

## BART CHRONOLOGY

### January 1947 - September 1991

- January 1947.....** Joint Army-Navy recommends action for underwater transit tube beneath San Francisco Bay.
- July 25, 1951.....** California Legislature creates special commission to study Bay Area transportation problems.
- January 17, 1957.....** Nine-county commission recommends legislature to create Bay Area Rapid Transit District.
- June 4, 1957.....** California Legislature approves creation of five-county Bay Area Rapid Transit District.
- November 14, 1957.....** District officially activated with first Directors meeting.
- January 1, 1958.....** First District offices established in Flood Building, San Francisco (later moved to 814 Mission Street).
- July 1, 1958.....** First property taxes collected.
- May 14, 1959.....** Parson, Brinckerhoff-Tudor-Bechtel retained as engineering consultants for system design and construction.
- July 10, 1959.....** State legislature authorizes use of Bay Bridge tolls to finance construction of transbay tube.
- January 20, 1960.....** State approves use of Grove-Shafter freeway median for BART transit route.
- April 12, 1962.....** San Mateo County Supervisors officially withdraw the county from District, citing high property taxes and the existing Southern Pacific commuter line as reasons.
- May 17, 1962.....** Marin County officially withdraws from District, citing inability of Golden Gate Bridge to carry transit vehicles and prohibitive cost of another underwater tube as reasons.
- May 24, 1962.....** Three-County rapid transit plan adopted by Board of Directors; referred to Alameda County, Contra Costa and San Francisco County Boards of Supervisors for approval.

- November 6, 1962.....** \$792 million General Obligation Bond issue approved by District voters for construction of 75-mile system, including 3.5 mile Muni Metro line.
- July 1, 1963.....** Full-scale design engineering begun by District engineering consultants, PB-T-B.
- June 19, 1964.....** President Lyndon B. Johnson presides at official start of construction in Concord.
- January 24, 1966.....** Construction begins in Oakland subway.
- August 25, 1966.....** BART receives first federal construction grant.
- October 4, 1966.....** Voters in the city of Berkeley approve \$12 million bond issue for construction of the BART system as a subway. The original plan called for above-ground rail lines in Berkeley, Ashby, and North Berkeley above-ground stations.
- July 25, 1967.....** Construction begins on Market Street subway in San Francisco.
- March 28, 1969.....** State Legislature approves a half-cent district sales tax to provide \$150 million required to complete the system.
- April, 1969.....** Last section of Transbay Tube placed; rail laying begins.
- July 3, 1969.....** BART awards transit vehicle contract to Rohr Corporation of Chula Vista, California.
- August, 1969.....** Transbay Tube structure complete.
- February, 1970.....** BART joins with City of Oakland, Alameda County, and Coliseum to study feasibility of linking Coliseum Station to Oakland Airport.
- April, 1970.....** BART joins with San Francisco and San Mateo counties to develop plans for extending BART from Daly City to San Francisco Airport. Federal grant of \$371,334 received July 1 for the study.
- January 27, 1971.....** Final "hold-through" into Montgomery Street Station opens last subway tunnel on system.
- July 23, 1971.....** Last rail in place on Contra Costa line to complete linking of all system mainline track.
- November 5, 1971.....** Delivery of first production car for revenue service.

- December 16, 1971.....** District headquarters settle in Oakland.
- January 27, 1972.....** The San Francisco Human Rights Commission presented the Bay Area Rapid Transit District Board of Directors with a commendation for its positive policy on fair employment practices.
- February 10, 1972.....** The Board of Control for the Bay Area Rapid Transit District's Livermore-Pleasanton extension study, selected the firm of Livingston and Blaney as technical consultants for the project.
- March 23, 1972.....** The Bay Area Rapid Transit District will install bicycle racks in the parking lot and plaza areas of 27 of its 34 stations. Coupled with the bicycle rack project will be a pilot program to install 94 bicycle storage lockers in six of the East Bay stations just prior to line opening.
- April 27, 1972.....** Directors of the Bay Area Rapid Transit District voted to seek SB 325 monies to provide express bus feeder service to BART stations from four outlying areas in Contra Costa and Alameda Counties not currently served by public transit lines.
- May 7, 1972.....** Public viewing of the El Cerrito BART Station interior and platform areas and inspect a train.
- May 21, 1972.....** Public viewing of the South Hayward BART Station, and a brand new revenue train.
- May 25, 1972.....** BART Board of Directors authorized procurement of 29 machines for issuing transfers which will entitle BART patrons to one-half fare feeder bus service from its 17 East Bay stations served by AC Transit.
- June 4, 1972.....** Public viewing of the Bayfair BART Station. A motorized cable car sponsored by the Bayfair Merchants Association ran a free passenger shuttle from the Bayfair Shopping Center to the BART station. San Leandro Mayor Jack D. Maltester rode an old-fashioned double-decker London bus from downtown San Leandro to the Bayfair station, followed by a small caravan of antique cars.
- June 10, 1972.....** Public viewing of the Powell Street BART Station. Because the third rail from Oakland through San Francisco has not yet been energized, the train will be pushed by a special vehicle through the transbay tube.

- June 25, 1972.....** Public viewing of the Union City BART Station. The feature attraction will be a BART train of the latest transit cars which will commence revenue service from Fremont to North Oakland this fall.
- July 7, 1972.....** Public viewing of the Fremont BART Station. Some of the architectural features of the station include a large sunken rectangular plaza with porcelain enamel steel panels, and giant glass windows for natural light and warmth.
- August 6, 1972.....** Public viewing of the Richmond BART Station. An outstanding feature of the Richmond Station is a fiberglass wall sculpture with a marine theme designed and executed by artist William Mitchell.
- August 10, 1972.....** BART Board of Directors officially declared Monday, September 11, 1972, as the opening day of passenger service. BART will open the first of its four major lines -- 28 miles and 12 station on the 75-mile, 34 station system.
- August 16, 1972.....** The BART Board of Directors has set Monday, September 11, as "Day One" of revenue service for the first of four major lines to open in four successive stages. Target dates for opening the other three lines comprising the 75-mile 34 station system are: Richmond ("R") Line - 12 miles - November; Concord (C) Line - 17 miles - within first quarter 1973; and the Transbay Tube, San Francisco to Daly City - around mid-1973.
- August 19, 1972.....** Public viewing of the Berkeley BART Station. The main entrance, located at Center and Shattuck Streets is circular with a skylight dome that allows sunlight to flood into the center of the concourse level of the station.
- August 24, 1972.....** BART Board of Directors authorized substantial decreases in property tax rates for fiscal year 1972-73 to be levied within the three District counties for payments on BART construction bonds.
- August 27, 1972.....** Public viewing of the 16th and Mission Street BART Station. Outstanding features of the station are ceilings of acoustic pan with wood panels, can cast concrete sculptures lining the entrance walls leading from the street level plazas down to the concourse.
- August, 1972.....** Pittsburg-Antioch extension study starts. San Mateo County and the Metropolitan Transportation Commission plan with BART consultants to extend rapid transit beyond San Francisco Airport to Menlo Park for San Mateo County Transit Development Project.

- September 7, 1972.....** Starting with the Sept. 11 opening of the Bay Area Rapid Transit District's Oakland-to-Fremont service, BART patrons will be able to buy multiple-ride tickets through 80 Alameda County branches of 16 banking firms.
- September 11, 1972....** **OPENING DAY OF PASSENGER SERVICE.**
- September 15, 1972....** The Bay Area Rapid Transit District closed out its first five days of revenue service with a total passenger count of more than 100,000 for the opening segment of the system from Fremont to Oakland. Started with eight two- and three-car trains in service, and went to nine and ten trains which generally did well all week.
- September 25, 1972....** The Bay Area Rapid Transit District began its third week of weekday revenue service today with a morning commuter count of almost 2,000--the highest since the September 11 opening day.
- September 27, 1972....** President Nixon rides the BART system.
- October 2, 1972.....** First accident since revenue service began. Component failure causes a two-car train to run off tracks at Fremont Station.
- October 11, 1972.....** The system officially dedicated by Secretary of Transportation John A. Volpe at Lake Merritt Station.
- October 26, 1972.....** The BART Board of Directors authorized the establishment of an express bus feeder line from Danville-Alamo area of Contra Costa County into the Walnut Creek BART Station.
- December 12, 1972.....** Bay Rapid Transit District recognized its millionth passenger, Mrs. Bettie DeManty of Hayward.
- 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. Bicycle racks for BART riders have been installed at all surface and aerial station from Richmond to Fremont.
- January 31, 1973.....** BART patrons are now able to buy multiple-ride tickets through 128 branches of 19 banking firms.
- February 12, 1973.....** The high-voltage electric third rails which power BART trains was fully energized along the BART line from MacArthur Station in Oakland to Concord in East Contra Costa County.

