



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Headquarters in Oakland, California
800 Madison Street — Oakland, CA 94607 (415) 465-4100

Established in 1957 by the California State Legislature.
Authorized to plan, finance, construct and operate a rapid transit system.

Governed by a Board of Directors elected for four-year terms by voters in nine election districts within the Counties of Alameda, Contra Costa and San Francisco.

BOARD OF DIRECTORS — Fiscal Year 1983

PRESIDENT

Robert S. Allen, Livermore, District #5

VICE-PRESIDENT

John H. Kirkwood, San Francisco, District #9

District #1 - Barclay Simpson, Lafayette

District #2 - Nello Bianco, El Sobrante

District #3 - Arthur J. Shartsis, Oakland

District #4 - Margaret K. Pryor, Oakland

District #6 - John Glenn, Fremont

District #7 - Wilfred T. Usery, San Francisco

District #8 - Eugene Garfinkle, San Francisco

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C.K. Bernard, *General Manager*

Malcolm M. Barrett, *General Counsel*

William F. Goetz, *Controller/Treasurer*

Phillip O. Ormsbee, *District Secretary*

DEPARTMENT HEADS REPORTING TO THE GENERAL MANAGER

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Maintenance & Engineering

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Howard L. Goode, *Planning & Analysis*

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Ernest G. Howard, *Administrative Services*

John Mack, *Affirmative Action*

Hedy Morant, *Budget & Capital Program Control*

Thomas R. Sheehan, *Information Systems*

William Thomas, *Material Management & Procurement*

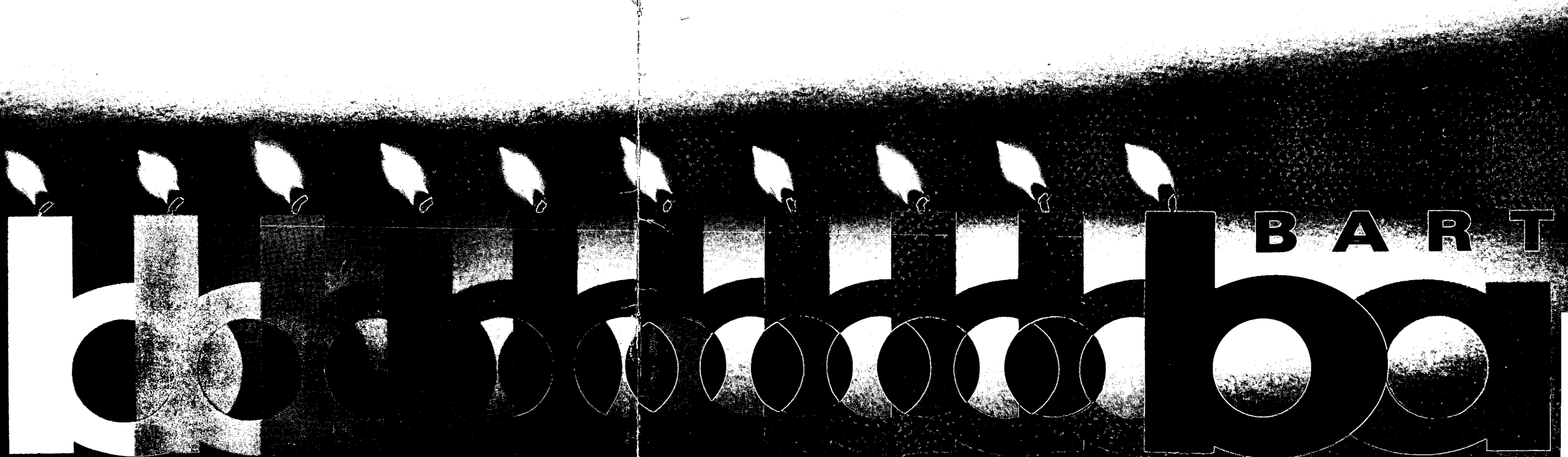
Ralph S. Weule, *Safety*

Larry A. Williams, *Employee Relations*

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T E N Y E A R S O F S E R V I C E



ANNUAL REPORT 1982/83 FISCAL YEAR

PRESIDENT'S MESSAGE



BART began its second decade of operations this fiscal year — a proven, high-speed, high-capacity, high-performance transit system. After a decade of paying its dues for pioneering, BART has transformed a vision into reality.

When BART opened September 11, 1972, nine two-car trains on 120 daily runs carried about 15,000 passenger trips per day on the 28-mile segment linking Fremont, MacArthur, and ten intermediate stations. Two years later (September 9, 1974) came transbay service, with about 120,000 daily trips on the entire 71.5-mile system.

As this fiscal year drew to a close, 43 BART trains on 479 daily runs carried about 186,000 trips each weekday. In the ten-plus-year period, patrons made 382 million trips on BART for a total of 5 billion passenger miles — with not a single passenger fatality. God willing, we aim to keep that record for the next ten years and beyond!

Reliability

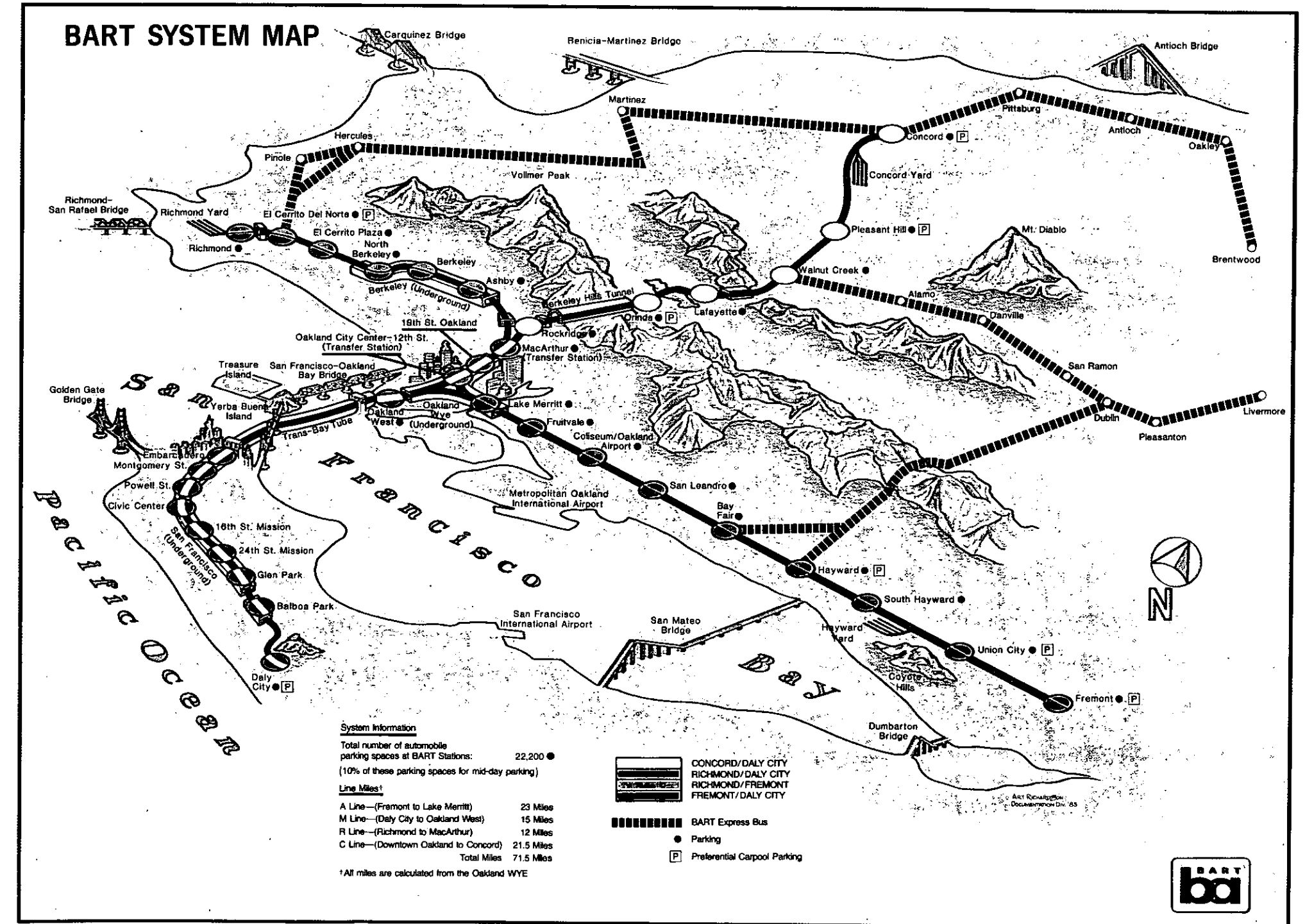
The reliability of the BART system is reflected in the fact that 99.2 percent of scheduled train dispatches were completed and 94.5 percent of the trains ran on time. This high level of reliability allowed BART for the first time to publish weekday timetables. For several years BART has published evening and weekend timetables; the median on-time performance for these times of operation during the year was 98 percent.

Patronage

BART continued to set patronage records. Despite a sluggish economy, an 18 percent fare increase, and lower gasoline prices, we carried more trips this fiscal year than in any prior year. Several new programs have enhanced ridership this year. One example is a joint monthly BART-MUNI pass good for unlimited travel on either BART or MUNI within San Francisco. (Plans are also under way for a joint BART/AC/MUNI pass.) For the first time patrons get a five percent bonus for buying high-value tickets — a \$21 ticket for \$20.

Capacity

During peak commute hours many trains are severely crowded. BART has undertaken a series of capital projects to provide relief. We have 150 new cars on order. A third track is under construction in the critical line through downtown Oakland. The planned Daly City tail track will let us almost double the frequency of turning trains back; remove malfunctioning trains much faster; and eliminate operating bottlenecks. A storage yard at Daly City will cut down on costly moves to and from yards in the East Bay and also enhance the reliability of operations. Fire-hardening of cars — besides enhancing patron safety — will allow more trains at a time to run through the Transbay Tube. We are replacing 15-year-old central train control computers that can handle only 49 trains with a state-of-the-art Integrated Control System that will be able to accommodate over 100 trains. This entire program should come together by 1988.



NOTES TO FINANCIAL STATEMENTS — CONT'D

5—Sales Tax Revenue Bonds

	Year Last Series Matures	(In Thousands)					
				1983		1982	
		Original Authorized	Amount Issued	Due in 1 Year	Total	Due in 1 Year	Total
1969 Sales Tax Revenue Bonds	1977	\$150,000	\$150,000	\$ -	\$ -	\$ -	\$ -
1982 Sales Tax Revenue Bonds	2008	65,000	65,000	-	65,000	-	-
		<u>\$215,000</u>	<u>\$215,000</u>	<u>\$ -0-</u>	<u>\$65,000</u>	<u>\$ -0-</u>	<u>\$ -0-</u>

The 1969 Legislature of the State of California authorized the District to impose a 1/2% transactions and use tax within the District and issue Sales Tax Revenue Bonds totaling \$150 million. The State Legislature later extended the tax to June 30, 1978 and authorized the District to issue bonds totaling \$24 million to be used for operations. Payment of these Sales Tax Revenue Bonds was completed by June 30, 1978. On September 30, 1977, the Governor signed legislation which extended the transactions and use tax indefinitely. The tax is collected and administered by the State Board of Equalization. Of the amounts available for distribution, 75% is allocated to the District and 25% is allocated by the Metropolitan Transportation Commission to the District, the City and County of San Francisco, and the Alameda-Contra Costa Transit District for transit services on the basis of regional priorities established by the Commission. In October 1982, the District issued revenue bonds totaling \$65 million to pay a portion of the cost of acquisition of 150 rail transit vehicles and related automatic train control equipment for use in the District's existing rapid transit system. The 1982 Bonds are special obligations of the District payable from and secured by a pledge of revenues, including certain sales tax revenues, all passenger fares and certain property tax revenues. The bonds maturing on or after July 1, 1992 are redeemable prior to maturity at the option of the District on various dates at prices ranging from 103% to 100%. The bonds maturing July 1, 2008 are also subject to redemption to satisfy sinking account installments on or after July 1, 2002 at 100%. Taxes collected by the State Board of Equalization are transmitted directly to the appointed trustee for the purpose of paying bond interest semiannually on July 1 and January 1, principal annually on July 1 and expenses of the trustee. Monies not required for these purposes are transmitted to the District. Interest of \$3,154,000 is payable on July 1, 1983. Taxes received by the trustee during the current fiscal year were \$47,141,000 of which \$4,525,000 was retained by the trustee for the above purposes and \$42,616,000 was transmitted to the District. The District records the total taxes received as transactions and use tax and the amount retained by the trustee as debt service allocations upon receipt of the net amount. The following is a schedule of principal repayments required under Sales Tax Revenue Bonds as of June 30, 1983 (in thousands):

