225 parking lot emergency call boxes have been installed throughout the BART system.

**Fruitvale Transit Village** — Construction has already been completed at this busy Berkeley station. The Ed Roberts Campus, which will be complete, will be a three-story city computer building. The transit village will be unique in the region for offering “one-stop-shopping” services for people with disabilities.

**Facility-Transit Village** — Construction has already been completed at this busy Berkeley station. The Ed Roberts Campus, which will be complete, will be a three-story city computer building. The transit village will be unique in the region for offering “one-stop-shopping” services for people with disabilities.

**Installation of new fare gates**

**Automatic Fare Collection (AFC) Equipment Renovation and Replacement —** AFC ticket vending machines, add-fare machines, and fare gates will be renovated or replaced. The new ticket machines will employ full color, menu driven screens similar to bank automatic teller machines (ATMs) and meet ADA requirements.

**Fiber Optic/Radio Telecommunications Network** — Private-sector businesses pay fees for placement of fiber optic or wireless equipment on BART’s rail miles of right-of-way. This extensive high-speed technical infrastructure that serves the region’s high-volume telecommunications market. Proceeds go to offset operating and capital spending.

**New Technology**

**Increasing Capacity and Efficiency Through Technology**

- **Advanced Automatic Train Control (AATC)** — A automated system with the ability to move trains at closer intervals and at higher speeds while using less energy. Train capacity through the Transbay Tube, for example, will increase by about 25 percent.

- **Automatic Fare Collection (AFC)** Equipment Renovation and Replacement — Agig ticket-vending machines, add fare machines, and fare gates will be renovated or replaced. The new ticket machines will employ full color, menu-driven screens similar to bank automatic teller machines (ATMs) and meet ADA requirements.

- **Advanced Automatic Train Control (AATC)**

- **Fruitvale Transit Village**

- **San Francisco Mission Corridor Project**

- **Fruitvale BART Station**

**Transport Oriented Development**

**‘Linking Land Use Planning, Quality of Life and Improved Station Access’**

BART has renegotiated its commitment to station area planning and transit oriented development. Specific organizational and staffing changes have elevated station area planning function and profile within BART and in the technical community. In the past two years BART has sponsored innumerable forums for elected officials, community leaders, developers and others that explored the importance of “smart growth” and transit station area planning.

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**San Francisco Mission Corridor**

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**San Francisco Mission Corridor Project** — BART is an enthusiastic partner in the Mission Street Corridor Revitalization Project in which the city of San Francisco intends to encourage multi-family housing development along the important transit corridor: Plans at 16th and 24th Street stations will be adapted to increase access to BART and improve safety and create a more welcoming environment for community residents and visitors.

**Ashby BART Station** — BART is an enthusiastic partner in the Mission Street Corridor Revitalization Project in which the city of San Francisco intends to encourage multi-family housing development along the important transit corridor: Plans at 16th and 24th Street stations will be adapted to increase access to BART and improve safety and create a more welcoming environment for community residents and visitors.

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