- May 21, 1973.....** Concord line opens, adding 17 miles. The BART System now has 56 miles and 24 stations.
- June 19, 1973.....** BART, the nation's newest transit system, reached a milestone in safe operations by passing the 100 million passenger mile mark without incurring any serious passenger injuries.
- July 3, 1973.....** The high-voltage electric third rails which power BART trains were fully energized through the Transbay Tube and as far as the Powell Street Station in subway beneath San Francisco's Market Street.
- August 10, 1973.....** First train travels through Transbay Tube to Montgomery Station averaging 70 mph westward and 80 mph eastward.
- August 13, 1973.....** Electricity for the high-voltage third rails will be fully energized all the way through San Francisco to Daly City. This is the last segment of the 75-mile BART System to be energized.
- September 11, 1973....** **FIRST ANNIVERSARY** of revenue service--5 million passengers carried, 58 miles of track
- November 3, 1973.....** BART's 7.5 mile San Francisco line servicing 8 stations is opened. Patronage doubles within the first two weeks.
- November 5, 1973.....** Service begins between Montgomery Street and Daly City Stations, bringing 63.5 of the 71.5 miles into operation.
- January 31, 1974.....** New express bus service introduced to BART commuters from the Peninsula. A fleet of six charter buses make inaugural runs to Daly City from pickup points as far south as Belmont.
- March 6, 1974.....** Bay Area Rapid Transit District began construction this week on a new 2.5 mile test track along the BART main line from Industrial Parkway in Hayward to "E" Street in Union City, will expedite new car checkout and regular maintenance work on its growing fleet of transit cars.
- September 11, 1974....** **HAPPY SECOND BIRTHDAY BART!**
- September 12, 1974....** BART Board of Directors approved a contract with AC Transit to provide express bus service in five areas of Alameda and Contra Costa counties not directly served by rail, beginning no later than December 30.

- September 16, 1974....** Transbay service began, representing a major milestone in placing the full 71.5 mile system in operation. With the advent of transbay service, BART's patrons may purchase high value tickets at 264 branch banks through the three counties, and 13 branch banks in San Mateo and Santa Clara Counties.
- October 25, 1974.....** BART Board of Directors authorized the commencement of a six-month "Bikes on BART" trial program to determine the feasibility of transporting regular, non-collapsible bicycles on its trains.
- November 5, 1974.....** Nine-member Board of Directors elected to replace 12-member appointed board.
- December 2, 1974.....** Express bus service to outlying areas begins as an interim extension of BART rail service.
- February 10, 1975.....** Bay Area Rapid Transit District began a program to increase its excursion fare from 60-cents to \$1.00. The process of modifying the automatic fare collection equipment for the excursion equipment for the excursion fare increase can only be accomplished over a period of time. The excursion fare will be standard throughout the entire BART system on or before March 8, 1975.
- February 26, 1975.....** BART and the San Francisco Municipal Railway jointly announced that their long-awaited transfer system, cutting bus fares in half for regular BART-MUNI combination riders, will begin on March 10.
- March 17, 1975.....** BART announced three new stops will be added to the BART/AC Transit Express Bus lines serving the Dublin area.
- April 28, 1975.....** BART/AC Transit Express Bus service expanded and approved in the Livermore, Concord, Pittsburg, Antioch, and Martinez areas.
- June 2, 1975.....** BART Board of Directors authorized the extension of "Bikes on BART" trial program which was scheduled to conclude June 31, for an additional six months, through December 31, 1975.
- July 1, 1975.....** Handicapped 75 percent fare discount adopted - an industry first made possible by plan administered by BART and approved by other Bay Area transit agencies. Discount fares for the elderly reduced from 75 to 90 percent.

- August 12, 1975.....** Bay Area Rapid Transit District endorsed AB 664, would permit surplus bridge tolls to be used for transit development on the transbay corridors and their vicinities.
- August 14, 1975.....** BART Board of Directors voted to increase passenger fares and initiate parking fees in the system's 23 parking lots.
- September 11, 1975....** **HAPPY THIRD BIRTHDAY BART!**
- September 30, 1975....** Construction began on a two level structure which will double the current 800-car parking capacity at BART's Daly City Station.
- November 3, 1975.....** BART's first fare increase since the District began passenger operation results in a 21 percent revenue growth.
- December, 1975.....** "Bikes on BART", another industry first, adopted after a successful 12-month trial run.
- January 1, 1976.....** Permanent night service goes into effect. Hours of train operation are extended from 6 a.m. to 12 midnight.
- January 12, 1976.....** "Mid-day Parking" is re-introduced to better balance parking at its suburban stations.
- January 30, 1976.....** Outstanding Community Achievement given to BART--one of 200 organizations selected by Revolution Bicentennial Administration's "Horizons on Display" program.
- April 8, 1976.....** The one million passenger mark was reached on BART's express bus service to suburban Alameda and Contra Costa Counties.
- April 19, 1976.....** BART began running its first direct train between Richmond and Daly City on a limited basis, as part of a special program to increase service levels.
- May 27, 1976.....** Embarcadero Station officially opened for revenue service, drawing thousands of San Franciscans to the colorful ceremonies at the 34th system station.
- June 7, 1976.....** BART began a new schedule of direct, no-transfer Richmond-Daly City service, as part of an ongoing program to improve transit accessibility to its riding public.
- June 16, 1976.....** The State Assembly passed a bill, AB 3785, that would extend the present BART District half-cent sales tax through June, 1978.



- July 8, 1976.....** BART General Manager Frank C. Herringer announced that a new three-year labor agreement had been reached with Service Employees International Union, Local 390, and Amalgamated Transit Union, Division 1555.
- September 6, 1976.....** For the first time since beginning operations four years ago, BART offered a special 25-cent, one-way fare of their choice to any point on the system this Labor Day. Free rides offered on BART Express Buses when taken away from those BART stations served by the special buses.
- September 11, 1976....** **HAPPY FOURTH BIRTHDAY BART!**
- September 13, 1976....** Three new additional BART Express Bus stops are being added in areas served by the M and P buses, which originate at the Concord Station.
- September 22, 1976....** BART funding bill AB 3785 was signed into law by Governor Edmund G. Brown, Jr. This bill authorizes BART to levy the half-cent sales tax to meet operational expenses.
- September 27, 1976....** A new storage area designed to reduce delays due to disabled trains on the mainline became operative. Located adjacent to the BART Fremont line in Oakland at about 14th Avenue and 12th Street. It is officially designated as the "A-15 Spur".
- December 6, 1976.....** BART increased commute-hour train lengths on all lines. Ten car trains, seating 720 passengers.
- January 13, 1977.....** Ratification of an agreement between the District and the newly formed Supervisory and Professional Association (BARTSPA) numbering 114 middle management employees.
- January 26, 1977.....** Hundred millionth (100,000,000) passenger entered the system since the beginning of operations 4 1/2 years ago. BART Board President Barclay Simpson and General Manager Frank C. Herringer presented a certificate and gift to Maria Magdalena De Guzman of Daly City. Since opening, BART trains have traveled 1.4 billion passenger miles.
- March 9, 1977.....** The opening of 390 additional parking spaces at South Hayward BART Station, bringing the total to 880.

- April 4, 1977.....** BART awarded contract to provide special instrumentation for sensing seismic activity along key areas of the line to Howell Electric Company of Oakland. Howell Electric Co. will supply the District with seismic sensor alarms. The seismic sensor system will be installed by BART personnel and linked directly to BART's Central Control and Station Agent consoles at Concord, Walnut Creek, Rockridge, El Cerrito Del Norte, Bayfair, Fremont, Embarcadero and Daly City stations.
- April 25, 1977.....** Restriping to make more spaces for compact cars and changing the traffic flow, BART has added 145 additional parking spaces at Pleasant Hill; 71 spaces at Orinda; 42 at Walnut Creek, and 15 at Concord. Aggregate surfacing on the upper lot at Lafayette Station is providing 300 additional parking spaces for commuters from that area.
- June 9, 1977.....** BART receives "outstanding public service" award from State Department of Rehabilitation in recognition of its accomplishments in making BART Accessible to the handicapped.
- June 13, 1977.....** BART adjusted its last train schedules to insure that patrons who enter any one of the system's 34 stations before midnight will be assured of catching a train.
- June 25, 1977.....** BART conducts largest full-scale fire drill to date. Drill includes 200 volunteers plus representatives from hospitals and emergency response agencies.
- July 8, 1977.....** Surprise walkout by the transit system's train operators. ATU, Local 1555, represents approximately 400 of the transit district's operation employees, primarily train operators and station agents.
- September 7, 1977.....** BART & the BART Police Officers Association, SEIU, AFL-CIO, announced at 2:30 this morning that they had reached a tentative agreement ending the 14-day labor dispute.
- September 11, 1977....** BART celebrates fifth birthday. To date, 120 million patrons have been carried 1.6 billion passenger miles. Daily patronage is 144,000. Patronage in September, 1972, reached 17,000; 32,000 in September, 1973; 80,000 in September, 1974; 122,000 in September 1975; and 132,000 in September, 1976.