Year Ending June 30	1982 Sales Tax Revenue Bonds
1984	\$ -
1985	490
1986	545
1987	610
1988	685
Later Years	62,670
	<u>\$65,000</u>

6—U.S. Government Grants

Capital

The U.S. Government, under grant contracts with the District, provides financial assistance for capital projects. Grants for capital projects are recorded as additions to net capital investment when received. A summary of Urban Mass Transportation Administration Grants in force at June 30, 1983 is as follows:

Type of Grant	—(In Thousands)—	
	Maximum Grant	Funds Received
Beautification	\$ 1,961	\$ 1,961
Demonstration	13,360	13,317
Capital	399,000	317,891
	<u>\$414,321</u>	<u>\$333,169</u>

7—Litigation and Disputes with Contractors and Others

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

8—Public Employees' Retirement System

The District contributes to the Public Employees' Retirement System. The System is a contributory pension plan providing retirement, disability, and death benefits to employees of certain state and local governmental units. Substantially all full-time employees of the District are covered by the System. Pension costs of the System are determined actuarially and required contributions are expensed currently. Pension expense was \$6,111,000 and \$6,000,000 in 1983 and 1982, respectively.

9—Deferred Compensation Plan

The District has deposited funds with a custodian pursuant to the District's deferred compensation plan. These deposits together with earnings had a market value of \$7,300,000 as of June 30, 1983. This amount is reflected on the balance sheet in deposits, notes and other receivable and in contracts and other liabilities.

10—Subsequent Events

In July 1983, the District sold \$16 million in subordinated sales tax anticipation notes to satisfy obligations payable from the General Operating Fund of the District. The issuance of these temporary notes is in anticipation of the receipt of taxes, revenue and other moneys to be received by the General Operating Fund of the District during or allocable to fiscal year 1983/1984.

Parking

BART'S park-and-ride has been a resounding success. We provide 22,184 off-street parking spaces — almost one space for every four BART round trips. Except for a 25-cent daily fee at Lake Merritt, all BART parking is free. Because many BART parking lots tend to overflow onto city streets, we are taking steps to encourage car pools, buses, mopeds and bikes, etc. Increasing the density and quality of land use near stations would put more patrons within walking distance of BART. Extensions — particularly to freeway-oriented stations — will reduce both the pressure on parking lots and traffic congestion. Until the rail extensions are built, BART Express Bus stations with parking are planned at future rail station sites, with frequent bus service to rail stations.

BART is also considering parking structures which would allow for surface development, a better utilization of available land at many stations. We would also expect substantial parking to be incorporated into the developments we are seeking in and around BART stations.

Extensions

BART'S extension policy provides increments both within the district and — subject to an acceptable cost-sharing arrangement — to outside points. Several corridor studies are now under way. We are buying land for future station sites and critical line segments through a recently established program. The Express Bus program is being re-oriented to serve park/ride express bus stations at sites of future rail stations.

Station Area Development

Our Board seeks to achieve the highest and best use of land near BART stations; we would use the incremental benefits for system improvements including parking. Escalating land values at BART stations will not let surface parking remain the dominant feature of stations in the decades ahead. BART's station area planning and development program includes working with various communities on development plans; architectural competitions for graduate students; and aggressively seeking out developers for joint use of BART and other properties near stations.

The Bottom Line

BART's farebox ratio of 49.1 percent and operating ratio of 53.6 percent each set a new high. A one-half percent sales tax, of which BART receives three fourths, funds most of the operating deficit. BART's rail cost per passenger mile, 16.2 cents, compares with 15.5 cents (23.1 cents in 1983 dollars) five years ago.

As we enter BART's second decade, I thank my fellow directors, BART staff and employees, BART patrons, and citizens of the three BART counties for the support they have given BART in the sometimes troubled past. I think we have turned the corner. May the next decade prove even more the vision of those who made BART possible.

Robert S. Allen

Robert S. Allen
President, Board of Directors,
San Francisco Bay Area
Rapid Transit District, 1983



BART's new C-Car in service by FY1985/86

PART I SERVICE — CHEERS TO A RECORD YEAR!

As BART celebrated its 10th anniversary, it continued to new and higher patronage records. By the end of the 1982/83 fiscal year, the highest weekday average was reached and during these 12 months more trips were made on BART than in any previous year.

The system improved its "on-time" record, and effective maintenance resulted in fewer cars being out of service for repair on any given day than ever before. The result was that BART published a weekday schedule for the first time in April 1983, making the system even more convenient for the growing number of patrons.

Statistical Details

During the report period, BART reached 99.5 percent of its "on-time" daily performance objectives, but surpassed its peak-period performance objective with a 100.2 percent level of operation.

Responding to the continuing improvements in BART's service reliability, more people rode BART and traveled more passenger miles than in any previous year, with 53,699,387 passenger trips, and these patrons travelled 725,077,000 passenger miles.

The highest average weekday ridership in a given month was reached during June 1983, with a total weekday average of 192,467 trips. One of the contributing factors to the high level of patronage was the availability

of the new BART/MUNI monthly pass.

The average percent of BART's fleet which was available for revenue service at 8 a.m. during the period of this report was 89.1 percent. This very high level of car availability not only exceeded the system's goals and objectives for the 1982/83 fiscal year, but was 4.1 percentage points higher than the transit industry's international average goal of 85 percent of fleet availability.

Another indicator of BART's equipment reliability is that, based on four key vehicle reliability measures (propulsion, friction brakes, doors and auxiliary electrical systems) only 2.3 BART cars required maintenance every 10,000 miles of service. This compares extremely well with the

transit industry's national average of 3.8 vehicles. Further utilization of BART cars exceeded the transit industry's national average by 50 percent, as BART cars travelled 75,000 miles before required preventative maintenance as compared to the industry's average of 50,000 miles.

As a result of maintaining this high level of service reliability, BART published a weekday train schedule for the first time on April 6, 1983. The four-page timetable, with an easy-to-read format, includes schedules for all trains traveling in both directions on all four lines.

BART WEEKDAY TRAIN SCHEDULES

Dear Passenger, We are pleased to present our first printed time tables for all weekday trains. The tables are broken down according to the various train routes. We recommend that you arrive on the train platform at least one minute earlier than the published train departure time. BART trains run Monday through Saturday from 6:00 a.m. to midnight and on Sunday from 9:00 a.m. to midnight. Prior to 7:00 p.m. Monday through Saturday, trains run direct between Daly City and Concord. Daily City/Fremont/Richmond/Fremont, and Richmond/Daly City. After 7:00 p.m. and all day Sunday, trains run only between Daly City/Concord and Fremont/Richmond. All train-to-train transfers should be made at the 12th Street/Center station evenings and Sundays. All fare gates close at midnight. For possible entry prior to 6 a.m. weekdays and after midnight, contact station agent or use white courtesy telephone. Effective April 1983.

Richmond/San Francisco-Daly City

TRCH	DEL N	PLAZA	N BRK	BRK	ASHBY	MACAR	16 ST	12 ST	OAK W	EMBAR	MONTG	POWEL	CIVIC	16 ST	24 ST	CLIFPK	RALPH	DALY
5:11	5:16	5:19	5:26	5:26	5:32	5:32	5:37	5:42	5:49	5:53	5:53	5:54	5:57	5:59	6:02	6:02	6:02	6:10
7:41	7:46	7:49	7:56	7:56	8:02	8:02	8:07	8:12	8:19	8:23	8:23	8:24	8:27	8:29	8:32	8:32	8:32	8:40
7:54	7:59	8:02	8:09	8:09	8:15	8:15	8:20	8:24	8:32	8:35	8:35	8:36	8:39	8:42	8:45	8:45	8:45	8:52
8:09	8:14	8:17	8:24	8:24	8:30	8:30	8:35	8:39	8:47	8:50	8:50	8:51	8:54	8:57	8:59	8:59	8:59	9:07
8:24	8:29	8:32	8:39	8:39	8:45	8:45	8:50	8:54	9:02	9:05	9:05	9:06	9:09	9:12	9:15	9:15	9:15	9:22
8:39	8:44	8:47	8:54	8:54	9:00	9:00	9:05	9:09	9:17	9:20	9:20	9:21	9:24	9:27	9:30	9:30	9:30	9:37
8:55	9:00	9:03	9:10	9:10	9:16	9:16	9:21	9:25	9:33	9:36	9:36	9:37	9:40	9:43	9:45	9:45	9:45	9:52
11:55	12:00	12:03	12:10	12:10	12:16	12:16	12:21	12:25	12:33	12:36	12:36	12:37	12:40	12:43	12:45	12:45	12:45	12:52
2:10	2:15	2:18	2:25	2:25	2:31	2:31	2:36	2:40	2:48	2:51	2:51	2:52	2:55	2:58	3:01	3:01	3:01	3:08
2:24	2:29	2:32	2:39	2:39	2:45	2:45	2:50	2:54	3:02	3:05	3:05	3:06	3:09	3:12	3:15	3:15	3:15	3:22
4:09	4:14	4:17	4:24	4:24	4:30	4:30	4:35	4:39	4:47	4:50	4:50	4:51	4:54	4:57	4:59	4:59	4:59	5:07
4:24	4:29	4:32	4:39	4:39	4:45	4:45	4:50	4:54	5:02	5:05	5:05	5:06	5:09	5:12	5:15	5:15	5:15	5:22
4:39	4:44	4:47	4:54	4:54	5:00	5:00	5:05	5:09	5:17	5:20	5:20	5:21	5:24	5:27	5:30	5:30	5:30	5:37
4:55	5:00	5:03	5:10	5:10	5:16	5:16	5:21	5:25	5:33	5:36	5:36	5:37	5:40	5:43	5:45	5:45	5:45	5:52
6:12	6:17	6:20	6:27	6:27	6:33	6:33	6:38	6:42	6:50	6:53	6:53	6:54	6:57	7:00	7:03	7:03	7:03	7:10
11:50	11:55	11:58	12:05	12:05	12:11	12:11	12:16	12:20	12:28	12:31	12:31	12:32	12:35	12:38	12:40	12:40	12:40	12:50
12:12	12:17	12:20	12:27	12:27	12:33	12:33	12:38	12:42	12:50	12:53	12:53	12:54	12:57	13:00	13:03	13:03	13:03	13:10

NOTES TO FINANCIAL STATEMENTS — CONT'D

2—Reserves

Securities are separately classified on the balance sheet to reflect designation by the Board of Directors of a portion of the District's capitalization as reserves for the following purposes:

	—(In Thousands)—	
	1983	1982
Basic System Completion	\$12,290	\$12,581
System Improvement	16,712	20,436
Self-Insurance	9,000	9,000
Vehicle Replacement	—	5,000
Operating	7,500	—
	<u>\$45,502</u>	<u>\$47,017</u>

3—Facilities, Property and Equipment

Facilities, property and equipment, assets lives, and accumulated depreciation and amortization at June 30, 1983 and 1982 are summarized as follows:

