President's Message

The system is still unique in that it tem, and the braking, propulsion and collection system, train control sys-
closer to its full potential.

After many frustrating years, the requirement that they transfer to the mercies of one malfunctioning car in
may from time to time be at the

reliability improvements to the fare

Finally, during the past year BART

BART expressed its gratitude for the selection of the most suitable fire-resistant material to replace BART's

prove the current system. Some of

were many challenges need-

instituted the 10% of these parking spaces for mid-day parking.

I am pleased to report that by the end of the Fiscal Year 1979/80 BART had

fellow directors who, as a board,

had seen several long-term goals

Directors, I pledge continued dili-

direct rail service.

Directors and two with BART police.

BART during FY 1979/80 had

BART's system, major capital

proved the current system. Some of

the promises of BART, as originally

a lengthy and often painful labor

successful negotiation of other labor

conceived, may not yet have been

BART patrons will see

were for many years.

I am confident BART patrons will see

Nello Bianco, President.
5—U.S. Government Grants

Capital

Type          The District, under grant contracts with the U.S. Government, provides financial assistance for capital projects. Grants for capital projects are considered additions to the District’s capital fund when received.

Operations

The District’s 1979/80 Federal operating assistance grant of $2,500,000 under Section 5 of the Urban Mass Transportation Act was approved by the United States Government. The Administration Committee of the United States Department of Transportation. The grant is reflected in the statement of financial assistance and is balanced at the same ratio of June 30, 1980.

6—Litigation and Disputes with Contractors and Others

The District is involved in various legal disputes, claims and disputes, which, for the most part, are normal to the District’s operations. In the opinion of management, the costs might be incurred. If any, would not materially affect the District’s financial position or operations.

President’s Report

The President’s Report presents an overview of the District’s operations for the fiscal year ended June 30, 1980.

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and women in all job classifications.

BART hopes ultimately to achieve parity representation of minorities available funds without incurring an adequately fund and implement the necessary capital improvements and replacements to the system within BART has established a set of

policies. By increasing capacity, performance and to cover 80% of the "C" car costs. Although new vehicles are not expected to cost approximately $1.7 billion, for which federal funding modal computer system modifications of the operator's computer system will be sought for a majority of the line will allow for maximum property damage. The District can be used for construction if needed. The District records this capital investments with the related grants and contributions. Disbursement of all funds received by the District is controlled by statutes

of subway extensions within that city. Payment of both

the service requirements of the District. Interest Earned on Capital Sources. The District receives property tax revenues for capital contributions for use in capital investments in facilities and equipment. In 1980, prior to the first new increment of BART

the first new increment of BART

had been received and recorded by the District. The State Board of Equalization estimates that transactions and use tax revenues on the train will allow for maximum positions by improvements to fire safety, which will permit trains to travel closer to one another in parts of the system where there are long distances between adjacent ventilation fans. There will also be a reengineering of the traction motor that powers the car. The new motor will be larger and will increase reliability. A gain from this measure will be the removal of the "D" car from the fleet, which will be replaced by a new "C" car. BART is expected to cost approximately $1 million.

of subway extensions within that city. Payment of both

the service requirements of the District. Interest Earned on Capital Sources. The District receives property tax revenues for capital contributions for use in capital investments in facilities and equipment. In 1980, prior to the first new increment of BART
STATEMENT OF CHANGES IN NET CAPITAL INVESTMENT
Years Ended June 30, 1980 and 1979 (In Thousands)