- September 30, 1977....** Permanent extension of one-half cent sales tax signed into law. The bill authored by Assemblyman Leo McCarthy provides BART with 75 percent of the tax levied in Alameda, Contra Costa, and San Francisco counties. The rest is earmarked for allocation by the Metropolitan Transportation to AC Transit, and MUNI for service improvements.
- October 10, 1977.....** BART's new three story parking structure, servicing the Daly City Station, was opened with approximately 1,600 parking spaces for BART commuters, with 24 of the spaces reserved for handicapped parking.
- October 17, 1977.....** BART receives awards for "Pioneering Design and Construction" and "Outstanding Civil Engineering Achievement" from American Society of Civil Engineers.
- November 19, 1977.....** Breaking a 20 year old tradition, the Emporium's Santa Claus will arrive for his first official day of work via BART instead of by cable cars as in the past.
- December 8, 1977.....** BART Board of Directors approved a proposed new free shuttle bus service between Hayward Station and the Alameda County Government Center near Winton Avenue. The shuttle service will operate as a demonstration project over a two-year period.
- January 26, 1978.....** Free day on BART adopted in an effort to makeup for passenger inconvenience during AC Transit strike. Board also authorizes a free month of BART Express Bus service following the end of the two-month strike.
- February 2, 1978.....** Another free day on BART. Ridership reaches record high of 250,000.
- March 8, 1978.....** BART installs TTY Telephones in the Telephone Information Center for deaf patrons needing transit information.
- April 7, 1978.....** BART officials seek approval from CPUC to remove constraint requiring trains to be separated by at least one station.
- May 19, 1978.....** BART Board President Harvey W. Glasser and Market Street Development Project President Albert S. Samuels, Jr., dedicated a 37-foot high sculpture, "Wall Canyon", by artist Steven De Staebler's, at the Embarcadero Station.

- May 23, 1978.....** BART passengers traveled their two billionth mile on the system.
- June 16, 1978.....** BART Board of Directors adopted a policy of cutting the proposed 1978/79 fiscal budget by \$5-7 million as a first step toward meeting the impacts associated with Proposition 13.
- July 2, 1978.....** Regular Sunday train service from 9 a.m. to midnight begins.
- September 11, 1978....** **HAPPY SIXTH BIRTHDAY BART!**
- September 29, 1978....** BART Board of Directors approved permit parking for BART district residents in a 250 space auxiliary parking lot at Daly City Station.
- BART Board of Directors awarded a \$269,000 contract for to construct an east entrance to the Fremont Station.
- October 12, 1978.....** BART Director Arthur J. Shartsis announced that BART has agreed to the construction of a special entrance way from the 12th Street/City Center Station in Oakland to the proposed \$100 million Hong Kong/USA complex.
- October 16, 1978.....** BART Board of Directors approved a policy to clearly define the transit district's hiring and promotion practices.
- October 27, 1978.....** Ribbon-cutting ceremony to dedicate the new parking lot at the Fremont Station. The new facility has increased parking availability by over 300 spaces bringing the total to about 1,000.
- January 11, 1979.....** Keith Bernard appointed as General Manager, replacing Frank Herringer, who resigned December 31, 1978.
- January 17, 1979.....** **TRANSBAY TUBE FIRE.....**
- April 2, 1979.....** BART completed the process of presenting direct evidence and testimony to the California Public Utilities Commission (CPUC) to support its request to resume passenger service through the transbay tube. Order of closure was issued by the CPUC on Friday, January 19, following a train fire in the tube on January 17.
- April 5, 1979.....** Transbay service resumes with CPUC authorization.

- April 30, 1979.....** As a result of Transbay Tube fire, BART puts emergency information posters, containing evacuation procedures, in all transit vehicles.
- August 31, 1979.....** A strike by BART employees has forced the shutdown of the BART system.
- September 11, 1979....** **HAPPY SEVENTH BIRTHDAY BART!**
- October 16 , 1979.....** CPUC hearings continue regarding BART's application to remove constraint that trains operate no closer than one station apart--thus paving the way for direct Richmond/Daly City Service in early 1980. "Close headways" begins June 13, 1980.
- November 25, 1979.....** BART General Manager, Keith Bernard, announced that full service will resume on December 3.
- December 13, 1979.....** BART was advised by the Urban Mass Transportation Administration (UMTA) that additional funding will be made available for the replacement of BART's existing polyurethane foam seats.
- December 31, 1979.....** Another BART first-train operation continues around the clock on New Year's Eve as part of BART's "Safe Holiday Program".
- February 2, 1980.....** BART's bike permit office will be open from 10 a.m. to 2 p.m. and will continue to be open the first Saturday of each month through June, 1980.
- February 25, 1980.....** Special BART/AC Transit Committee of directors from both agencies is established to improve coordination between the two transit agencies.
- March 7, 1980.....** BART's new "All About BART" brochure has been translated into both Spanish and Chinese and they are now available in all BART Stations.
- March 12, 1980.....** The 250-space parking lot BART had originally set aside for permit parking only at its Daly City Station is now available for general parking use after 9 a.m. on weekday mornings and throughout the service day on weekends.
- March 24, 1980.....** In an effort to further relieve parking congestion at its Concord Station, BART will be sponsoring a new three-person carpool program for the system's patrons.

- March 27, 1980.....** BART Board of Directors today approved entering into an agreement with Kaiser Engineers, Inc., of Oakland to assist BART engineers in the development of a new transit car for the system. The new transit vehicle, which will be a combination "A" lead and "B" mid-train car, will be called a "C" car and is expected to be ready for bid by November, 1980. The procurement and delivery process could take four to five years.
- April 7, 1980.....** The official opening of the new east entrance to the Fremont Station.
- April 24, 1980.....** BART Board of Directors adopts extension policy as part of a 20-year plan to extend the system 15 miles from Concord to Pittsburg/Antioch area; 4.8 miles from Fremont to Warm Springs; 9.3 miles from Daly City to San Francisco Airport and 24 miles from Bayfair Station through Castro Valley to Livermore/Pleasanton. Total cost is estimated at \$1.7 billion.
- May 16, 1980.....** Contract to install new seat cushions in BART cars, was awarded to WAM's, Inc. a San Francisco based firm. Their bid of \$118,267 was the lowest among five firms competing for the job.
- June 2, 1980.....** BART begins issuing permits to bring bicycles onto the system on an "appointment only" basis.
- June 20, 1980.....** BART leased two supplemental parking lots which combined will accommodate an additional 510 cars. This brings the total number of parking spaces at the Concord Station to 1600.
- June 24, 1980.....** BART Board adopts \$105.5 million operating budget which includes the first fare increase since 1975. Minimum fares to rise from 30 to 50 cents. New fares go into effect June 30.
- June 30, 1980.....** BART's new fare increase goes into effect. The new discount ticket for handicapped persons and children 5 through 12 will be the same color red as the old ticket but will have a pre-encoded value of \$9.00 and will cost 90 cents.
- July 7, 1980.....** Direct Richmond-San Francisco/Daly City service begins. There will be 43 trains operating during peak hours (as opposed to 33 before the introduction of Close Headways).

- July 11, 1980.....** BART bike lockers which are located at all stations except in San Francisco, downtown Oakland, and central Berkeley, may now be leased from the transit district for \$30 per year, or \$15 for three months. A \$10 key deposit is also required.
- July 16, 1980.....** Because of a recent upsurge in demand for permits to take bicycles on BART, the transit system will expand the permit office hours from two days a week to five days a week.
- August 20, 1980.....** Career Apparel Image Award given to BART by National Association of Uniform Manufacturers for station agent uniforms.
- September 11, 1980....** **HAPPY EIGHTH BIRTHDAY BART!** The transit system has carried better than 237,000,000 passengers over 3 billion passenger miles.
- October 1, 1980.....** BART began making bicycle permits available on a mail-order basis. Also, BART will begin allowing bicycles to be brought on the system to travel in a reverse commute direction on some of the lines during the morning and evening commute periods.
- October 16, 1980.....** BART Board of Directors approve a contract to LeeMAH Electronics, Inc. of San Francisco to manufacture a major new train control modification which is expected to greatly enhance service reliability and overall operation of the system. The new modification called, "Manual Cab Signalling" (MCS), will permit the train operator to run the trains, manually, at normal speeds with full automatic protection.
- October 22, 1980.....** BART will receive \$12.9 million in Federal grants from the U.S. Department of Transportation's Urban Mass Transportation Administration (UMTA) for three major improvement programs.
- October 25, 1980.....** BART Saturday service is expanded to four routes from the current three route service. The fourth route will provide direct service between Richmond and San Francisco/Daly City, similar to weekday service.
- November 5, 1980.....** Seat replacement program is completed. All seats in the operating fleet have been replaced with fire-resistance material made of low-smoke neoprene. Seat covers are made of 90 percent wool and 10 percent nylon.

- December 8, 1980.....** Full-scale fire test is made on BART car at McDonnell Douglas Corporation testing facility in Southern CA.
- March 16, 1981.....** Signs designating the close-in preferential parking spaces at four BART Stations (Concord, Lafayette, Daly City and Fremont) will be set aside for BARTpool vehicles. The BARTpool is a program designed to help alleviate parking problems at these stations.
- April 21, 1981.....** CPUC approves "Cut-Out-Car" program which will allow the system to continue train operation though any one of the cars has a friction brake problem. Prior to the program, cars with brake problems operated at half speed.
- April 22, 1981.....** Inauguration ceremony was held in the fountain area of the BART Administration Building for BART's new anonymous witness program called "We Tip".
- July 16, 1981.....** BART Board of Directors adopts a 10-year, \$1.2 million program designed to improve pedestrian, automobile, bus and carpool access to 21 stations throughout the BART system.
- August 31, 1981.....** BART's Board of Directors adopted a single property tax rate of 6.97 cents per hundred dollars of assessed value to meet BART's current general obligation bond debt service costs.
- September 3, 1981....** A preferred route for proposed Pittsburg-Antioch extension adopted which will run 19 miles from Concord to north Concord along Port Chicago Highway to Route 4 and along Route 4 to Antioch.
- September 11, 1981...** **HAPPY NINTH BIRTHDAY BART!**
- September 17, 1981...** BART opened the "BART Exhibit" the first of its kind for the system. Standing almost 8' high, 12' at one point, the physical structure, if stretched out in a straight line, would be well over 50'. It has aluminum facing on the outside, resembling the exterior skin of a BART train. Assembled, it will be divided up into three large curved sections, each depicting an era of the system. The main theme of the free-standing island exhibit is "BART Going Places".
- October 21, 1981.....** BART received its first financial boost today when William Royer, U.S. Department of Transportation Regional Representative, announced that a grant of \$6.7 million for the new cars had been approved. This is the first such grant approval received for the new C-Car.