	Lives (Years)	—(Thousands)—			
		1983		1982	
		Cost	Accumulated Depreciation and Amortization	Cost	Accumulated Depreciation and Amortization
Land	—	\$ 108,263	\$ —	\$ 109,698	\$ —
Improvements	80	1,050,753	125,171	1,034,269	112,247
System-wide operation and control	20	112,761	44,390	108,827	38,790
Revenue transit vehicles	30	155,963	46,596	154,659	41,402
Service and miscellaneous equipment	3 to 20	18,792	8,543	16,450	7,238
Capitalized construction and start-up costs	30	99,437	30,647	99,433	27,493
Repairable property items	30	7,496	2,003	7,481	1,782
		<u>\$1,553,465</u>	<u>\$257,350</u>	<u>\$1,530,817</u>	<u>\$228,952</u>

4—General Obligation Bonds

	Composite Interest Rate	Year Last Series Matures	—(In Thousands)—					
			1983		1982			
			Original Authorized	Amount Issued	Due in 1 Year	Total	Due in 1 Year	Total
1962 District Bonds	3.98%	1999	\$792,000	\$792,000	\$28,575	\$589,500	\$26,750	\$616,250
1966 Special Service District Bonds	4.37%	1998	20,500	12,000	390	7,950	370	8,320
			<u>\$812,500</u>	<u>\$804,000</u>	<u>\$28,965</u>	<u>\$597,450</u>	<u>\$27,120</u>	<u>\$624,570</u>

In 1962, voters of the member counties of the District authorized a bonded indebtedness totaling \$792 million of General Obligation Bonds. Payment of both principal and interest is provided by the levy of District wide property taxes. During 1966, City of Berkeley voters formed Special Service District No. 1 and authorized the issuance of \$20.5 million of General Obligation Bonds for construction of subway extensions within that city. Payment of both principal and interest is provided by taxes levied upon property within the Special Service District. Bond principal is payable annually on June 15 and interest is payable semiannually on June 15 and December 15 from debt service funds. Interest of \$12,070,000 on General Obligation Bonds and \$174,000 on Special Service District No. 1 Bonds is payable on December 15, 1983.

The following is a schedule of principal repayments required under General Obligation Bonds as of June 30, 1983 (in thousands):

Year Ending June 30	1962 District Serial Bonds	1966 Special Service District Bonds	Total
1984	\$ 28,575	\$ 390	\$ 28,965
1985	30,350	410	30,760
1986	32,400	420	32,820
1987	34,225	440	34,665
1988	36,250	460	36,710
Later Years	427,700	5,830	433,530
	<u>\$589,500</u>	<u>\$7,950</u>	<u>\$597,450</u>

STATEMENT OF CHANGES IN FINANCIAL POSITION
Years Ended June 30, 1983 and 1982 (In Thousands)

	1983	1982
Cash and securities (used) provided by:		
Operations:		
Net loss transferred to accumulated deficit	\$(17,459)	\$(12,579)
Deduct expenses not requiring cash:		
Depreciation of assets acquired with own funds	16,870	14,100
Cash and securities (used) provided by operations	(589)	1,521
Issuance of Sales Tax Revenue Bonds	65,000	—
Contributions from U.S. Government grants and others	31,214	17,915
Increase in contracts and other liabilities	7,424	5,566
Increase in unearned passenger revenue	132	176
Interest on capital	14,687	10,064
Total cash and securities provided	117,868	35,242
Cash and securities applied to:		
Increase in deposits, notes and other receivables	13,461	3,571
Additions to construction in progress	11,206	2,538
Additions to facilities, property and equipment	23,324	17,452
Additions to materials and supplies	778	1,325
Total cash and securities applied	48,769	24,886
Increase in cash and securities	\$ 69,099	\$ 10,356

The accompanying notes are an integral part of these financial statements.

DEBT SERVICE FUNDS STATEMENT OF REVENUES, EXPENDITURES, AND FUND BALANCES Years Ended June 30, 1983 and 1982 (In Thousands)

	Year Ended June 30, 1983			Year Ended June 30, 1982
	General Obligation Bonds	Sales Tax Revenue Bonds	Combined	General Obligation Bonds
Revenues:				
Property Tax	\$48,004	\$ —	\$48,004	\$48,686
Bond proceeds	—	6,308	6,308	—
Accrued interest from bond sale	—	210	210	—
Allocations from District revenues	—	4,525	4,525	—
Interest	2,198	505	2,703	3,116
	50,202	11,548	61,750	51,802
Expenditures:				
Interest	25,802	1,577	27,379	27,050
Principal	27,120	—	27,120	25,360
Bond service expense	—	3	3	—
Interest transmitted to District	—	128	128	—
	52,922	1,708	54,630	52,410
	(2,720)	9,840	7,120	(608)
Balance, beginning of year	14,739	—	14,739	15,347
Balance, end of year	\$12,019	\$ 9,840	\$21,859	\$14,739
Represented by:				
Cash (including times deposits: 1983, \$200; 1982, \$2,972)	\$ 228	\$ —	\$ 228	\$ 2,989
Securities	10,109	—	10,109	10,049
Taxes and interest receivable	1,682	—	1,682	1,701
Assets with fiscal agent	—	9,840	9,840	—
	\$12,019	\$ 9,840	\$21,859	\$14,739

Interest Earned on Capital Sources

The District accounts for interest earned on capital sources as an increase in net capital investment to recognize that this interest should be directly associated with the capital which gives rise to the interest and which is not available for current operations. In accordance with this policy, management allocated to net capital investment \$8,741,000 of interest revenue earned on assets held in the General Operating Fund but which related to capital projects.

Self-Insurance

The District is largely self-insured for worker's compensation, general liability claims, and major property damage. The District records the costs of self-insured claims and major property damage when they are incurred.

Capital Allocations

The Board of Directors allocates a portion of unrestricted financial assistance and general fund revenues to net capital investment for capital projects.

Anniversary Celebration

There were more than enough reasons to celebrate when BART marked its 10th anniversary of service, which began September 11, 1972. The theme of the birthday party held on Monday, September 13, was "Ten Years! Cheers!" The festivities culminated in the cutting of a 92-pound cake shaped like a BART train formed into the Number 10, with stage and screen star Donald O'Connor and television star Fred LaCrosse on board to help make the first cut in the cake. The theme chosen from more than 150 entries submitted by BART employees was suggested by BART Station Agent Donna Loughran.

As immediate-past BART Board President Eugene Garfinkle presented prizes to the winners of various BART birthday contests at the ceremonies at the Lake Merritt BART Station, he noted that "BART has now become the standard against which many of the rail systems around the world are measured today."

Special Service

As part of its marketing effort, BART again offered special trains to major events. There were the Oakland "A's Specials," providing train service to the Oakland Coliseum from Daly City and Concord for A's home games. During the 1982 baseball season, BART carried about 15 percent of the total paid attendance at A's home games, which translates into 500,000 trips.

The "Invaders Special" also carried patrons directly to the Coliseum, with

special trains leaving from Concord and Daly City. BART carried 28,000 patrons, or 11 percent of the gate, to Invaders' games.

Other special trains took patrons to "Day on the Green Concerts" at the Oakland-Alameda County Coliseum. BART carried 17 percent of the gate, translating into about 58,000 passenger trips, to these events.

In January 1982, the "Tishman Special," a chartered three-car BART train, carried approximately 150 dignitaries to ceremonies marking the beginning of the Tishman Office Center, which will be within walking distance of the Walnut Creek BART Station. "The Tishman Special" departed the Montgomery BART Station and made only one stop, at the 19th Street BART Station in downtown Oakland, as it proceeded to the Walnut Creek BART Station. Following the ceremonies, the train was then dispatched for its return trip. While BART trains have been chartered for other events, this was the first "roundtrip" charter and proved once again that BART is a convenient and cost-effective way to carry large groups to special events.

For the second year in a row, BART offered early morning service to one of the Bay Area's more unusual events: the Bay to Breakers Race through San Francisco. Eight special trains, two each leaving from the Concord, El Cerrito Del Norte, South Hayward and Daly City BART Stations beginning at 6:15 a.m. (compared to the normal Sunday starting time of 9 a.m.), carried 6,700 patrons on the morning of the May 15th race, compared to 3,500 last year.



"Ten Years — Cheers!" was the theme of BART's Tenth Anniversary Party. BART Directors are shown with motion picture, television and stage star Donald O'Connor (center) as they cut the 92-pound 10th Anniversary train cake molded to form the number "10." Directors shown here (left to right) are Margaret K. Pryor, Eugene Garfinkle, Robert S. Allen, John Glenn, Nello Bianco, O'Connor, Will Ussery and Arthur Shartsis. Quentin Kopp, a former BART Director, is in the background.

Promotions: From "Big Bird" to Ice Sculpture

As part of its marketing program, BART offered patrons a chance to participate in random drawings for tickets to the Ice Capades and the Golden Bay Earthquakes soccer team. Cheerleaders from the Oakland Invaders greeted BART patrons at Embarcadero and Montgomery Street BART Stations in May, while Big Bird, Snoopy and a clown passed out candy to BART riders in an early celebration of Halloween on October 29.

In August 1982, when the Twelfth International Sculpture Conference was held in Oakland, BART provided a site for Texas sculptor Bert Long to create a work from 20,000 pounds of red, yellow and blue ice. He worked from 3:30 p.m. until 6:30 a.m. the following morning before displaying his creation around the fountain on the Concourse Level of the Lake Merritt BART Station.

BART's traveling exhibit, "BART: Going Places," continued making the rounds of various BART stations. Introduced in September 1981, the exhibit features large graphics and photos giving information about the history and construction of the system, as well as data on present operations and plans for the future.

In December 1982, ground-breaking ceremonies were held at the Hayward BART Station parking lot, for construction of a car barn to house the last horse-drawn streetcar to operate in Alameda County. Built in 1901, the antique streetcar will be on permanent display at the Hayward BART Station.

In an effort to promote safe holiday travel, BART continued its three-year-old program of offering free coffee and doughnuts on Christmas Eve and New Year's Eve at various BART Stations. Bugs Bunny of Marriott's Great America theme park also toured the system during the holidays, adding his own special cheer.

In May 1983, BART celebrated Cinco de Mayo with exhibitions, refreshments, Latin music and dances at various stations. Festivities at the Lake Merritt BART Station included an appearance by the Oakland Ballet Folklorico, Grupo Infantil (a children's troupe), and a mariachi band.

In recognition of National Police Week, held from May 9 to May 13, BART police staffed an exhibit at five stations, with a slide show and a taped narrative describing police activities and responsibilities.

In June 1983, at the Oakland Convention Center dedication ceremonies, nearly 100,000 persons saw the BART exhibit and information booth.

Discount Fares

Special fares attracted many BART patrons during the 1982/83 fiscal year.

To kick off the holiday shopping season, BART reduced fares by 15 percent on the day after Thanksgiving. Systemwide ridership was 30.2 percent below the November weekday average for that day. However, at the Powell Street BART Station, serving San Francisco's principal retail shopping area, patronage was 70 percent above average.

In February 1983, BART increased the face value of the discount tickets

available for seniors, youths and disabled persons from \$6.00 to \$12.00, so that patrons would not have to purchase tickets so frequently. An estimated 8,000 persons use these tickets, which sell for \$1.20, offering a 90 percent discount.

All BART patrons were given a five percent bonus on the high-value, full-fare tickets sold only at banks, savings and loan offices and BART Passenger Services offices. These tickets, which have a face value of \$21.00, can be purchased for \$20.00.

In April 1983, BART and the San Francisco Municipal Railway (MUNI) issued the first joint monthly pass

good for unlimited travel on either system within San Francisco. Average weekday use the first month was approximately 11,700 trips, increasing 22 percent to 14,300 by June 1983. Approximately 50 to 55 percent of these patrons are believed to be new BART riders, who accounted for a three percent increase in average weekday ridership and a record month in June.

BART now is working with the San Francisco Municipal Railway and Alameda-Contra Costa Transit District to develop a similar, joint BART/MUNI/AC pass which would serve an even larger number of riders.



This is now the permanent home of the last horsedrawn street car to operate in Alameda County.