<table>
<thead>
<tr>
<th>Account</th>
<th>1980</th>
<th>1979</th>
</tr>
</thead>
<tbody>
<tr>
<td>Additions to facilities, property, and equipment</td>
<td>$130,430</td>
<td>$743,499</td>
</tr>
<tr>
<td>Decrease (increase) in deposits, notes, and other receivables</td>
<td>$9,205</td>
<td>$3,653</td>
</tr>
<tr>
<td>Operations:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Balance, July 1, 1979</td>
<td>$(16,154)</td>
<td>$(15,087)</td>
</tr>
<tr>
<td>Net loss transferred to accumulated deficit</td>
<td>$(17,607)</td>
<td>$(17,200)</td>
</tr>
<tr>
<td>Net loss for the year</td>
<td>$(5,000)</td>
<td>$(16,154)</td>
</tr>
<tr>
<td>Proceeds from grants and contributions</td>
<td>$19,508</td>
<td>$17,819</td>
</tr>
<tr>
<td>Interest on capital</td>
<td>$5,221</td>
<td>$4,277</td>
</tr>
<tr>
<td>Increase in system completion reserve</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increase in system improvement reserve</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest on capital</td>
<td>$1,126</td>
<td>$1,032</td>
</tr>
<tr>
<td>Bond principal</td>
<td>$15,207</td>
<td>$17,819</td>
</tr>
<tr>
<td>Bond principal</td>
<td></td>
<td>$19,508</td>
</tr>
<tr>
<td>Balance, July 1, 1980</td>
<td>$30,415</td>
<td>$18,075</td>
</tr>
</tbody>
</table>
BART is... Setting the Standards For the Transit Industry.

equipment and the installation of a
in enhanced emergency response
development of a program to inves-
ted fire department communica-
Improvement to the communication
protection for BART's patrons,
protection and life safety aspects
the relationship to the system's
was completed. An updated and
employees, and equipment.

TOPIC: Replacement of Seats in Vehicle Cars
At the close of the fiscal
was well underway in the replace-

Vehicle Fire Hardening Program.
The total project, including installa-

$7,011,693

10 percent nylon cover. Overall, the

The program is being accomplished by evaluating the BART vehicle
against three criteria: fire hardening of BART's fire experience and a num-

the resistance to ignition, minimizing

1979/80 significant progress
areas and to improve upon the fire

over 400 materials which had the

McDonnell-Douglas. BART also

generation were screened using the

The alternative which best met

Overall, the fire experience and

federal government, the public and

The Board of Directors

Statement of Financial Condition

\[ \text{BALANCE SHEET June 30, 1980 and 1979} \]

\[ \begin{array}{ll}
\text{Assets} & \text{Liabilities and Capitalization} \\
\text{Cash and cash items} & 7,874,959 \\
\text{Accrued expenses} & 27,998,221 \\
\text{Capital stock} & 1,106,613 \\
\text{Retained earnings} & 3,275,143 \\
\text{Other capital} & 1,410,639 \\
\text{Total capital} & 9,231,037 \\
\end{array} \]

\[ \text{Revenues} \]

\[ \text{Expenses} \]

\[ \text{Net income (loss)} \]

\[ \text{Statement of Operations} \]

\[ \text{Year Ended June 30, 1980} \]

\[ \text{Operating revenues} \]

\[ \text{Other} \]

\[ \text{Transportation operating expenses} \]

\[ \text{Transportation grants and contributions} \]

\[ \text{Other grants and contributions} \]

\[ \text{Total grants and contributions} \]

\[ \text{Net income (loss)} \]

\[ \text{Net income (loss) per share} \]

\[ \text{Reconciliation of net income (loss) to net income (loss) per share} \]

\[ \text{Net income (loss) attributable to common} \]

\[ \text{Net income (loss) per share attributable to common} \]

\[ \text{Fund activities} \]

\[ \text{Fund cash flows from operating activities} \]

\[ \text{Fund cash flows from investing activities} \]

\[ \text{Fund cash flows from financing activities} \]

\[ \text{Change in fund cash flows} \]

\[ \text{Fund cash flows from all activities} \]

\[ \text{Balance at beginning of period} \]

\[ \text{Other income and expenses} \]

\[ \text{Total other income and expenses} \]

\[ \text{Other comprehensive income (loss)} \]

\[ \text{Balance at end of period} \]

\[ \text{Net income (loss) attributable to common} \]

\[ \text{Net income (loss) per share attributable to common} \]

\[ \text{Total Comprehensive income (loss)} \]

\[ \text{Balance at beginning of period} \]

\[ \text{Other comprehensive income (loss)} \]

\[ \text{Balance at end of period} \]

\[ \text{Net income (loss) attributable to common} \]

\[ \text{Net income (loss) per share attributable to common} \]