- October 31, 1981.....** One of the eight massive switches, on this first new BART trackway, was moved into position using a system which was developed by BART's Power and Way Maintenance Department.
- December 17, 1981.....** BART Board of Directors today approved going to bid for the purchase of 60-150 newly designed "C-Cars".
- January 7, 1982.....** BART Board of Directors today adopted a five year plan designed to upgrade and streamline the transit system's Express Bus service.
- January 20, 1982.....** "BARTpool" -- a preferential parking program for BART patrons who carpool to the station, is now available at the El Cerrito Del Norte BART Station. Seventy-five close-in parking spaces have been set aside in the west parking lot for carpools of three or more riders.
- February 1, 1982.....** A first--BART reduces fares during off-peak hours to attract ridership between the hours of 10 a.m. and 3 p.m. The test will continue throughout February.
- February 10, 1982....** BART took over the ownership of the Lafayette Parking Lot located at Oak Hill Road and Dear Hill Road. The parking lot, which will accommodate approximately 400 cars, previously had been leased to the City of Lafayette by the State of California.
- February 12, 1982.....** "BART TIMES", a free, bi-monthly publication for transit riders, is introduced.
- February 18, 1982....** BART Board of Directors directed General Manager Keith Bernard to advertise for bidders on the \$19 billion project which will significantly improve the fire resistance of BART cars. Bid documents will be available from BART's District Secretary's Office on Tuesday, March 16, 1982.
- March 24, 1982.....** Groundbreaking ceremony for the \$12.5 million Regional Administrative Facility--the first government condo. The facility will house BART, Metropolitan Transportation Commission and the Association for Bay Area Governments.
- April 1, 1982.....** The "two-for-one" transfer purchased from the BART/MUNI transfer machines has gone up in price, by ten cents, in accordance with the new increase in MUNI fares also on this date.

- May 21, 1982.....** Transit vehicle "Fire Hardening" program contract given to TODCO, division of Overhead Door Corp., for \$17.8 million.
- May 24, 1982.....** BART announced that a \$1.8 million contract which will greatly improve radio communications capacity for BART has been awarded to Wismer and Becker, Consulting Engineers, Sacramento, CA
- July 1, 1982.....** BART and its two major unions, Amalgamated Transit Union, Local 1555, and United Public Employees (UPE), Local 390, voted to ratify the new agreement.
- July 13, 1982.....** BART awards \$16,000 to the winners of its "Architectural Design Competition" to graduate student teams from west coast colleges for designs of joint commercial and institutional development at three BART stations.
- August 19, 1982.....** Board of Directors approved the sale of \$65 million in sales tax revenue bonds for the purchase of new transit cars. The District plans to purchase between 90 and 150 of the new cars, depending on the amount of federal funding that is committed to this project.
- August 20, 1982.....** BART announces new 18.4 percent fare increase effective September 8.
- August 31, 1982.....** BART Board of Directors adopted a reduced property tax rate for the 1982/83 fiscal year to meet general obligation bond debt service costs.
- September 11, 1982..** **HAPPY TENTH BIRTHDAY BART!** The system presently carries approximately 190,000 passengers per weekday and has traveled over 4.5 billion passenger miles since opening in 1972. BART's anniversary theme contest, "Ten Years...Cheers" was won by Station Agent Donna Loughran. Loughran's slogan was selected from over 150 entries submitted by BART employees.
- October 7, 1982.....** Single largest contract BART will award in the coming decade given to Societe Ferrovaire de Valenciennois (SOFERVAL) of France for the C-Car. Soferval estimates that 65% of project will be spent on American-made material and will create jobs in the Bay Area where final assembly will take place. BART and Soferval agreed on at least a 14 percent Minority and Women's Business Enterprise participation.

- December 6, 1982....** Groundbreaking ceremony for the construction of the carbarn to house the historic streetcar "00". The car has been preserved and will be placed on permanent exhibit at the Hayward BART Station.
- January 11, 1983....** Passenger survey indicates more people using BART for all kinds of trips; commuters now make up more than 77 percent of total weekday trips. Women patrons now a majority. Marked increased in patron income since 1980 when 54 percent of passengers earned over \$20,000 compared to 66 percent for 1982.
- February 15, 1983...** BART has increased the full fare value of its discount tickets for seniors, youths and disabled persons to \$12. The 90 percent discount will remain.
- March 7, 1983.....** Ceremony inaugurating into service BART Express Buses are equipped with wheelchair lifts and special steps that "kneel" to aid elderly and disabled persons in boarding the buses.
- April 1, 1983.....** The new BART/MUNI monthly Fast Pass goes on sale. The pass will be honored for unlimited rides for the month of its designation on MUNI and BART within San Francisco.
- April 11, 1983.....** BART's \$21 multi-ride tickets, which cost \$20, can be ordered by calling a 24-hr. toll-free telephone number.
- May 4, 1983.....** BART connections with the AIRPORTER bus service to the San Francisco International Airport can be made from the Embarcadero BART Station, where the airport bus service leaves from the main entrance of the Hyatt Regency Hotel, or from the Powell Street BART Station.
- May 19, 1983.....** Funding for a one-year demonstration project for "The Martinez Link" was approved by a committee of the Metropolitan Transportation Commission (MTC).
- June 3, 1983.....** Grand opening of the new Oakland Convention Center located at 10th and Broadway, a few steps from BART's 12th Street/City Center Station.
- July 5, 1983.....** "The Martinez Link" begins between the El Cerrito Del Norte BART Station and the Contra Costa County offices and courts in Richmond and Martinez.

- September 11, 1983..** **HAPPY ELEVENTH BIRTHDAY BART!** Today, 43 BART trains on 479 daily runs carry about 191,000 trips each weekday. Patrons have taken 382 million trips on BART for more than five-billion passenger miles, with not a single passenger fatality.
- September 19, 1983..** Work began on the expansion of the parking lot capacity at the Union City BART Station, in order to add 234 more parking spaces.
- October 22, 1983....** Beginning today and continuing every Saturday through November 19, BART Police will conduct its "Ident-a-Kid" program, a fingerprinting program for children, being offered as a free community service at various BART stations.
- October 31, 1983....** Moped riders can now rent one of 42 storage lockers at 12 BART stations for a cost of \$15 for three months or \$30 for a year.
- November 29, 1983...** The first of BART's 436 transit cars of the fire-hardening program on display for public showing.
- March 23, 1984.....** BART Employee, Pete Avalos will carry the Olympic Torch later this summer, as the torch proceeds on its way to Los Angeles for the opening of the Olympics in June.
- June 21, 1984.....** BART Board of Directors approved a public hearing to receive public comment on proposed administration changes in the "Bay Region Discount Card" program.
- July 2, 1984.....** BART began part-time jobs as part of a "Summer Youth Program" involving the transit district, Bay Area Urban League, Alameda County Training and Education Board (ACTEB) and the City of Richmond.
- August 10, 1984.....** BART received a "letter of no prejudice" from the Washington, D.C. offices of the Urban Mass Transportation Administration (UMTA), which permits BART to incur costs to match up to \$56 million dollars on its Daly City Turnback and Serramonte Yard projects without prejudice to future federal aid.
- September 6, 1984...** BART and AC Transit signed an agreement aboard one of the 50 new Gillig buses recently acquired for service in the BART Express Bus fleet.

- September 11, 1984..** **HAPPY TWELFTH BIRTHDAY BART!**
- September 16, 1984..** BART celebrated 10-years of service through the Transbay Tube. Almost 200 million people have traveled about 1 billion passenger miles beneath the bay between East Bay communities and San Francisco.
- November 2, 1984....** BART announced that a federal grant totaling nearly \$11 million has been received from the U.S. Urban Mass Transportation Administration (UMTA). This project is a vital part of BART's five year, \$525 million Capital Improvement Program which when completed will ultimately expand BART's ridership capacity by 80 percent.
- December 8, 1984....** BART begins to install test materials as part of a platform edge detection system which is being developed as added protection for BART patrons.
- December 11, 1984...** BART has selected DeLu-Foster-Francis, a consortium of engineering, managerial, construction management and community relations firms of San Francisco and Oakland, to serve as the construction management group for the District's \$150 million Daly City Turnback and Storage Yard Project.
- January 3, 1985.....** The final weld in 9.5 miles of track--the first module in the Daly City Turnback project--is made.
- February 11, 1985...** BART holds a ground-breaking ceremony at the Daly City Station to mark the start of construction on the transit system's \$150 million Daly City Turnback project.
- February 15, 1985...** BART General Manager announced that four prototypes of BART's new transit vehicle, known as the C-Car, will be delivered on or about June 30, 1985, at which time they will be subjected to an extensive six-month testing program.
- June 3, 1985.....** BART announced that the Secretary of the Navy in Washington, D.C., has just approved lease negotiations to be finalized between BART and the Navy for the lease of seven acres of land in North Concord, for a proposed Park and Ride lot.
- July 1, 1985.....** A new "Fast Pass" for BART Express Bus riders which can be used in place of paying cash fare. Available from BART's Passenger Service Office or AC Transit customer service center.