STATEMENT OF CHANGES IN NET CAPITAL INVESTMENT Years Ended June 30, 1983 and 1982 (In Thousands)

	Property Tax	Transactions and Use Tax	Grants and Contributions	Depreciation and Retirements of Assets Acquired With Grants and Contributions by Others	Accumulated Deficit	Interest on Capital	Reserves	Net Capital Investment
Balance, July 1, 1981	\$154,070	\$150,000	\$550,170	\$(73,890)	\$(113,641)	\$141,449	\$(45,389)	\$762,769
Net loss for the year	—	—	—	—	(12,579)	—	—	(12,579)
Proceeds from grants and contributions	—	—	17,915	—	—	—	—	17,915
Depreciation of assets acquired with grants and contributions by others	—	—	—	(12,326)	—	—	—	(12,326)
Interest on capital	—	—	—	—	—	10,064	—	10,064
Decrease in system completion reserve	—	—	—	—	—	—	125	125
Increase in system improvement reserve	—	—	—	—	—	—	(1,753)	(1,753)
Bond principal	25,360	—	—	—	—	—	—	25,360
Balance, June 30, 1982	179,430	150,000	568,085	(86,216)	(126,220)	151,513	(47,017)	789,575
Net loss for the year	—	—	—	—	(17,459)	—	—	(17,459)
Proceeds from grants and contributions	—	—	31,214	—	—	—	—	31,214
Depreciation of assets acquired with grants and contributions by others	—	—	—	(12,204)	—	—	—	(12,204)
Interest on capital	—	—	—	—	—	14,687	—	14,687
Establishment of operating reserve	—	—	—	—	—	—	(7,500)	(7,500)
Decrease in vehicle replacement reserve	—	—	—	—	—	—	5,000	5,000
Decrease in system completion reserve	—	—	—	—	—	—	291	291
Decrease in system improvement reserve	—	—	—	—	—	—	3,724	3,724
Bond principal	27,120	—	—	—	—	—	—	27,120
Balance, June 30, 1983	\$206,550	\$150,000	\$599,299	\$(98,420)	\$(143,679)	\$166,200	\$(45,502)	\$834,448

The accompanying notes are an integral part of these financial statements.

NOTES TO FINANCIAL STATEMENTS — CONT'D

1—Summary of Significant Accounting Policies

Description of District

The San Francisco Bay Area Rapid Transit District is a public agency created by the legislature of the State of California in 1957 and regulated by the San Francisco Bay Area Rapid Transit District Act, as amended. The District does not have stockholders or equity holders and is not subject to income tax. The disbursement of all funds received by the District is controlled by statutes and by provisions of various grant contracts entered into with Federal and State agencies.

Securities

It is the District's policy to hold investments until their maturity and, accordingly, securities are carried at cost. At June 30, 1983 and 1982, cost exceeded market value by \$1,610,000 and \$6,505,000, respectively. The face value of securities exceed cost at June 30, 1983 and 1982.

Facilities, Property and Equipment

Facilities, property and equipment are carried at cost. Depreciation is calculated using the straight-line method over the estimated useful lives of the assets. The amount of depreciation of assets acquired with District funds is distinguished from depreciation of assets acquired with grants and contributions by others. The latter amount is shown on the statement of changes in net capital investment with the related grants and contributions.

Federal and State Grants

The District receives amounts from both Federal and State governments to assist in operations and for capital or other projects. Grants for capital and other projects are recorded as additions to net capital investment on receipt. Grants for operating expenditures are included as financial assistance in the statement of operations.

Financial Statements

The Board of Directors
San Francisco Bay Area Rapid Transit District

We have examined the balance sheet of San Francisco Bay Area Rapid Transit District as of June 30, 1983 and 1982 and the related statements of operations, changes in net capital investment, changes in financial position, and revenues, expenditures and fund balances of debt service funds for the years then ended. Our examinations were made in accordance with generally accepted auditing standards and, accordingly, included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, such financial statements present fairly the financial position of San Francisco Bay Area Rapid Transit District as of June 30, 1983 and 1982 and the results of its operations and the changes in its financial position for the years then ended, in conformity with generally accepted accounting principles applied on a consistent basis.

Adams, Grant, White & Co.
Certified Public Accountants

Main Hurdman
Certified Public Accountants

September 2, 1983

BALANCE SHEET June 30, 1983 and 1982 (In Thousands)

	1983	1982
ASSETS		
Cash (including time deposits: 1983, \$15,500; 1982, \$0-)	\$ 17,273	\$ 1,176
Securities	132,259	77,742
Securities representing reserves	45,502	47,017
Deposits, notes and other receivables	22,610	9,149
Construction in progress	53,288	42,082
Facilities, property and equipment— at cost (less accumulated depreciation and amortization: 1983, \$257,350; 1982, \$228,952)	1,296,115	1,301,865
Materials and supplies—at average cost	12,701	11,923
Debt service funds, net assets	21,859	14,739
	<u>\$1,601,607</u>	<u>\$1,505,693</u>
LIABILITIES AND CAPITALIZATION		
Contracts and other liabilities	\$ 35,966	\$ 28,542
Unearned passenger revenue	1,382	1,250
Debt service funds	21,859	14,739
	<u>59,207</u>	<u>44,531</u>
Capitalization:		
Reserves	45,502	47,017
General Obligation Bonds	597,450	624,570
Sales Tax Revenue Bonds	65,000	-
Net capital investment	834,448	789,575
	<u>1,542,400</u>	<u>1,461,162</u>
	<u>\$1,601,607</u>	<u>\$1,505,693</u>

STATEMENT OF OPERATIONS Years Ended June 30, 1983 and 1982 (In Thousands)

	1983	1982
Operating revenues:		
Fares	\$ 67,491	\$ 57,547
Less discounts and other deductions	6,526	4,870
	<u>60,965</u>	<u>52,677</u>
Other	1,058	936
Investment income	4,560	5,496
	<u>66,583</u>	<u>59,109</u>
Total operating revenues		
Operating expenses:		
Transportation	45,658	44,396
Maintenance	50,906	46,525
Police services	6,570	5,962
Construction and engineering	4,261	3,617
General and administrative	21,792	20,778
	<u>129,187</u>	<u>121,278</u>
Less capitalized costs	3,906	3,458
Net operating expenses	<u>125,281</u>	<u>117,820</u>
Operating loss before depreciation expense	58,698	58,711
Depreciation (unfunded):		
Of assets acquired with own funds	16,870	14,100
Of assets acquired with grants and contributions by others	12,204	12,326
	<u>29,074</u>	<u>26,426</u>
Total depreciation		
Operating loss	<u>87,772</u>	<u>85,137</u>
Financial assistance:		
Transactions and use tax	62,847	60,989
Property tax	5,068	4,794
State	2,439	71
Transportation Development Act of 1971	3,000	2,478
Debt service allocations	(4,525)	-
Capital allocations	(10,720)	(8,100)
	<u>58,109</u>	<u>60,232</u>
Total financial assistance		
Net loss	<u>29,663</u>	<u>24,905</u>
Depreciation of assets acquired with grants and contributions by others	12,204	12,326
Net loss transferred to accumulated deficit	<u>\$ 17,459</u>	<u>\$ 12,579</u>
Reconciliation to net funded deficit:		
Operation loss before depreciation expense	\$ 58,698	\$ 58,711
Deduct financial assistance	58,109	60,232
	<u>\$ 589</u>	<u>\$ (1,521)</u>
Funded excess of expenses over revenues (revenues over expenses)		

The accompanying notes are an integral part of these financial statements.



On May 22, 1983, BART conducted a major emergency procedures drill designed to test its Emergency Plan, to evaluate a more centrally located casualty collection site and to provide an additional resource for a concurrent medical drill conducted by the Alameda County Emergency Medical Services and Oakland medical facilities. More than 200 volunteers participated as evacuees and over 30 individuals were made-up to depict injured persons. The Oakland and San Francisco Fire Departments were the only two departments directly involved with the drill in the Transbay Tube. However, there were many transit and fire department officials, both local and from other parts of the nation, as observers at this drill. Involved with the movement of persons from the MacArthur BART Station collection site to local hospitals were two chapters of the American Red Cross, triage teams from the Oak Knoll U.S. Naval Hospital in Oakland and a local ambulance service.

Safety

BART continued its outstanding safety record, with the number of patron accidents decreasing from 18 incidents per million passenger trips last year to 16 incidents per million passenger trips during the 1982/83 fiscal year.

As of June 1983, BART had carried 382,133,690 passengers without a single passenger fatality since the system began revenue service.

Employee lost-time injuries numbered 216, up 6.4 percent from the figure of 204 the previous year.

Patron-related crime increased to 19 incidents per million passenger trips, compared to 15.1 the previous year. This was, however, much lower than the crime rate in surrounding communities. The largest increases were for incidents of disorderly conduct, purse-snatching and arson.

Work continued on a \$19.4 million, two-and-a-half-year program to make cars more fire-resistant by replacing interior ceiling and wall liners, replacing the floor panels and adding insulating panels between the floors and the heat-generating equipment

mounted under the cars. The new C-Cars will meet the same standards of fire safety.

BART held 16 fire drills and familiarization tours, including a major fire drill in the Transbay Tube in May 1983 involving more than 200 volunteer "passengers," as part of its continuing effort to work with local fire departments and other emergency service agencies to improve emergency procedures. Participating in BART emergency procedures drills during this fiscal year were 463 fire department representatives.

Fiber Optic Cable

A new use for the Transbay Tube began on August 3, 1982 when Pacific Telephone & Telegraph Company installed a fiber optic cable in the gallery of the Transbay Tube. The cable can transmit more than four and a half times the number of calls carried by the copper trunk cables located at the bottom of the Bay.

In the 1982/83 fiscal year, BART received \$70,273.87 in revenue for allowing PT&T to use the tube, part of BART's continuing effort to co-operate with other organizations.

PART II CAPITAL IMPROVEMENTS

Completion of BART's capital improvement program is integral to BART's plans to increase capacity by 85 percent.

During the 1982/83 fiscal year, BART continued to make progress on its \$519.3 million five-year capital improvement program. The program includes the purchase of 150 new vehicles, improvements in the central control system, construction of a third track through downtown Oakland, fire safety improvements, modifications of the train controls along the trackway, and the construction of the Daly City Facility, which includes a turnback track and storage yard.

Contract for C-Cars

On October 7, 1982 BART Directors approved a \$279 million, five-year project, including a major contract to SOFERVAL (Société Ferroviaire du Valenciennois) to build up to 150 new C-Cars needed to meet increased passenger demands. These cars were designed by BART engineers and can be used as either lead cars or mid-train cars, increasing operational flexibility. With the new cars, one train can be changed into two shorter trains, or vice versa, without returning to one of the East Bay yards. Delivery of four production prototypes is expected during the 1984/85 fiscal year.

New Train Control Units

Also on October 7, the Board of Directors approved a \$2.8 million contract with Westinghouse Electric Corporation to develop and test five prototype vehicle train control units in conjunction with the planned \$25.5 million upgrading of BART's computerized central control system. When completed, the new system will be able to handle in excess of 75 trains on the system at one time, compared to the current limit of 49.

K-E Track Progress

Work continued on the K-E Track through downtown Oakland, a 1.5-mile connection through a third tunnel from Washington Street to 23rd Street and the first addition of main line track since BART's original construction.

Construction of overpasses above 27th Street, 29th Street and 30th Street

in Oakland was completed, and the contract was awarded for the final phase of construction. Work began in March 1983 on the final phase, which includes installing running rail, power equipment and the wayside control system from the Oakland West BART Station to the MacArthur BART Station.

When completed in 1985, the new track will provide another route through the congested Oakland "Y" area, where all three lines converge. It also can be used for train storage.