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\[ \text{Total Comprehensive income (loss)} \]
**PERFORMANCE HIGHLIGHTS**

**Rail Operations**

- **FY1979/80**
- **FY1980/81**

<table>
<thead>
<tr>
<th>Category</th>
<th>FY1979/80</th>
<th>FY1980/81</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual passenger trips</td>
<td>34,482,355</td>
<td>35,582,980</td>
</tr>
<tr>
<td>Annual revenues</td>
<td>41,181,860</td>
<td>42,811,980</td>
</tr>
<tr>
<td>Operating revenues (Mb)</td>
<td>15,287</td>
<td>16,030</td>
</tr>
<tr>
<td>Net operating expenses (Mb)</td>
<td>12,745</td>
<td>14,338</td>
</tr>
</tbody>
</table>

**Other Operating Revenues**

- **FY1979/80**: $23,300,000
- **FY1980/81**: $23,300,000

**General Note:** Data represent annual averages unless otherwise noted.

**System Utilization Factor**

- **FY1979/80**: 73.3%
- **FY1980/81**: 68.5%

**Off-peak Patronage**

- **FY1979/80**: 5.7%
- **FY1980/81**: 5.6%

**Peak Patronage**

- **FY1979/80**: 76%
- **FY1980/81**: 82%

**End-of-Period Ratios**

- **FY1979/80**: 12.8 miles
- **FY1980/81**: 12.1 miles

**Financial Results**

- **FY1979/80**: $96,671,000 (including Capitalized Costs)
- **FY1980/81**: $96,671,000

**Program Achievements**

- **Reliability Improvement Program (RIP)**
  - **FY1979/80**: $8 million Reliability Improvement ($8 million
    improves reliability by 15%)
  - **FY1980/81**: $8 million Reliability Improvement ($8 million
    improves reliability by 15%)

**Car Service Availabilities**

- **FY1979/80**: 82.7%
- **FY1980/81**: 83.5%

**Revenue Availability**

- **FY1979/80**: 97.5%
- **FY1980/81**: 96.6%

**Conventional Car Service**

- **FY1979/80**: 96.6%
- **FY1980/81**: 96.6%

**System Operations**

**Operating Ratio**

- **FY1979/80**: 29.760%
- **FY1980/81**: 26.307%

**Other**

- **FY1979/80**: 22.985%
- **FY1980/81**: 24.569%

**Operating Expenses**

- **FY1979/80**: 51%
- **FY1980/81**: 48%

**General Notes**

- **FY1979/80**: 5.70%
- **FY1980/81**: 5.60%

**Financial Results**

- **FY1979/80**: 8.10%
- **FY1980/81**: 7.60%

**Notes**

- **FY1979/80**: 12.8 miles
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**System Operations**

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- **FY1980/81**: 5.60%

**Peak Patronage**

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**System Utilization Factor**

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- **FY1980/81**: 68.5%

**End-of-Period Ratios**

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- **FY1980/81**: 12.1 miles

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**System Operations**

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**ANALYZING THE DATA**

**System Utilization Factor**

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**ANALYZING THE DATA**

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"BART is... More Than Trains, Tracks and Computers"

Operator inspects Iren mai’sartz. Supervisor, oversees train movements in the Automatic Control system, the BART System, element of a trains propulsion system, keep BART Stations sparkling. preventative maintenance...c

Safe Holiday on BART

Atmospheric BART Patrols

In recent years, BART has continued to expand its services, offering reduced fares and extended hours. This trend is expected to continue. This year, for the first time, offered almost 24-hour service. The Journeymen’s Strike in 1980 disrupted BART service for five days. The service was extended the days of Christmas Eve and New Year's Eve, as part of its Safe Holiday program. Director Bob Levy of San Francisco originally suggested the Safe Holiday idea to BART's Operation Department in 1979, in the context of the then proposed, but later abandoned, sale of the BART System.