- July 3, 1985.....** BART and its two major unions, Amalgamated Transit Union Division 1555 and United Public Employees (UPE) Local 790, announced that the tentative agreement reached June 30, has now been fully ratified.
- July 11, 1985.....** The first of 36 Bay Area Teleguides terminals will be placed in service during a "kick-off" ceremony. Terminals are located at the train platform level of BART stations.
- July 12, 1985.....** BART announced that BART's new C-Cars will be assembled at the former Soule Steel fabrication plant located at 3377 Western Avenue, Union City, CA.
- August 8, 1985.....** BART announced that beginning on September 9, 1985, a six month test program which adds one hour of service on the existing Richmond/Daly City and the Fremont/Daly City lines will start.
- August 20, 1985.....** Groundbreaking ceremony to mark the beginning of construction of BART's Hillcrest Satellite Park/Ride lot, located at Hillcrest Avenue and Sunset, just off Highway 4 in Antioch.
- September 11, 1985..** **HAPPY THIRTEENTH BIRTHDAY BART!** BART now operates 43 trains on 71 miles of track to 34 stations, and carries about 215,000 riders daily. BART statisticians estimate that sometime this past July, the 500 millionth passenger went through BART's fare gates.
- September 26, 1985..** The BART Board of Directors adopted a new fare schedule which will raise the transit system's fares by an overall average of about 30 percent, effective January 1, 1986.
- October 31, 1985....** BART Board of Directors approved the sale of \$145 million in sales tax revenue bonds to refund the District's 1982 revenue bonds and generate additional funds for vital capital projects.
- January 1, 1986.....** BART's new fare increase goes into effect at 6 a.m. Part of the money generated by the fare increase will help fund additional improvements to system access and other improvements.
- January 15, 1986....** The system records a 3 percent rise in patronage with major gains recorded for off-peak ridership.
- January 29, 1986....** BART honors pioneer Marvin Lewis, a man instrumental in forming the original Bay Area Transit Commission in the late 40's.

- January 30, 1986....** BART Directors and representatives of the U.S. Navy held a lease signing ceremony for property on the U.S. Naval Weapons Station. The property will eventually be the site of the future North Concord/Martinez BART Station and will now be developed as a 538-space park/ride facility.
- February 3, 1986....** Work commenced in the BART tunnel between Lafayette and Walnut Creek BART stations for the installation of a wet standpipe system, which is a water line with fire hose connections for fire-fighting purposes.
- March 17, 1986.....** The first new main line track to be added to the BART system since the system was originally built will become operational. The new line will be known as the KE Line and will improve BART's reliability during the morning and afternoon commute periods.
- March 25, 1986.....** Urban Mass Transportation Administration (UMTA) signed a full funding agreement for the Daly City Turnback project.
- BART's car cleaning project, which began in 1985, has been completed. The entire BART fleet of 440 cars has gone through the process and is now in service.
- April 25, 1986.....** BART Board of Directors awarded three contracts totaling nearly \$5.5 million for the refurbishing of the 143 escalators at the 34 BART stations.
- May 8, 1986.....** BART's new transit vehicle, the C-Car, went on display at the 12th Street/City Center BART Station. The display of new cars will take place on the KE Track which is located on the second level of the station.
- June 9, 1986.....** At the Orinda BART Station the new parking control has been installed, which requires the use of a daily parking token for cars parked in the station's parking lot. The parking control has been installed in an effort to deter casual car poolers from parking in the station lot.
- July 23, 1986.....** A new 513-space BART park/ride facility on Bailey Road at Highway 4 in Pittsburg opened. A new weekday Express Bus service offering six departures to and from the lot at the Concord BART Station during the morning and afternoon commute period.
- July 30, 1986.....** Firehardening program on all transit vehicles completed, making BART cars the most fire-safe vehicle in the country.

- August 12, 1986.....** The last girder of Daly City Turnback goes into place. The turnback will enable trains to run at closer headways. The project, consisting of 23 separate construction contracts, will be completed in 1988.
- September 11, 1986..** **HAPPY FOURTEENTH BIRTHDAY BART!** Since 1972, BART has carried over 570 million passengers and traveled more than 7.5 billion miles without one passenger fatality. The Capacity Expansion Program, comprised of eight major projects--will increase capacity by 85 percent.
- September 16, 1986..** BART sells \$65 million in bonds to be used to pay for 60 of the District's new C-Cars designed by BART engineers.
- November 3, 1986....** BART adds two extra trains to the morning and afternoon peak commute service, bringing the number of trains in service to forty-five. One train operates on the San Francisco/Fremont line and the other on the San Francisco/Concord line. Trains on the Richmond/Daly City line will be longer as part of increasing the capacity of the BART commute service.
- November 20, 1986...** BART Directors agreed to join with the two bay area cities in alternative electrical energy studies which could result in the reduction of BART's electrical power costs.
- December 5, 1986....** A \$1,550,000 contract was awarded by the BART Directors for the construction of a platform edge warning system in all BART stations. The materials to be used are bright yellow rubber tactile tile.
- December 18, 1986...** Approval of a 64-seat configuration for the C-Car, rather than the original design which called for 68 seats was given by the BART Board of Directors. The change was made in order to provide more space for wheelchair bound patrons.
- January 22, 1987...** BART and AC Transit introduced the new AC/BART PLUS Ticket. These tickets are in eight denominations ranging between \$20 and \$53 and are good for semi-monthly periods (first through the 15th, and the 16th through the end of the month). Discounts will vary from 6.25 percent to 18 percent on the use of BART and an even substantial discount on the AC fare.
- March 2, 1987.....** BART offered a week of "free" rides on BART Express buses to encourage the use of the park and ride lots in eastern and northern Contra Costa County.



- March 27, 1987.....** BART Directors authorized expansion of station parking lots at Lafayette and Orinda. Cost for construction of 232 new spaces at Orinda and 313 at Lafayette Station is expected to be between \$1 million and \$1.5 million. Nearly \$375,000 of this cost is expected to come from federal station and local funds. BART to seek a \$1.2 million grant from CALTRANS to fund the construction of a 1,200 space parking expansion project at Pleasant Hill Station.
- April 20, 1987.....** Parking controls at the Lafayette BART Station go into effect in order to discourage casual carpoolers use of the station parking lot. The new parking control consists of placing a free parking token into a slot box located inside the station paid area. The token is put into a slot, the number of which corresponds to a parking space number in the station parking lot.
- April 21, 1987.....** BART plays host to the first symposium to investigate the feasibility of raising private sector capital through public and private joint venture to supplement the funds public transit agencies would normally expect to receive from federal, state and local sources.
- May 24, 1987.....** BART provides very early morning train service to the Embarcadero BART Station for the 50th Anniversary of the Golden Gate Bridge from three stations - Rockridge, MacArthur, and West Oakland - in the east bay. Ten car trains arrived every 15 minutes, beginning at 3:06 a.m. and continued until 7:56 a.m. Trains started arriving every 20 minutes beginning at 9 a.m. when regular Sunday service began. Patronage for this Sunday was recorded at 116,082, which meant that approximately 66,000 extra trips were taken on BART by those going to the Golden Gate Bridge celebration.
- June 23, 1987.....** BART realized a savings of more than \$50 million on its contract to purchase 150 new cars. This savings, as well as certain cost under-runs brought the cost of the total C-Car contract down to \$228 million.
- June 25, 1987.....** BART adopted a \$172 million operating budget for the fiscal year of 1987/88, which represents about a \$2.6 million reduction in operating costs from the year previous. The newly adopted budget did, however, show a deficit totaling \$4.4 million. The district expects to recover about 50% of this budget from operating revenues.