Daly City Facility

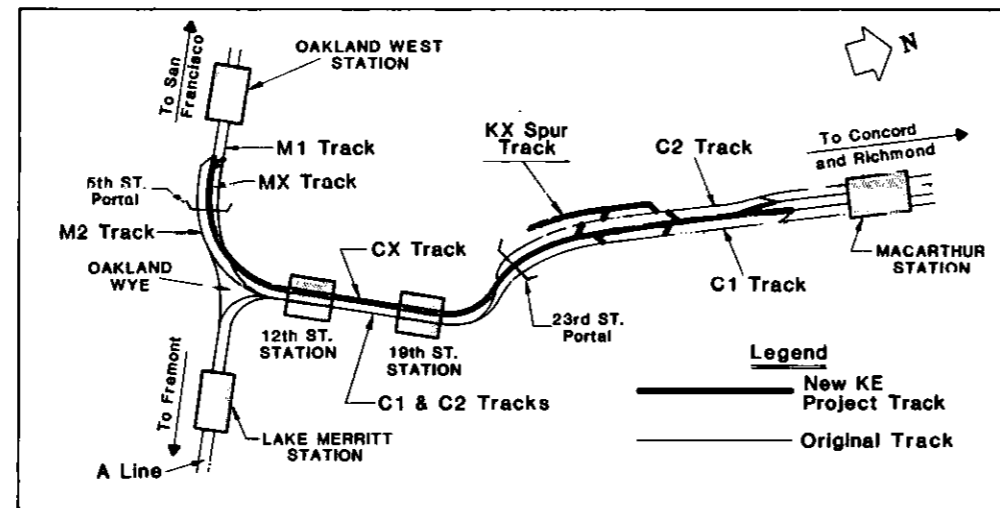
Environmental studies and preliminary engineering studies were completed for the Daly City Facility, consisting of a turnback track and storage yard, and the City Council of Daly

City approved a general plan amendment permitting construction of the project.

The \$150 million project will reduce the turnaround time at the Daly City terminal, thereby allowing trains to run at closer intervals. The facility also will reduce operating expenses because empty trains will no longer have to return to East Bay yards for storage after going out of service.

Car Conversion Program

During July 1982, BART completed its program of converting 35 A-Cars to B-Cars. Started in 1978 and aimed at obtaining a better fleet mix, the conversion program allows BART to utilize its equipment more efficiently.



K-E PROJECT

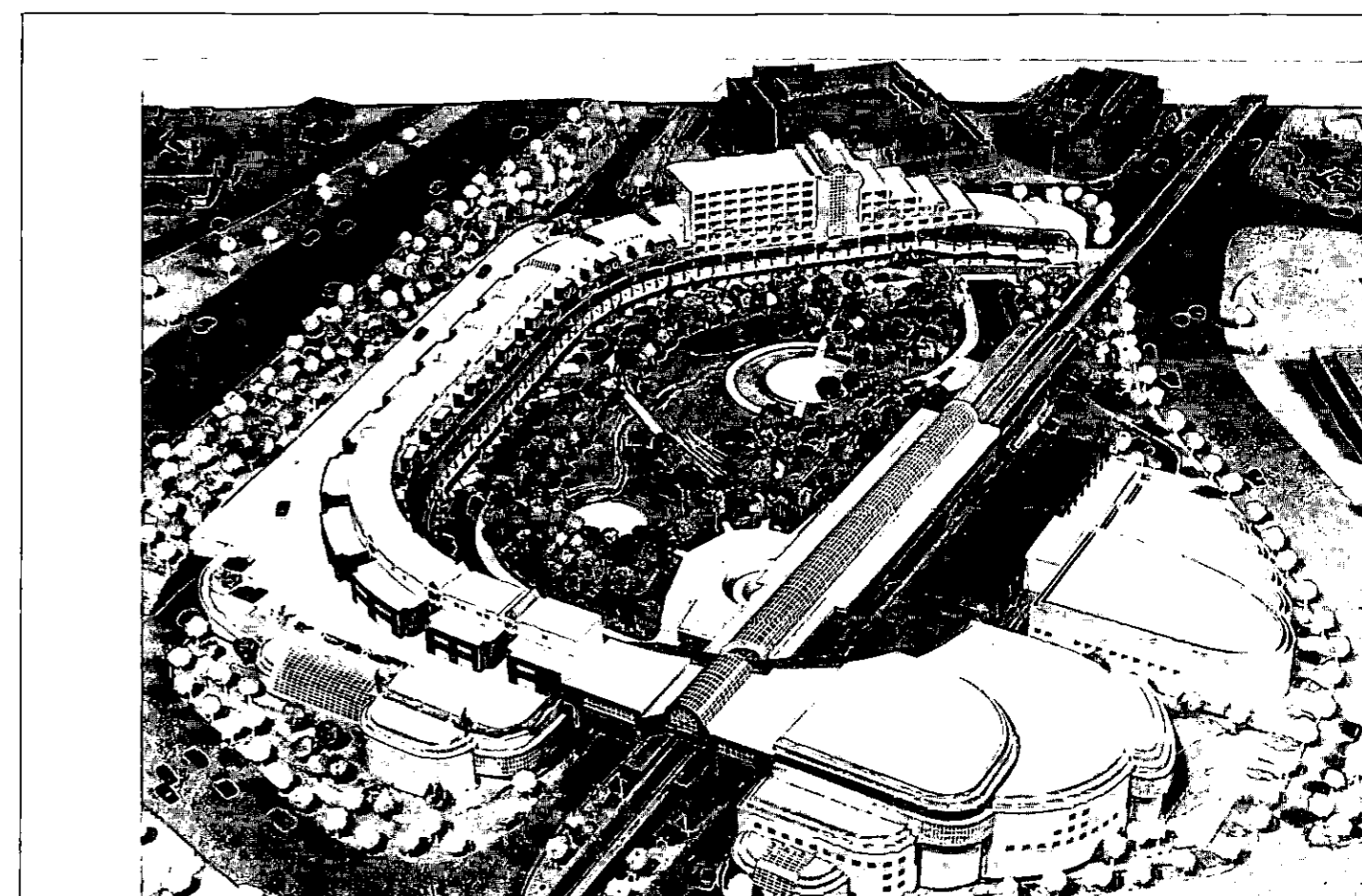
project over the Lake Merritt BART Station. During the period of this report, discussions were held with the City of Oakland about this unsolicited joint development project and other such opportunities at or near BART stations located in that city.

Architectural Student Station Design Competition

In the fall of 1981, the Board of Directors approved the first architectural student station design competition, which was conducted during the 1981/82 winter and spring school terms. The competition focused on possible future development at three BART stations: Coliseum, Oakland West and Walnut Creek. Six schools participated and the competition was limited to fifth-year and graduate students. These schools assigned the competition as a design problem in regularly scheduled design classes.

The participating schools were: University of California at Berkeley; University of Oregon at Eugene, Oregon; California Polytechnic University, San Luis Obispo, California; California Polytechnic University, Pomona, California; Southern California Institute of Architecture, Santa Monica, California; and New School of Architecture, Chula Vista, California.

The grand prize went to an entry for the Walnut Creek BART Station, submitted by a four-student design team from the Southern California Institute of Architecture for the development of a mixed-use project that combined office space, supporting retail and housing space, and included a design for underground parking, surface parking and a pedestrian mall.



Grand Prize Winner of the 1982 Architectural Student Design Competition — Walnut Creek BART Station.

The model of this concept was placed on display at various locations in Walnut Creek and received wide-spread public and professional acclaim.

Prizes totaling \$16,000 were distributed at the July 15, 1982 meeting of the BART Board of Directors. Director Wilfred T. Ussery, of San Francisco, who first proposed the student competi-

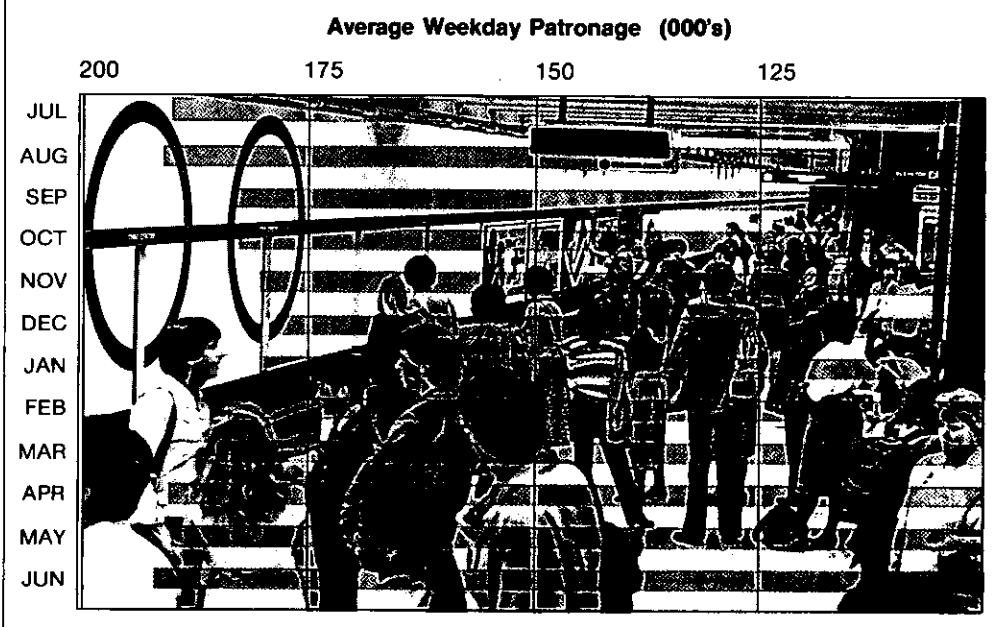
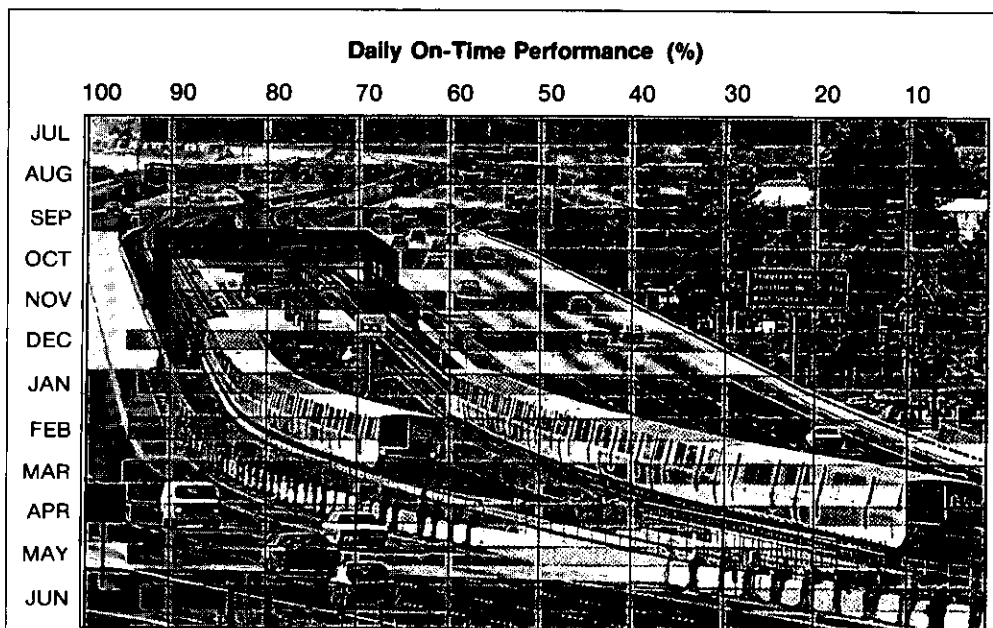
tion, noted that, "The purpose of this competition is to stimulate thinking about the possibilities offered by air rights development over BART-owned property. I am pleased to see that the participants used their creative but prudent imaginations."

A Standard for Today — and the Future

As the 1982/83 fiscal year came to an end, the statistics showed that, in a decade of service, BART had become a standard for the industry. The objective for the future will be to make sure that there is as much cause for cheers in BART's second decade as there was in the first.

PART IV THE FUTURE — CHEERS FOR THE GOOD TIMES AHEAD!

At the conclusion of the 1982/83 fiscal year, BART's Office of Research predicted that the system would serve an average of 265,700 patrons each weekday by June 1988, and plans continued for extension of BART service.