...24-hour service on New Year's Eve. Fiscal Year 1979/80, some passengers used the service more than once, and the patrons for five days. The service was extended the days of Christmas Eve and New Year's Eve, as part of its Safe Holiday program. Director Bob Levy of San Francisco originally suggested the Safe Holiday idea to BART's Operation Department in 1979, in the context of the then proposed, but later abandoned, sale of the BART System.

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BART Express Bus Patronage Increased by Three Times

In the first quarter of the current Fiscal Year 1980/81, some 2,223,353 trips were taken on the BART Express Bus System, increased by 33% from the same quarter of the previous year. No significant changes in patronage have been noted by BART Express Bus service, especially on the line between San Francisco Union Station and the Southern Freeway Station, which connects the city and the Bay Area. Patronage on the Express Bus System is expected to continue increasing in the second quarter of the next fiscal year.

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Fremont Station Now Major Transit Transfer Point

The total number of entries at the Fremont Station has increased significantly from the previous year. Between July 1, 1979 and June 30, 1980, about 3 million entries were recorded at the station, representing a 30% increase from the previous year. The station now serves as a transportation hub for passengers transferring between BART and AC Transit. BART officials are pleased with the growth in patronage at the station and plan to further enhance its role as a major transit transfer point.

...3 million entries were recorded at the station, representing a 30% increase from the previous year. The station now serves as a transportation hub for passengers transferring between BART and AC Transit. BART officials are pleased with the growth in patronage at the station and plan to further enhance its role as a major transit transfer point.

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BART is... Getting Better

A new eastern entrance at the glass-enclosed waiting area and second quarter of the next fiscal year. No significant changes in patronage have been noted by BART Express Bus service, especially on the line between San Francisco Union Station and the Southern Freeway Station, which connects the city and the Bay Area. Patronage on the Express Bus System is expected to continue increasing in the second quarter of the next fiscal year.

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BART is... the Convenient Rapid Transit System: 

BART is... the People That Make the System Work:

Shuttles and New Parking Lots Improve Access to BART 

Improved public access to the entire BART system has resulted from one of the changes which must be addressed: inadequate parking. To date, BART has added parking lots at all of the stations present, unique projects which were received individually rather than attempting to include a... systems. 

The Glen Park Station access project was backed by a pledge to the City of San Francisco. The new shuttle service, a second Glen Park Station access project, was designed to relieve some of the street parking congestion at this station, which brings to 1600 parking lots were opened at the Concord Station. 

In December 1979, about 1,000 commuters entered the Oakland Grand Marina and started their trip on the District, which were issued in the last year. 

As commuters abandoned their cars in the quest of healthier, more economical and energy-saving means of transportation, the majority of persons requesting bike permits tended to be elderly; they boarded the train to take them back to the starting line near the City Center/12th Street Station in San Francisco where the first-aid, defensive driving super-

The Council is composed of BART's General Manager, the Director of Management, and the General Manager's employee labor organizations. This includes those which had tangible and intangible benefits for the District.
BART's Central Control... Nerve Center of the System.

From BART's Central Control, the nerve center of the BART system, a highly trained crew of specialists monitor and direct the movement of trains in all parts of the system. A large display is available to monitor the condition of the system's power supply and in the center, at the top, is a visual display indicating the operating condition of maintenance facilities, vents and fan controls.

At the bottom of this panel is a display indicating the location of trains in the Transbay Tube. On the left, displays show the location of trains throughout the system, with indicators which show whether the doors on a train in a station are open or closed. Seated at consoles in front of the display panels are the BART specialists, maintaining constant vigil over the operation of the system, being alert to any condition which may have an adverse impact on the service.

BART Central maintains radio communication with all trains as well as BART Police Services Dispatch Center which is located directly off Central Control.

From his position on a raised platform and shown at the bottom of the picture, BART's Central Supervisor is charged with the responsibility for the safe and efficient operation of the entire BART system. Underlying all functions of BART Central Control is the motto, "Pamper the Passenger," which hangs in the control room. This motto epitomizes the prime concern of all BART employees as they work for the safety, comfort and convenience of BART passengers.