- June 26, 1987.....** BART received an \$8 million grant from the Urban Mass Transportation Administration for the planned new Wayside Train Control System.
- July 4, 1987.....** BART began an experimental three-month program called "Family Fare". Under this plan a family of three, one adult and two children between the ages of five and seventeen, would ride as a group for only one full BART fare. "The Family" was required to enter at the same station and exit as a group, from the same station.
- July 15, 1987.....** BART carried a record number of patrons to the Oakland Coliseum for the All Star baseball game and celebration.
- August 2, 1987.....** The installation of the first of the new nine panel public transit information centers was completed at the 12th Street/City Center BART Station. Plans call for the installation of the transit information centers at 24 more locations which are focal points of interface between various public transit operation.
- August 3, 1987.....** New ticket booths opened in three San Francisco BART Stations...Embarcadero, Montgomery and Civic Center, where the AC/BART Plus and high value discount tickets will be sold. This is to make buying these discount tickets more convenient. A fourth ticket booth will open up at the 12th Street/City Center BART Station on August 12, 1987.
- August 20, 1987....** Food vendors begin operating at selected BART stations under a new vendor permit program.
- September 1, 1987..** BART's new "super bonus" tickets, which offers \$35 worth of BART rides for \$30, went on sale. The new tickets will remain on sale until December 31, 1987. The "More BART For Your Buck" campaign went underway with support from newspapers and radio ads, plus news releases. Tickets are available only at the "Ticket-To-Go" outlets or at the ticket booths located at the Civic Center, Montgomery Street, Embarcadero and the Oakland 12th Street/Civic Center BART Stations.
- September 11, 1987.** **HAPPY 15th BIRTHDAY BART!** Ceremonies were held at the Lake Merritt Administration Building in downtown Oakland, where winners in two separate BART anniversary contests were awarded prizes. Winner of the BART employees anniversary theme contest was Barbara Bell, a transit vehicle mechanic at the Hayward Shops, whose theme "A 15 Year Salute - To The #1 Commute", took

**September 11, 1987**  
cont.....

first prize. Ray Shilling of Castro Valley was the winner of the BART passenger trip to Acapulco contest. Over 616 million passengers have been carried by BART during its first 15 years of service and these passengers have traveled more than 8 billion passenger miles, without a train accident-related passenger fatality.

**September 17 & 18,**  
**1987.....**

BART service was geared up to carry the expected large number of people expected to come to San Francisco for the first visit of Pope John Paul. The crowds were not as large as expected. The event did generate approximately 10% additional passengers over the normal patronage. Recorded trips on BART for Thursday, September 17, 1987 was 216,092.

**September 24, 1987.**

The BART Board of Directors today authorized negotiations with San Mateo County and the San Mateo Transit Authority for the construction of a station in the vicinity of Colma, 1 1/2 miles south of Daly City.

**October 22, 1987...**

The BART Board of Directors awarded C. Overaa & Co. of Richmond, a \$3.7 million contract to build the maintenance shops at the Daly City Yard. This will provide a service, inspection, and pre-maintenance preparation facility for the maintenance of transit vehicles which will eventually be operated out of the Daly City Yard.

**October 29, 1987...**

BART and the Regional Transit Association officially dedicated the regional public information display panels and the new cashier/ticket booths now installed at various BART stations throughout the system. The ticket booth project is funded by the Metropolitan Transportation Commission Multi-Operator Pass Project.

**November 17, 1987..**

The first production version of BART's new C-Cars were delivered to the test track at BART's Hayward maintenance yard.

**December 10, 1987..**

BART President John Glenn dedicated the first of BART's new C-Cars in a special ribbon cutting ceremony held at the 12th Street City Center BART Station.

**December 18, 1987..**

BART Board of Directors approved a contract for designing and constructing a parking structure which will add 1,200 parking spaces at the Pleasant Hill Station.

- February 22, 1988..** BART and the County Connection, Contra Costa County's transit service, will begin a six-month demonstration project designed to determine if free transfers or added service can increase ridership on two of the County Connection bus routes serving BART.
- March 10, 1988.....** The BART Board of Directors was presented a "Meritorious Honor Award" from the American Institute in Taiwan, an agency established as part of the United States Government's "Taiwan Relations Act" of 1979. The award is inscribed with the words, "For its contributions to the Export of American Transit Technology".
- March 28, 1988.....** First revenue run of BART's C-Car from Fremont Station to San Francisco/Daly City, making stops at each station on the route.
- April 8, 1988.....** BART Director Barclay Simpson joined with the other local officials in celebrating the reconstruction of the Lafayette BART Station parking. This added 313 parking spaces will bring the number of parking spaces to 1,446.
- July 11, 1988.....** BART General Manager Keith Bernard announced that Governor George Deukmejian has appointed a fact find board to review the issues in the dispute between BART and two union representing about 1,700 employees.
- July 18, 1988.....** After receiving the report from the fact find panel, Governor Deukmejian called a 60-day cooling off period to permit negotiations to continue without a disruption to service.
- August 23, 1988....** The parcel of land, south of I-580 near the corner of Airway Blvd. and Kittyhawk Rd., was acquired by BART from Dunn Properties Corporation at a price of \$5.15 million and is a possible site of a BART station serving western Livermore.
- September 11, 1988.** **HAPPY SIXTEENTH BIRTHDAY BART!**
- September 22, 1988.** BART Board of Directors approved and ratified a three-year collective bargaining agreement between the District and the Amalgamated Transit Workers Union (ATU), Division 1555, and authorized BART's General Manager Keith Bernard to execute the contract.
- September 29, 1988.** The BART Board of Directors approved and ratified a three year collective bargaining agreement between the District and the United Public Employees (UPE), Division 790, and authorized BART's General Manager Keith Bernard to execute the contract.

- October 7, 1988....** The California Transportation Commission (CTC) gave a firm commitment to fund bay area fixed guideway systems, which will insure that BART will be eligible for a grant totaling \$79.9 million with which to fund a portion of the planned rail extension to West Pittsburg from Concord, with a station at North Concord/Martinez; to Warm Springs from Fremont with a station at Irvington; the Dublin/Pleasanton area with a stop at Castro Valley from Bayfair Station, and the extension to San Francisco International Airport from Daly City with stops at Colma, Tanforan, and So. San Francisco.
- October 18, 1988...** BART set a new ridership record, when 240,373 trips were made on BART. Of these trips, 33,362 were made to and from the Oakland Coliseum another record was set when 34 percent of the paid attendance rode BART to the playoff games.
- November 4, 1988...** BART Board of Directors authorized General Manager to negotiate a contract for General Engineering and construction management of its planned extensions with Bay Area Transit Consultants (BATC) a joint venture of Bechtel Civil, Inc., Parsons, Brinckerhoff, Quade and Douglas; Don Todd Associates; and John Warren and Assoc. The extensions include 7.8 miles from BART's Concord Station to North Concord and West Pittsburg in Contra Costa County; 12.8 miles from BART Bayfair to Castro Valley/Dublin and 5.4 miles from Fremont to Irvington and Warm Springs in southern Alameda county; and 7.1 miles from Daly City to the vicinity of the San Francisco Airport.
- November 26, 1988..** BART will now take you to Marine World Africa USA. Just ride Vallejo Transit's "BARTLink" from the El Cerrito Del Norte BART Station for direct service to Marine World Africa USA.
- November 27, 1988..** BART will offer special service during limited hours every Sunday until Christmas.
- December 1, 1988...** BART President Arlo Hale Smith to head up the BART board's special committee to recruit a new general manager. A new general manager would replace BART's current general manager, Keith Bernard, who resigned last month, effective sometime in early 1989.

- December 9, 1988...** First train in revenue service was stored on the trackway of the new Daly City Turnback. Building BART's \$146.7 million Daly City Turnback and Yard, the largest construction project undertaken since completion of the original system, is a critical element of BART's capacity expansion program.
- December 19, 1988..** BART and the San Francisco Centre officially dedicate the opening of the new Powell Street Station entrance into the San Francisco City Shopping Mall featuring Nordstrom.
- December 23, 1988..** BART will host its Tenth Annual Safe Holidays program at (13) stations in an effort to promote riding BART and other public transit as a safe alternative to driving the bay area's crowded highways on those two evenings.
- December 30, 1988..** BART to run until 2 a.m. on New Years Eve.
- January 11, 1989..** BART conducted a special press tour and briefing on the new Integrated Control System (ICS). The tour was designed to show how the new control system will provide the added capacity to support the running of 74 trains rather than the 55 train limit of the present Central Train Control Computer System.
- January 15, 1989..** BART's Express Bus service will be provided by Laidlaw Transit, a private transit company headquartered in Southern California. The new contract signifies the first time BART has contracted with a private company to provide its Express Bus service. BART's Board of Directors last June awarded the contract to Laidlaw Transit after the company under-bid a number of other private bus operators as well as AC Transit, which has held the Express Bus contract since 1974. The 11 BART Express Bus routes provide feeder service from outlying regions of Alameda and Contra Costa counties to BART's El Cerrito Del Norte, Concord, Walnut Creek, Bayfair and Hayward stations. Laidlaw Transit will provide the service using new Gillig buses that can accommodate up to 42 passengers, including two locations for wheelchairs. All buses used on the BART Express Bus routes will be wheelchair lift-equipped and feature programmable electronic destination signs, fare boxes that accept \$1 bills as well as coins, digital fare displays, tinted glass and an air ride suspension system. The buses are six inches wider than current Gillig models on the road, with the extra space apparent in the aisle.

**January 31, 1989..**

BART Controller/Treasurer, William F. Goelz announced that is planning to retire, effective March 31.

**February 9, 1989..**

The BART Board of Directors voted to retain the executive search firm of Korn/Ferry, with offices in San Francisco and other metropolitan areas, to assist in the selection of a new BART general manager. Thirty-six executive recruitment firms submitted proposals.

**February 28, 1989.**

BART and the Regional Transit Association (RTA), in partnership with KPIX gave away 25 "Super Passes" to transit riders to urged commuters to use public transportation. Winners will be able to "Beat the Back-Up" by using their Super Pass on any of the RTA transit systems, which include, BART, AC Transit, San Francisco Muni, SamTrans,, Golden Gate Transit, County Connection and Santa Clara County Transit. The Super Pass will be honored for one year. BART station agents gave away 10,000 free "stress cards" beginning with the morning commute at BART's 12th Street and 19th Street stations in downtown Oakland, and at the Embarcadero, Montgomery, Powell and Civic Center stations in San Francisco.