FY 1982-83
 FY 1981-82

Progress on Extensions

The Board of Directors has advanced approximately \$7 million from BART's Capital Allocations to acquire parcels of land for future extensions alignments.

Negotiations continued for acquisition of land for future stations for the Warm Springs, Livermore/Pleasanton and Pittsburgh/Antioch extensions. Some of the land required for the proposed West Pittsburg, Antioch and Castro Valley BART Stations was acquired.

The Livermore/Pleasanton Extension Update Analysis was distributed for review and comment in early June 1983.

Negotiations are under way with the U.S. Department of the Navy for the utilization of land required for the North Concord/Martinez Station site.

Station Area Development

Work continues on the establishment of a policy which will guide the joint development of areas surrounding BART stations and other BART properties. A part of this effort is a comparative analysis of joint development opportunities throughout the system.

A plan for the Pleasant Hill BART Station was adopted, a development study of the El Cerrito Plaza BART Station area was completed, and recommendations were formulated for a first-phase development program at the Walnut Creek BART Station.

The Board of Directors in March 1983 granted a private developer a six-months' option for a proposed office

BART Station Access

As part of its continuing program to improve access to the rail system, BART completed plans for a new bus route in northern Contra Costa County, and instituted programs which are designed to provide additional parking spaces at several stations and improve access to the system for handicapped and senior patrons.



Harold Willson, of Danville, CA, demonstrates operation of the special wheelchair lift on BART Express Buses.

The project to equip BART Express Buses with special wheelchair lifts and a "kneeling" capability for easier boarding was completed in March 1983. Additional curb cuts at 11 stations, for improved wheelchair access, were completed in October 1982.

BART completed plans and received funding from the Metropolitan Transportation Commission (MTC) to oper-

ate a new bus route, "The Martinez Link," between the El Cerrito Del Norte Station and the Contra Costa County Offices in Richmond and Martinez. This service is to begin July 5, 1983.

BART discontinued managing the Greyhound Bus commuter service between Concord and San Francisco on September 30, 1982 due to a decline in ridership and a shortage of available funds.

The 36-bus BART express fleet operated for BART by AC Transit provides a connecting link between most outlying East Bay communities and BART stations.

During the 1982/83 fiscal year, BART Express Bus patronage reached 2,977,000 trips. This translates into a monthly average of 248,000 trips. According to the BART Express Bus Plan, 1981/82-1985/86, over 800,000 persons using the Express Bus system transferred to BART as part of their trip.

Overhead lighting was installed at the Lafayette BART Station "overflow" parking lot in November 1982.

In Fremont, a canopy was installed between the east entrance and the heavily patronized bus loading area in November 1982.

A parking lot survey, completed in March 1983, shows that most lots are filled by 9 a.m., and indicates the need for continued efforts to provide additional parking.

In order to address this need for additional parking spaces, during the period of this report BART received commitments from MTC of over \$26 million over the next five years to fund projects designed to increase the system's parking capacity.

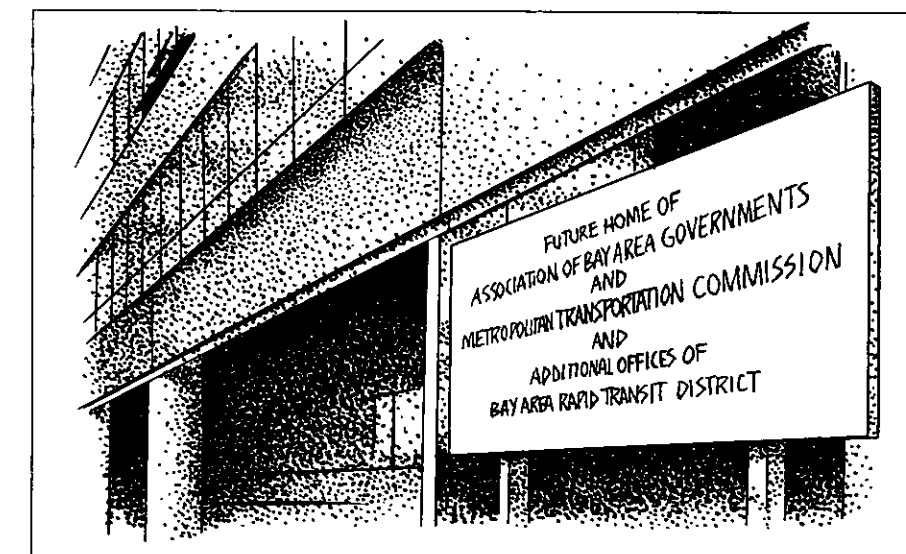
Among the projects planned and started during the 1982/83 fiscal year were:

- A \$1.3 million grant for acquisition of land to be used for the Antioch BART Station at Bailey Road, which will include the creation of a 400-space "park-and-ride" lot for BART Express Bus patrons. This facility will be used until the land is needed for a station on the proposed rail extension into that city.
- A 425-space parking lot on Mesa Street near the Concord BART Station, for which a \$989,000 grant was committed.
- Design of a 1,200-space parking structure to be built at the Walnut Creek BART Station.
- A grant of \$886,000 for additional parking at the South Hayward BART Station.

- A \$1.6 million grant for a project which will redesign BART stations' parking system.
- Paving the Mowry Avenue parking lot at the Fremont BART Station which will provide 800 additional permanent parking spaces.

Regional Administration Facility

Work continued on the \$15 million Regional Administration Facility on BART property adjacent to the current headquarters at Eighth and Madison Streets in Oakland. The building, which BART will share in a "condominium" arrangement with the Metropolitan Transportation Commission and the Association of Bay Area Governments, is to be completed in early 1984 and will be the first governmental agency "condominium" arrangement in the area.



PART III FINANCING — A TOAST TO SOUND MANAGEMENT

As BART completed its first decade of service, its financial profile was stronger than ever before in its history. So substantial was this base that the private sector bond market supported the issuance of \$65 million in revenue bonds, proceeds from which will pay a part of the cost of the new C-cars. During the 1982/83 fiscal year, BART dedicated over \$10.7 million from revenues to fund capital projects. This is real and very positive testimony to BART's efficient management, cogent fiscal policies and improved operating procedures.

BART continued to receive an unusually high percentage of operating expenses from fares, with a farebox recovery ratio of 49.1 percent, well above the objective of 40 percent and the previous year's figure of 45.2 percent. Few public transit systems in the nation have a higher farebox recovery ratio.

The operating ratio — the ratio of passenger fares and other operating revenues to operating expenses — was 53.6 percent, compared to last year's ratio of 50.7 percent.

Rail cost per passenger mile was 16.2 cents, slightly above the 15.4 cents for the previous year, which translates into an increase of about five percent. However, this was an overall decrease in real terms when inflation is taken into account.

Net passenger revenue in the 1982/83 fiscal year was \$61 million, as compared to \$52.7 million for the previous year.

Total operating revenue (including interest income and income from advertising in trains and stations) was \$66.6 million for the 1982/83 fiscal year, or 13 percent higher than for the previous year.

An unfunded shortfall of \$3.2 million, noted when the budget was adopted, was made up by increased fares plus stringent controls on expenses. The annual power expense was 18.8 percent below budgeted amount, which resulted in a savings of \$3.4 million. This was due to heavy winter rains, which resulted in an abundant supply of relatively inexpensive hydroelectric power. Lower than anticipated fuel oil prices also contributed.

BART fares were increased by an average of 18.4 percent on September 8, 1982 to make up the budget shortfall and provide funds for capital improvements projects required to serve the increasing number of patrons. The new policy did not affect the 90 percent discount for senior citizens, the handicapped and children between five and twelve years old. (Children four and under ride BART free.)

Bond Sale Approved

On August 19, 1982 the Board approved the sale of \$65 million in sales tax revenue bonds for the purchase of the new and more efficient C-Cars. In addition, BART has received \$6.7 million in federal assistance through the Urban Mass Transportation Administration. This is a major tribute to the financial health and operating success of BART. Other grant applications are pending for the cars, which will cost an estimated \$279 million.

Other Revenue

In addition to these funds, BART received \$62.8 million in revenues derived from 75 percent of the one-half cent transit sales tax in the three BART counties, \$5.4 million in state Transportation Development Act (TDA) funds and State Transit Assistance (STA), and \$5.1 million in property tax as its share of the one percent maximum property tax.

The Board of Directors reduced the property tax BART levies for repayment of the general obligation bonds authorized by voters, in 1962, for construction of the system. Directors set a tax rate of 6.28 cents per one hun-

dred dollars of assessed value anticipating revenues of \$47.3 million from property owners in the three BART counties — Alameda, Contra Costa and San Francisco.

In the city of Berkeley, where voters, in 1966, approved creation of a special service district to finance subway construction through their city, the Board of Directors set a property tax rate of 2.92 cents per hundred dollars of assessed value, which raised an estimated \$665,000.

PERFORMANCE HIGHLIGHTS

	FY 1982/83	FY 1981/82
Rail Ridership		
Annual passenger trips	53,699,387	53,290,643
Average weekday trips	186,293	184,062
Average trip length	13.5 miles	13.5 miles
Annual passenger miles	725,077,000	717,998,000
System utilization ratio (passenger miles to available seat miles)	34.5%	35.0%
End-of-period ratios:		
Peak patronage	54%	50%
Offpeak patronage	46%	50%
BART's estimated share of peak period transbay trips—cars, trains & buses	35.5% (a)	35.5%
Passengers with automobile available (as alternative to BART)	57% (a)	57%
Operations		
Annual revenue car miles	29,177,000	28,505,000
Unscheduled train removals—average per revenue day	4.5	5.3
Transit car availability to revenue car fleet (b)	89.1%	86.0%
Passenger miles per equivalent gallon of gasoline	81	77
Passenger accidents reported per million passenger trips	16.02	17.96
Patron-related crimes reported per million passenger trips	18.99	15.14
Financial		
Net passenger revenues	\$ 60,965,000	\$ 52,677,000
Other operating revenues	5,618,000	6,432,000
Total operating revenues	66,583,000	59,109,000
Net operating expenses	125,281,000	117,820,000
Farebox ratio (net passenger revenues to net operating expenses)	49.07%	45.16%
Operating ratio (total operating revenues to net operating expenses)	53.59%	50.67%
Net rail passenger revenue per passenger mile	8.4¢	7.3¢
Rail operating cost per passenger mile	16.2¢	15.4¢
Net average rail passenger fare	\$1.11	\$0.97

Notes

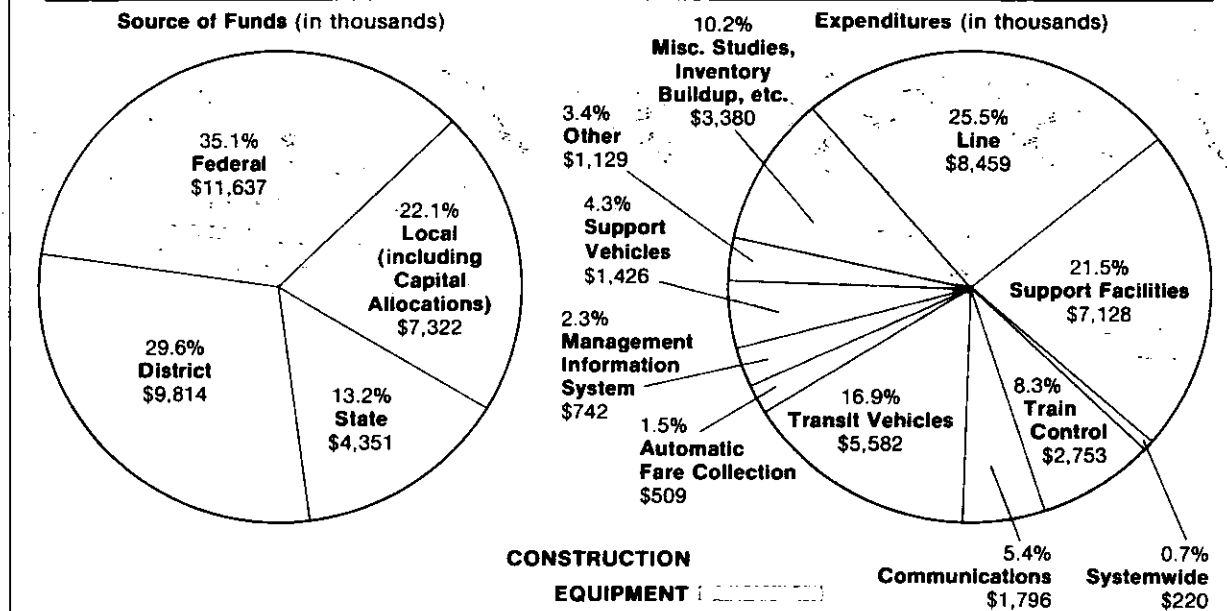
General note: Data represent annual averages unless otherwise noted.

