



November 22, 2014
First day of service for BART to OAK. The people mover transports travelers from the Coliseum Station to Oakland International Airport in 8 minutes.

October 24, 2013
BART Board of Directors votes to permanently repeal ban on bicycles during commute hours (with some restrictions).



November 21, 2013
BART Board of Directors authorizes the purchase of an additional 365 new rail cars.



October 31, 2012
All-time highest ridership record of 568,061 due to Giants' World Series victory parade and Halloween celebrations.



October 29, 2010
Groundbreaking ceremony for the east Contra Costa BART extension project "eBART," which when completed (estimated in 2016) will provide a 10-mile extension from Pittsburg/Bay Point Station to the City of Antioch.

September 27, 2012
BART teams with UC Berkeley seismologists on an earthquake early warning system.



May 10, 2012
The BART Board of Directors votes unanimously to award an \$896 million contract (plus applicable taxes and escalation contingencies), to Bombardier Transit Corporation for design and construction of 410 train cars. The cars will be 100% assembled in America, with at least 66% American-made parts.

September 30, 2009
BART breaks ground on Warm Springs Extension, a 5.4 mile project that will bring service closer to San Jose and the Silicon Valley.



October 15, 2005
Caltrans shuts down all eastbound lanes on the Bay Bridge for seismic retrofitting. BART runs trains around the clock to make sure Bay Area residents and workers can travel between the East Bay and San Francisco.



August 23, 2004
BART is named #1 Transit System in America by the American Public Transportation Association (APTA) in the category of providing 30 million annual passenger trips or more.



June 22, 2003
BART opens new line to the San Francisco International Airport. The line includes South San Francisco Station, San Bruno Station and Millbrae Station.

November 2004
Bay Area voters overwhelmingly vote to pass Measure AA, a \$980 million general obligation property tax bond measure. This will strengthen BART's Transbay Tube, stations and elevated tracks to better withstand a major earthquake.

April 29, 2007
A burning tanker truck carrying 8,600 gallons of gasoline melts the MacArthur Maze. BART moves into action to keep Bay Area residents moving between San Francisco and the East Bay by offering free transit and running longer trains.



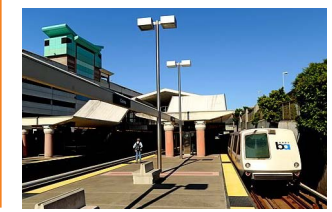
December 7, 1996
Pittsburg/Bay Point Station opens, four months earlier than scheduled. The opening completes a 7.8-mile segment of the Pittsburg/Antioch Extension from Concord Station.

May 10, 1997
Dublin/Pleasanton line opens. A community celebration is held at both the Castro Valley and Dublin/Pleasanton stations featuring entertainment, raffles, giveaways and tours.



December 16, 1995
First day of revenue service at North Concord/Martinez Station.

February 24, 1996
Colma Station and SamTrans Transit Center opens with a community celebration. The three-track, two-platform station is the second largest of BART's 36 stations.

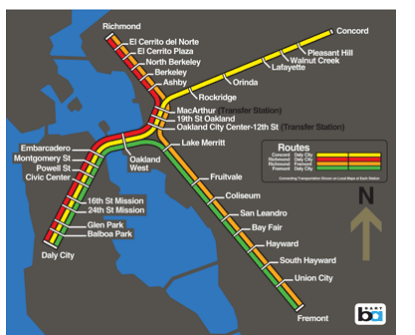


October 25, 1991
The first phase of a \$2.6 billion extension program begins with simultaneous groundbreaking ceremonies for the Dublin/Pleasanton and the West Pittsburg extensions. The extension program adds 33 miles and 10 stations to the existing 71.5-mile, 34-station system, increasing the existing system by 46%.



October 17, 1989
7.1 earthquake rocks the Bay Area. BART continues to operate, providing critical service during Bay Bridge closure. Thousands of commuters switch to BART, breaking records for weekday ridership. On November 16, 1989, ridership reaches a new record high of 357,135. The Bay Bridge re-opens on November 17, 1989.

January 1, 1976
Permanent night service goes into effect. Hours of train operation are extended from 6 am to midnight.



December 6, 1976
BART increases commute train lengths on all lines with ten-car trains, seating 720 passengers.



September 16, 1974
Passenger revenue Transbay service begins, representing a major milestone in placing the full 71.5-mile system in operation.



November 5, 1973
Service begins between Montgomery Street and Daly City Stations, bringing 63.5 of the 71.5 miles into operation.

July 1, 1975
75 percent fare discount is adopted for people with disabilities—an industry first. Discount fares for seniors increase, from 75 to 90 percent.



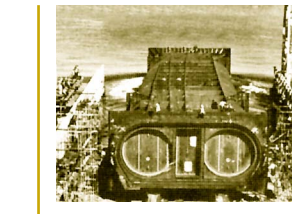
May 27, 1976
Embarcadero Station officially opens for revenue service.

November 3, 1973
7.5-mile San Francisco line with 8 stations opens. Patronage doubles within the first two weeks.



September 11, 1972
OPENING DAY OF REVENUE PASSENGER SERVICE. BART opens with Fremont to Oakland service including 28 miles of tracks and 12 stations. BART carries 100,000 during the first week of service with eight two- and three car trains.

August 1969
Transbay Tube structure complete.



January 24, 1966
Construction begins in Oakland subway.

November 6, 1962
\$792 million General Obligation Bond issues approved by District voters for construction of 75-mile system, including 3.5-mile Muni Metro line.

July 25, 1967
Construction begins on Market Street subway in San Francisco.



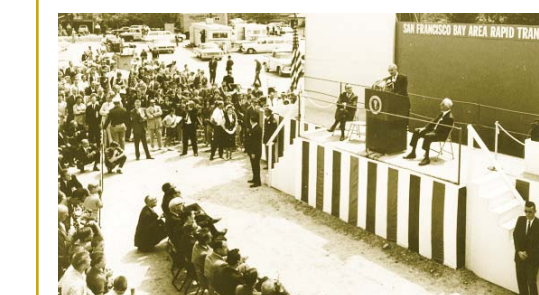
September 27, 1972
President Nixon rides BART.

January 29, 1973
Opening of Oakland-to-Richmond service, the second segment of the BART system to go into operation. This extends the operating system to 39 miles and 18 stations.

November 5, 1971
Delivery of first production car for revenue service.



June 19, 1964
President Lyndon B. Johnson presides at official start of construction in Concord.



June 4, 1957
California Legislature approves creation of five-county Bay Area Transit District.

BART Historical Timeline

Achievements Over the Years

January 1947
Joint Army-Navy report recommends action for underwater transit tube beneath San Francisco Bay to help address growing bridge and freeway congestion.