**March 14, 1990....**

A group of about 40 students from the Living Skills Center for the Blind, and the Orientation Center for the Blind met at the 19th Street BART station for an orientation tour of BART. An "out-of-service" three-car BART train will be used for the training session, which will take place on Platform #3 (KE track), located on the second level of 19th Street Station.

**April 5, 1989....**

BART's Board of Directors announced a major step forward in the system's extension program with approval to executive an agreement for general engineering and construction management with Bay Area Transit Consultants (BATC) a joint venture. The BATC consortium consists of Bechtel Civil, Inc. of San Francisco, and J. Warren and Associates of Oakland. The total estimated cost for the GEC services on preliminary engineering and associated activities is \$17.839 million.

**April 19, 1989...**

BART retained comedian Henny Youngman to service as celebrity spokesman in print and broadcast media ads urging people to "Take Your BART, Please!"

- April 27, 1989...** BART Board of Directors held a public hearing to receive public comment on a proposed increase in the value of high-value BART ticket. BART plans to increase the amount of high-value ticket from the current \$30 for \$32 worth of rides to \$40 for \$42 worth of rides.
- May 5, 1989.....** The public was invited to come and join in the festivities of lively ethnic music, song, dance and military band music at the plaza above BART's Lake Merritt station in Oakland to celebrate Cinco De Mayo.
- May 6, 1989.....** BART Police offered their "Ident-A-Kid" fingerprinting program to children at Fremont BART Station. The service will also be offered on May 20 at Concord Station; June 3 at El Cerrito Plaza Station; and June 10 at 16th Street Station from 10 a.m. to 4 p.m. free of charge. East Bay Bicycle Coalition conducted a free bicycle safety inspections at Rockridge BART Station from 10 a.m. to 5 p.m. in conjunction with their Bicycle Safety Inspection Day.
- May 10, 1989...** BART Director Mike Bernick of San Francisco called for the formation meeting of the North Bay BART Advisory Committee for an extension of the BART rail system into Marin County. Nearly 30 years ago when the BART district was being formed, Marin County was one of five member counties. Marin County withdrew from the district after an engineering study concluded that a second deck on the Golden Gate Bridge for BART trains was not feasible.
- May 19, 1989...** BART announced that it is sponsoring a major "work place" survey to be conducted at select employment centers in downtown San Francisco in early June. This information will helpful in planning future service levels, and in short- and long-term marketing decisions, noting that the growing commute problem has consistently been the number one concern of Bay Area residents for a number of years.
- May 21, 1989...** BART provided special early morning train service from 12 BART stations for runners going to the Bay to Breakers race in San Francisco. About 25,820 trips were made by "Bay to Breakers" runners and rooters. These trips represented an increase of about 3 percent over total trips generated in 1988 for the same event. A group of BART employees participated in the race as the "BART Centipede".



- May 22, 1989...** Magic 61 AM Radio broadcasted live from BART's Walnut Creek Station from 6 a.m. to 9 a.m.. Magic 61's morning man, Carter B. Smith greeted passengers from his mobile studio.
- May 23, 1989...** BART Board of Directors designated Frank J. Wilson of Medford, New Jersey, to be BART's new general manager. Wilson succeeded BART's former general manager, Keith Bernard, who resigned this past year, departing on April 30, 1989.
- June 1, 1989...** BART Board of Directors Vice-President Nello Bianco of Contra Costa County announced that BART, in cooperation with local governments, school districts and various local agencies, will provide summer employment worksites for teenager from its tri-county service area again this year. This is BART's sixth year that the program has been offered to offset the high unemployment rate among disadvantaged youth in the BART service area.
- June 12, 1989...** The world's smallest folding bicycle was demonstrated at various BART stations in an effort to deal with the parking and traffic hassles. Bicycling to your nearest BART station may be the answer to your commute problems. With a Dahon folding bicycle, you can take your bike on BART with no time or permit restrictions. Thirty-four Dahon folding bicycles were given away, one name was drawn from each station.
- June 15, 1989...** BART Board of Directors held a public hearing on the transit District's Preliminary 1989/90 Budget.
- June 19, 1989...** The first of three public meetings was held for the Dublin/Pleasanton BART rail extension. The proposed project includes new station sites in Castro Valley and West Dublin/Pleasanton. The on-going studies will also evaluate an East Dublin/Pleasanton Station. Eventually, the BART line is expected to go to Livermore.
- June 22, 1989...** Magic 61 AM Radio broadcasted live from BART's San Leandro Station from 6 a.m. to 9 a.m.. Magic 61's morning man, Carter B. Smith greeted passengers from his mobile studio.
- June 24, 1989...** BART began providing daily Express Bus service between the Hayward BART Station and the Alameda county Fair in Pleasanton. The "Fairgrounds Special" shuttle was in service every day of the fair from 9:30 a.m. to 10 p.m.

- June 26, 1989...** First day on the job for BART's new General Manager, Frank J. Wilson.
- June 26, 1989...** BART Express buses began operating a new non-stop bus service from the Hacienda Park & Ride to the BART Bayfair Station during commute hours. The new route is called the "UX", with the "X" standing for "express" service.
- June 26, 1989...** Vallejo Transit's "BARTLink" from the El Cerrito Del Norte BART Station to Marine World Africa USA extended its service to include weekdays to its already scheduled Saturday service. After arriving by BART at El Cerrito Del Norte Station, those going on to Marine World board a Vallejo Transit "80" bus, the "BARTLink", and pay the driver three dollars for a round-trip on the bus.
- June 27, 1989...** Chief Transportation Officer, William B. Fleisher and his staff introduced to BART's Engineering and Operations Committee a new concept in providing passenger information video, "Train Information Monitors". The monitors will be located at the concourse and platform level of the stations, and will inform passengers of the location of trains in and around their station. The monitors will display a colored "blip" for each train that will move through a given part of the current system. The train "blips" are color coded to correspond with color designated for each line on the system maps displayed in each station, and in BART brochures. Total estimated cost of the train information monitors if expanded to all 34 stations is one-million dollars. The cost per station is approximately \$30,000.00
- June 29, 1989...** BART Board of Directors approved the operating budget for the coming fiscal year, 1989/90, which begins on July 1. The new budget, totaling \$179,684,142, is about 3 percent higher than the revised budget for the last fiscal year, which totaled \$174,579,479.
- June 29, 1989...** Alvan Teragawachi was named the new Controller-Treasurer for BART. A committee was established to interview and to recommend the person to be appointed for BART's new Controller-Treasurer. This committee consisted of three BART Directors, Margaret K. Pryor, Oakland; Mike Bernick, San Francisco; and Nello Bianco, Vice-President of the BART Board, El Sobrante.

- July 1, 1989...** BART's "Family Plan" fare program available for the third year in a row, through the last weekend in September.
- August 30, 1989.....** BART Director, Mike Bernick, who chairs the special Marin Liaison Committee, held a press briefing in the BART Board Room at BART Headquarters on the feasibility for extending a BART type rail system to Novato in Marin County.
- August 1989.....** BART saw an all time record high for average weekday patronage, as well as total boarding the month of August, 1989. The average weekday patronage on BART during August reached 219,246. This surpasses the previous record set during April, 1985 by 2,961, when the average weekday ridership was 216,285.
- September 1, 1989....** For the ninth year in a row, BART Board of Directors has lowered the BART property tax rate for the fiscal year which began on July 1, 1989.
- September 11, 1989...** **HAPPY BIRTHDAY BART!** BART marked its 17th year of revenue service. Total trips on BART for the FY1988/89 reached 60,457,004, which is about one million trips above what was anticipated for the fiscal year.
- September 15, 1989...** BART reached a milestone in the Dublin/Pleasanton Extension project with the release of the Draft Environmental Impact Report (DEIR). Plans call for the extension to run from the Bayfair BART Station in San Leandro to West Dublin/Pleasanton with two stations, one in Castro Valley, and one to serve Dublin/Pleasanton.
- September 16, 1989...** BART's Transbay Tube, one of this century's engineering marvels, celebrated 15 years in service. To celebrate the 15 years of transbay tube service, BART sold special commemorative tickets with two dollars worth of rides, which was the selling price.
- September 19, 1989...** Yoshihiro Kyotani, President of Japan's Technova Inc. visited BART's Administration building in Oakland. Kyotani helped develop Maglev, the tubular magnetic "railway" system, which utilizes the principle of the mutual attraction and repulsion of magnets to propel, levitate and align the "railway" vehicle. As the vehicle is propelled forward it passes over coils for levitation laid on the ground. These coils, as they receive current from a substation, become electromagnets and react with electromagnets on the vehicle to keep it suspended above the coils.