(a) Updated figures not available.

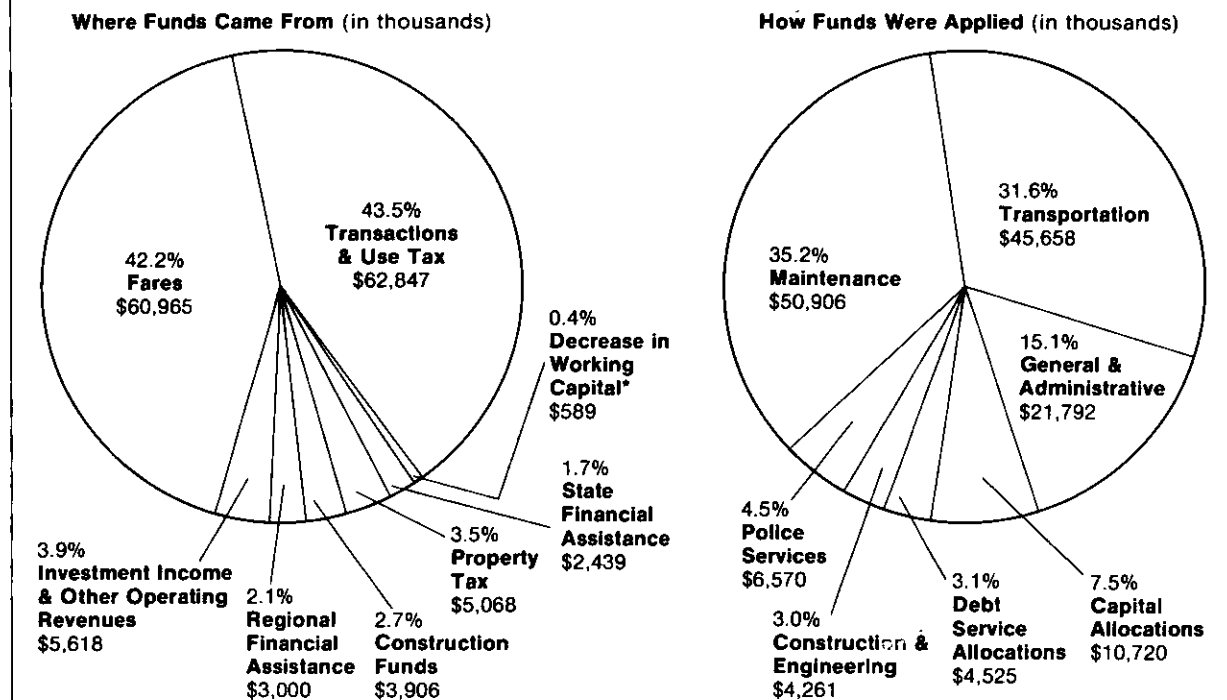
(b) At 8 a.m. each day.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT (BART)

1982-83 CAPITAL FUNDS — \$33,124,000



1982-83 OPERATING FUNDS — \$144,432,000 (including Capitalized Costs)



*Funded excess of expenses over revenues

Federal Financial Assistance: 0

preventative maintenance non-deferral program, resulting in increased car reliability and availability. New equipment was purchased and other equipment was modified so that entire trains no longer had to be taken out of service because of minor problems on a single car.

By the close of the 1982/83 fiscal year, BART's first decade of service, patrons averaged 192,467 trips each weekday, with 52 percent occurring during the peak travel periods. Saturday ridership averaged 70,907 and Sunday ridership averaged 43,398.

Since 1975, average daily ridership has increased by about 60 percent. Today the makeup of BART riders appears to mirror the general makeup of the three BART counties' population. A ridership survey in May 1982, also showed that the more patrons use BART, the more they like it.

Looking ahead, BART statisticians predict that the system will serve 265,700 patrons on an average weekday by June 1988. Trains will run every 2.25 minutes, compared to the current 3.75 minutes.

In preparation for meeting increased demand, several major capital improvement projects are under-way. They include a vital turnback track and storage yard in Daly City; 150 cars of a new and more efficient design (which will be added to the present fleet); a new integrated central control system; and an improved control system to be installed alongside the track, as well as on individual cars. Also, a third track through downtown Oakland is under construction at the point where all four BART routes converge.

Performance objectives are defined in BART's Short-Range Transit Plan, 1983-88. The objective for the 1983/84 fiscal year will be to complete 99 percent of all dispatches, (an objective achieved this past year with a 99.2 percent record), to have a 95 percent on-time per-

BART Express Buses, operating on 12 routes in four major corridors, provide service into the outlying areas of Alameda and Contra Costa Counties and carry over 800,000 patrons to and from four BART stations.



formance record, (compared to this year's record of 94.5 percent) and delays of no more than seven minutes for 94 percent of the trains during peak-period service, compared to this year's figure of 92.7 percent.

Fire safety improvements on the original equipment are to be completed by mid-1985, enabling BART to meet State Public Utilities Commission safety requirements for running more trains underground at one time.

Service extensions are in various stages of planning, with focus on extending the system to Pittsburg and Antioch, the Warm Springs District of Fremont, Pleasanton and Livermore, a San Francisco extension, to be identified by San Francisco, and to Hercules in the Interstate 80 corridor of Contra Costa County. Extensions to the San Francisco Airport and from Fremont south to San Jose may be contemplated if satisfactory financial arrangements can be worked out with counties that are not a part of the current district.

The objective for the next decade will be to maintain and improve a BART system that has set a standard for the industry, while bringing BART service to an even larger number of citizens.

HOW DIRECTORS ARE ELECTED

When the San Francisco Bay Area Rapid Transit District (BART) was created by the California State Legislature in 1957, the 16-member BART Board of Directors was appointed to represent the original five BART counties. The number of BART Directors was subsequently reduced to 12, with the withdrawal of San Mateo and Marin Counties. The three remaining counties - Alameda, Contra Costa and San Francisco - were each represented by four Directors - two appointed by each county's Board of Supervisors and two appointed by the mayors of each county.

In June of 1974, the voters of the BART District determined that the BART Board of Directors should be an elected board. Immediately following the General Election in November, 1974, the first nine elected Directors took office

with each representing between 251,028 and 288,237 persons based on the 1970 Census.

In 1980, the boundaries of the BART Directors were redrawn based on the 1980 Census, as shown in the map, which means each Director represents between 257,028 and 286,447 persons.

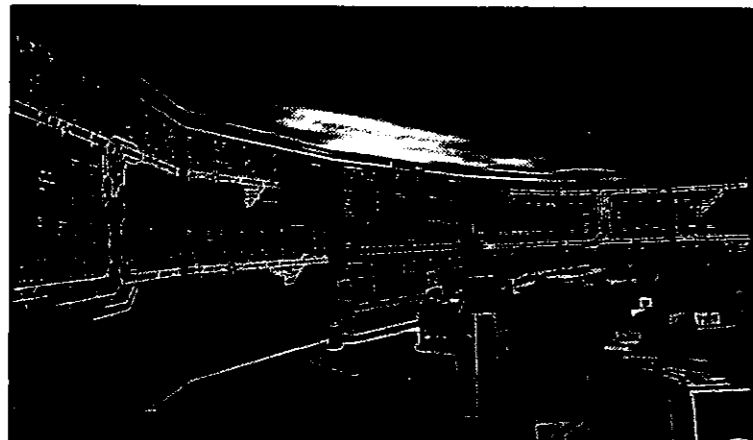
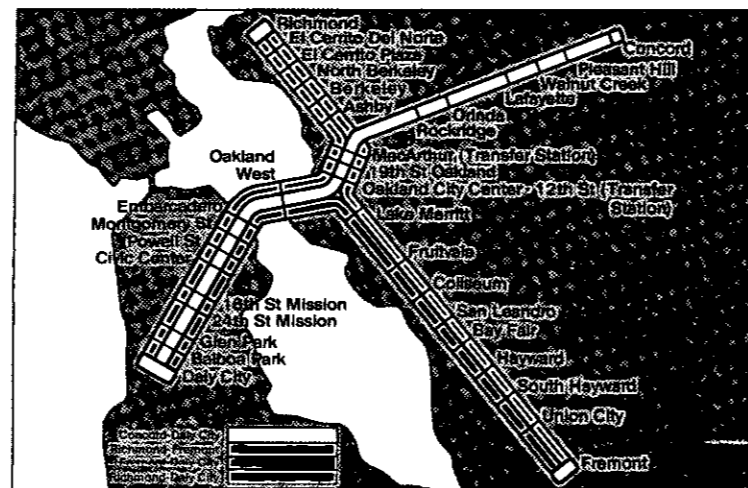
The Directors are elected for a four-year term. At the General Election of 1984, Directors representing Districts #1, #3, #5, #7 and #9 will stand for election and at the General Election of 1986, Directors representing Districts #2, #4, #6 and #8 will be up for election.

The President and Vice-President of the BART Board of Directors are elected to their office by their colleagues to serve one calendar year. They serve as *ex-officio* members of the standing committees which make recommendations on matters coming before them for action by the full BART Board and are composed of three regular members and an alternate. The chairman and the members of each committee are also appointed by the President. During the calendar year of 1983, these standing committees are: the Administration Committee, the Engineering and Operations Committee, and the Public Affairs, Access and Legislation Committee. The President of the Board may, with the concurrence of the Board establish other standing committees as may be needed.

BAY AREA RAPID TRANSIT DISTRICT Headquarters in Downtown Oakland



800 Madison Street
Oakland, CA 94607
(415) 465-4100



BART Central Control is the nerve center of the system. From here computers automatically schedule and identify all trains operating anywhere on the system.

It was more than half a century ago that the dream of an underwater tube, through which passengers would be whisked across San Francisco Bay, was first proposed by General George W. Goethals, the same man who was in charge of constructing the Panama Canal.

Goethals proposed almost precisely the route followed by BART today, but after an initial flurry of excitement, his idea was all but forgotten.

In 1947 public interest in the suggestion was revived. A Joint Army-Navy Board Report suggested construction of a transbay tube to alleviate demand on the San Francisco-Oakland Bay Bridge, which already was becoming congested about ten years after it was built.

The idea came closer to a reality in 1957 when the State Legislature created the San Francisco Bay Area Rapid Transit District and authorized it to build and operate a rail system. In 1962, following several years of planning and engineering, the proposal for a high-speed, rapid-transit system that would take advantage of Amer-

ica's space-age technology, went on the ballot. Residents of Alameda, Contra Costa and San Francisco Counties voted in favor of a property tax to finance construction of a 75-mile project, 71.5 miles of BART track linking the three counties, and 3.5 miles of track to be used by a new San Francisco MUNI system.

Two years later, in 1964, President Lyndon B. Johnson presided over the groundbreaking ceremony in Concord, and construction was under way.

It took eight years to construct the BART system which consisted of 19 miles of subway and tunnels, 23 miles of aerial structures, 26 miles of surface track, and the almost 3.5 miles of transbay tube, which at the time was considered to be the world's longest underwater tube used for vehicular traffic.

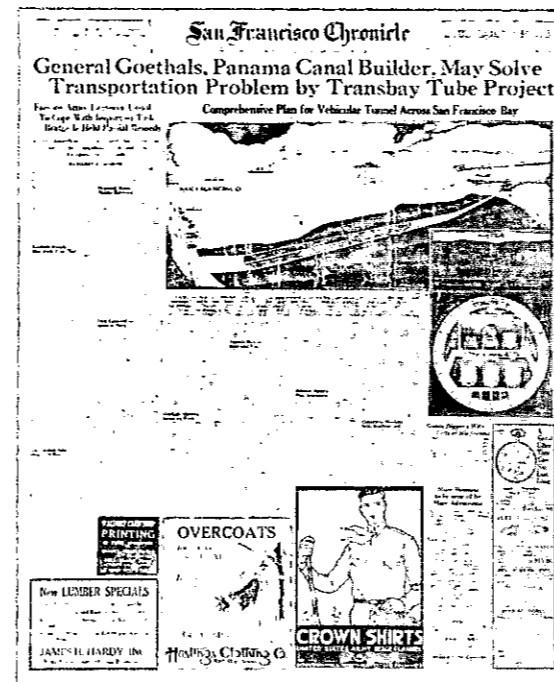
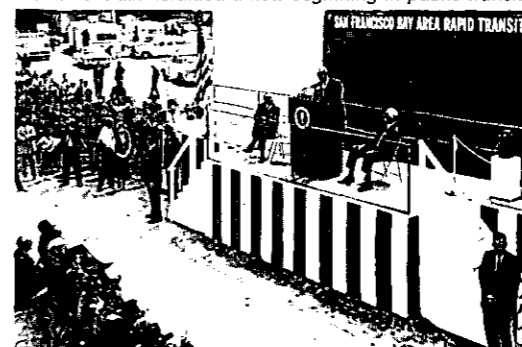
When the first leg of the system was opened, on September 11, 1972, its twelve stations and eight 2-car trains were mobbed. By the end of the first day, nearly 12,000 patrons had ridden the trains linking the Fremont and MacArthur BART Stations.

The following January, service began to Richmond. The Concord line opened in May 1973, and the San Francisco line opened the following November.

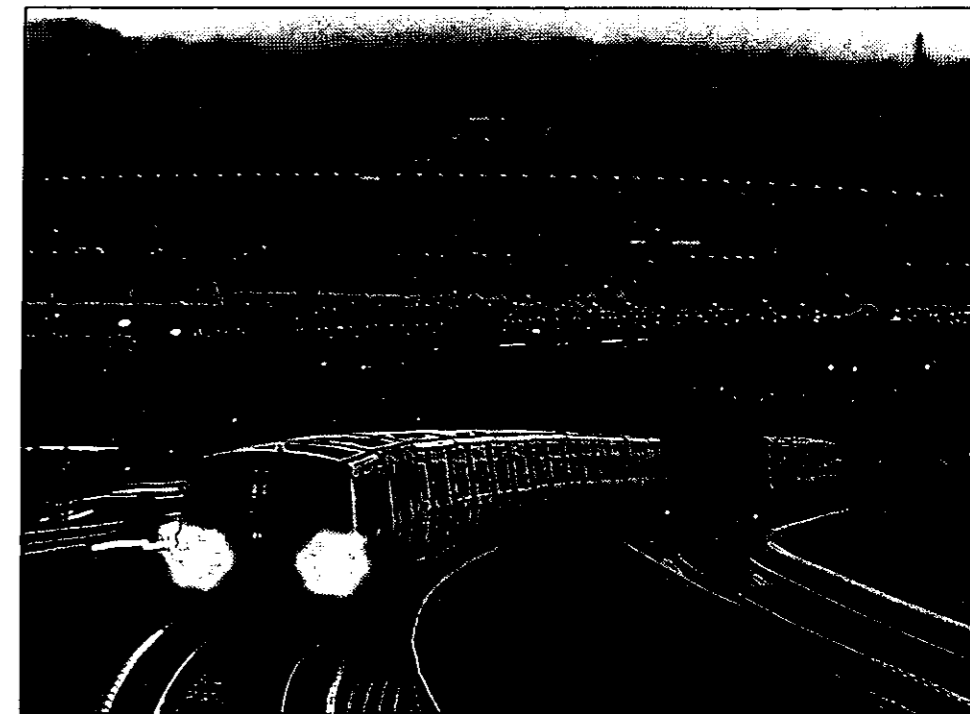
Finally, testing of service through the tube was completed, and on September 16, 1974, BART began transbay service, linking the entire system. Trains operated every 12 to 15 minutes from 6 a.m. to 8 p.m., Monday through Friday, between Concord and Daly City, and Richmond and Fremont.

BART was revolutionary, taking a quantum leap by applying newly developed space technology to a transit system that would provide a reliable, convenient and safe means of travel for Bay Area residents.

More than 25,000 persons attended BART's June 19, 1964 groundbreaking ceremonies where President Lyndon B. Johnson, Governor Edmund G. "Pat" Brown and BART Board of Directors President Adrien J. Falk heralded a new beginning in public transit.



The General Goethals "trans-bay tube" is given first exposure in the San Francisco Chronicle October 17, 1920.



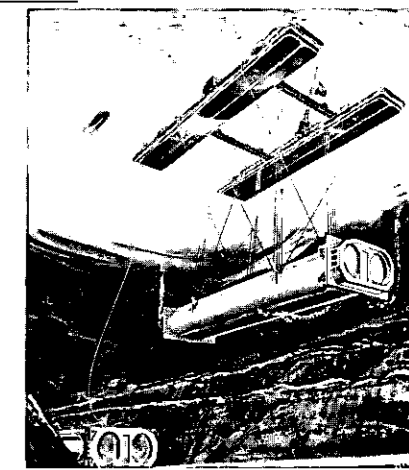
The night trains come and go at the Rockridge BART Station. The lights of the Port of Oakland and San Francisco shine in the twilight.

But while BART may have been a gigantic step forward in technology, it was not without its problems. Unlike the older transit systems which evolved slowly, BART was built in less than a decade. There were problems with the train control equipment, as well as problems caused by the fact that the system soon attracted more patrons than it could accommodate easily, particularly during the peak travel period.

Slowly, but surely, the problems were solved and service reliability improved. San Francisco wanted yet another station - Embarcadero BART Station which opened in May 1976, to serve the rapidly developing area at the foot of Market Street.

Service hours were extended from 8 p.m. to midnight in January 1976. Weekend service began in 1978. By the summer of 1980, BART was able to open a line providing direct service between Richmond and San Francisco. It now became possible to operate trains every 3.75 minutes between Oakland and Daly City.

In 1976, BART redefined its maintenance and engineering philosophy by instituting a continuous



An artist's conception of sections of the Transbay Tube being laid into the trench on the bottom of San Francisco Bay.

BOARD OF DIRECTORS

San Francisco Bay Area Rapid Transit District (BART) - June 30, 1983

BARCLAY SIMPSON - District 1



Elected BART Director, 1976 re-elected, 1980. Board President, 1977, 1983, Chairperson, Administration Committee and BART Liaison, Metropolitan Transportation Commission. Represents BART on the Walnut Creek and Pleasant Hill BART Stations Advisory Committees, encouraging development near these stations through zoning to generate additional BART ridership and added revenues. Chairman of the Board, Simpson Company in San Leandro. Owner, Barclay Simpson Art Gallery, Lafayette. Member, Robert G. Sprout Associates of U.C. Attended U.C. Berkeley and Stanford University, WWII Navy aircraft carrier pilot. Resides in Orinda with wife Sharon and three children.

NELLO BIANCO - District 2



Senior BART Director since 1969. Elected in 1974, 1978 and 1982. Board President, 1975 and 1980, Vice-president, 1973, 1976 and 1978. First Director to call for litigation against system's original suppliers and developers. In 1971 instituted studies of BART rail extensions to Pittsburg/Antioch, Livermore/ Pleasanton and San Francisco's Northwest Corridor. BART Liaison, Eastern Contra Costa Transit Authority, 1977. Member, California State Transportation Advisory Committee, 1974. First Board Member, APTA*. El Sobrante businessman and community leader. Former Richmond City Councilman and Member Richmond Personnel Board and other Richmond improvement commissions and civic groups.

ARTHUR J. SHARTSIS - District 3



A San Francisco attorney first elected in 1976, re-elected in 1980, 1982, Vice-president, BART Board of Directors, 1983, Chairperson, Public Affairs, Access and Legislation Committee. Member of BART's liaison committee with Alameda-Contra Costa Transit District. A partner in law firm of Shartsis, Friese & Ginsburg, specializing in general corporate practice. Graduate of U.C. Berkeley and U.C. Law School. Studied political science at Oxford University in England. Wife, Mary Jo, is an attorney in the same firm, specializing in antitrust law. Resides in Oakland with two children.

MARGARET K. PRYOR - District 4



Appointed BART Director, September, 1980. Elected 1980 and 1982, 1983, Chairperson, BART Liaison to AC Transit. Represents BART on Oakland's Downtown Circulation and the Coliseum Area Industrial Advisory Committees. Vice-president, Governing Board Committee and Regional Representative, APTA*. Regional Representative, Council of Minority Transit Officials. Active with NWPC, NAACP, National Association of Neighborhoods, Black Women Organized for Political Action, and National Black Caucus of Local Elected Officials. Past Vice-president, International Longshoremen and Warehousemen Union of Federated Women. Administrator, OCCUR. Graduate, Arizona State University. Resides in Oakland.

ROBERT S. ALLEN - District 5



First elected as BART Director in 1974. Re-elected in 1976 and 1980, 1983. Board President. Employed with Southern Pacific since 1965. Member American Railway Engineering Association. Graduate of University of Colorado, studied at University of Colorado of Law and Brigham Young University in Provo, Utah. Resides in Livermore with wife, Thelma Mae, and son, Ronald. Active in Church of Jesus Christ of Latter-Day Saints (Mormon).

JOHN GLENN - District 6



First elected to the Board in 1974 and re-elected in 1978 and 1982. Has served as Chairperson of all standing committees. Board Vice-president, 1979 and President, 1981. Member, Board of Directors, APTA*. Founder and President, John Glenn Adjusters and Administrators. Past President, East Bay Adjusters Association and California Association of Independent Insurance Adjusters. Member, Board of Regents, Holy Family College, Fremont, CA. Graduated from Southeast Missouri State University. Resides in Fremont, with wife Betty and three children.

WILFRED T. USSERY - District 7



San Francisco urban planner, first elected as BART Director in 1978 and re-elected in 1980. Member, BART Liaison, San Francisco MUNI. Director of Program Development for San Francisco Housing Authority, National Chairman, Congress of Racial Equality, 1967 to 1969. Member, San Francisco Black Agenda Council and the San Francisco Black Leadership Forum. Co-founder, principal organizer, former treasurer, and current director of Bay Area Black United Fund. Attended San Francisco City College and U.C. Berkeley. Resides in San Francisco with wife, Maxine.

EUGENE GARFINKLE - District 8



A San Francisco attorney appointed to Board in 1977 and elected in 1978 and 1982. Board President in 1981 and Vice-president in 1979. BART representative to the Executive Committee of APTA* Board of Directors. Partner in law firm of Dreher, Garfinkle & Watson, San Francisco. Graduated from U.C. Berkeley and U.C. Law School. Received M.B.A. from Golden Gate College. Resides in San Francisco.

JOHN H. KIRKWOOD - District 9



Elected BART Director, 1974. Re-elected, 1976 and 1980, 1983, Vice-president. Member of BART Liaison Committee to San Francisco MUNI. Unanimously elected President of the Board in 1979. Served on boards of the Sacramento-Stockton-Bay Area Corridor Study, the Northwest San Francisco Corridor Study and the "BART Trails" Study. Board member of SPUR and Vice-president, National Association of Railway Passengers. Member, Bay Area Electric Railway Association, California Tomorrow, the Planning Conservation League and World Affairs Council. Graduate Stanford University. Married and resides in San Francisco.

* American Public Transit Association