- September 20, 1989...** BART General Manager, Frank Wilson, unveiled his plan for restructuring the transit's system's organization
- September 25, 1989...** BART Director Erlene DeMarcus announced today that over 27,000 residents of Pleasanton, Livermore and Dublin will have the opportunity to ride BART Express buses free between the Hacienda Park & Ride and BART trains during the month of October. The promotion was to introduce local residents to the Hacienda Park & Ride lot at the corner of Chabot Drive and Owens Drive in Pleasanton, was well as to offer potential riders a no-cost way to try the new "UX" non-stop bus service between the Park & Ride and BART's Bayfair Station.
- September 30, 1989...** BART auctioned off items which were left on BART trains, in BART stations and parking lots. Only items that have been unclaimed for at least 90 days are auctioned.
- October 3, 1989.....** A new record for BART daily ridership was set today when 247,712 trips were made on BART. More than 30 percent of the paid attendance set at 49,400 at the first of the 1989 World Series Playoff games, or 14,957 baseball fans rode BART to the Oakland Coliseum.
- October 5, 1989.....** BART Director John Glenn announced that BART will conduct a public meeting on the Warm Springs BART Extension. Here, public comments will be solicited about the scope of the environmental issues to be studied.
- October 5, 1989.....** Reconstruction began on a parking lot project at the Walnut Creek Station that will create 255 additional parking spaces. When the work is completed, the Walnut Creek Station will have 1,518 parking spaces.
- October 14, 1989.....** "Batter Up" rang through out the Oakland Coliseum Stadium to signal the start of the 1989 World Series when the "1989 Trans-Bay World Series" got underway between the Oakland A's and the San Francisco Giants. BART's maintenance crew hung World Series Banners at the Montgomery Street BART Station. These banners were designed and developed by BART's Documentation Dept.
- October 16, 1989.....** BART General Manager, Frank Wilson announced that three new top managers has joined BART's reorganization to fill three newly created positions. Deputy General Manager, filled by John Haley, Jr., at a salary of \$92,000 annually plus relocation expenses. Assistant General Manager of Operation filled by James T. Gallagher, at a salary of

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\$90,000 annually plus relocation expense. Executive Manager of District Relations and Public Services, filled by Brigid Hynes-Cherin, at an annual salary of \$86,000. Also Ralph Weule, who was Department Manager of Safety, has assumed the post of Executive Manager of Safety and Investigations at an annual salary of \$80,000.

**October 17, 1989.....****7.1 EARTHQUAKE ROCKS THE SAN FRANCISCO BAY AREA!**

At a little after 5:04, an earthquake centered near Santa Cruz struck the Bay Area and inflicted death and destruction over a wide area. BART's facilities came through the temblor practically unscathed, but the earthquake collapsed a portion of the Cypress freeway in Oakland and knocked down a portion of the upper roadway on the Bay Bridge. In San Francisco portions of other freeways and ramps were closed until their structural integrity could be investigated. The earthquake, which measured 7.1 on the Richter scale, the sharpest jolt to hit the Bay Area since 1906, in just a few devastating seconds placed squarely on BART's shoulders the prime responsibility for moving commuters back and forth across the Bay.

In an effort to provide increased round the clock public transportation during the closure of the Bay Bridge, BART operated limited trains service between midnight and 6 a.m. and supplement existing train service. BART also continued to work with local cities to lift parking restrictions on city streets adjacent to BART stations. BART worked with local communities and businesses to secure additional parking at satellite lots. If the lots were not within walking distance of a BART station they will be served by connecting bus service to the nearest BART station.

Thousands of commuters switched to BART to get to and from work breaking records for weekday patronage. BART had placed 60 additional cars in service and scheduled trains at more frequent intervals throughout the day. To ease congestion at BART ticket vending machines, BART personnel sold \$5 and \$10 tickets from 6 a.m. to 9 a.m., Monday through Friday at the Fremont, Bayfair, San Leandro, MacArthur, Concord, Rockridge, El Cerrito Del Norte, Richmond, Daly City BART Stations, and at Embarcadero, Montgomery and Powell Street Stations between 3 p.m. and 6 p.m..

- November 15, 1989....** BART's Transbay Tube reached a record high of **228,480**.
- November 16, 1989....** BART's patronage reached a new record high of **357,135**.
- November 17, 1989....** Bay Bridge re-opened for the first time after the October 17 earthquake.
- November 30, 1989....** BART patronage is averaging close to **260,000** a day, on weekdays, since the opening of the Bay Bridge.
- December 3, 1989.....** BART's around the clock "owl" service was discontinued as of regular Sunday service at 9 a.m..
- December 4, 1989.....** BART instituted the "Early Bird" service to provide half-hour service on two BART lines every weekday from 4 a.m. until the start of the morning commute. In addition, the District provided full four route evening commute service until 7 p.m. instead of 8 p.m. which was instituted as part of the special post-quake service.
- December 4, 1989....** New Mission Police Koban opens with high community celebration. Supervisor Jim Gonzalez today unveiled the final plans for the official opening of the Mission Police Koban (mini-police station) to be held on Friday, December 15, at 12 noon at BART's 16th & Mission Plaza in San Francisco. The \$35,000 price tag for the custom-designed Koban has been totally funded by a grassroots campaign comprised of over 800 individuals, Latino families, merchants and corporate donors. The Mission Police Koban also marks the first time the staffing will be shared by the San Francisco Police Dept., BART Police and U.C.S.F. Police Dept., seven days a week, from 12 noon to 8 p.m..
- December 7, 1989...** Nello Bianco, veteran BART Director of El Sobrante was elected president of the BART Board of Directors. Erlene DeMarcus of Pleasanton to be Vice-President.
- December 7, 1989...** Representatives of the San Mateo County Transit District presented a \$10,000,000 check to BART as the initial payment on the cost of the Colma extension, the first element of the BART extension to the San Francisco Airport.
- December 8, 1989...** BART's General Manager, Frank Wilson announced that effective immediately the Transit District will take over the final completion work for the Integrated Control System (ICS) project. Total cost for the project was \$40 million with \$20.2 million going to Logica.

- December 9, 1989...** BART's Shopper's Special will again provide direct service between Richmond-Daly City and Fremont-Daly City on Sundays through December 17 and on December 24. Eight additional trains on these Sundays provide direct service into San Francisco in the morning and back to the East Bay in the afternoon.
- December 10, 1989..** BART began Sunday train service at 8 a.m., instead of 9 a.m., on two of its lines. This new service will continue at least through March 26.
- December 11, 1989..** BART President Nello Bianco announced the chairpersons and membership of the standing committees of the Board of Directors. Director Joe Fitzpatrick, Lafayette, will chair the Administration Committee, with Directors Arlo Hale Smith, San Francisco, as Vice-Chairperson and Margaret K. Pryor, Oakland, as a member. Director Smith will serve as Chairperson of the Engineering and Operations Committee, with Directors Michael Bernick, San Francisco, as Vice-Chairperson and Sue Hone, Berkeley as a member. Director Pryor has been named Chairperson of the Public Affairs, Access and Legislation Committee, with Directors Wilfred T. Ussery, San Francisco, will serve as Vice-Chairperson and John Glenn, Fremont, as a member.
- December 12, 1989...** President Bianco will chair the formation of the Santa Clara County Liaison Group and will be assisted by Directors Margaret K. Pryor, Oakland; Michael Bernick, San Francisco; and Arlo Hale Smith, San Francisco; with Vice-President Erlene DeMarcus, Pleasanton, serving as alternate. It is Bianco's intention to combine the activities of the former Fremont to San Jose Corridor Study Liaison with those of the Santa Clara County Liaison Group.
- December 16, 1989...** BART conducted a major test of the newly completed Daly City Turnback, which is part of an overall program to increase passenger capacity on the BART system, making it possible to operate more trains during peak weekday service. BART expects to increase the level of peak commute service early next year.
- December 19, 1989...** BART Board of Directors today authorized the general manager to implement a comprehensive drug program which not only complies with new federal guidelines but also offers a balanced approach which emphasizes the Transit District's commitment to the safety of both the public and to its employees. It offers incentives for employees with substance abuse problems to voluntarily

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cont.....**

seek help through a comprehensive Employee Assistance Program, including treatment, provides a comprehensive education and training program for supervisors in the identification and detection of abuse; and provides education for all employees for drug/alcohol abuse.

**December 20, 1989...**

BART's Lost and Found office will be open on Wednesday and Fridays only, from 12 noon to 6 p.m. This change in hours is necessary because of the large number of items being lost on BART trains, in BART stations and parking lots.

**December 22, 1989...**

BART held its 11th annual Christmas Safe Holidays program. Volunteers from local community groups served free coffee, cookies and doughnuts at selected BART stations in an effort to promote riding BART as a safe alternative to driving. Local television and radio stations provide public service announcements in support of the program.

**December 29, 1989...**

BART held its 11th annual New Years Eve Safe Holidays program.

**December 31, 1989...**

BART extended service until 2 a.m., New Year's day morning. Normal closing is at 12 midnight.

**January 5, 1990.....**

Nello Bianco, BART President and BART Director Sue Hone held a ground breaking ceremony at the El Cerrito BART Station which will signal the beginning of construction of a new four level parking structure. When completed in the spring of 1991, the new parking facility will provide a total of about 1,300 parking spaces or 900 additional parking spaces at this station. The contract was awarded to C. Overaa Construction of Richmond at a cost of about \$9 million.

**January 5, 1990.....**

BART Board President Nello bianco announced that he and General Manager Frank Wilson have signed the first two of three international "cross-border lease" agreements with a major Swedish company for the financing of transit cars that will ultimately bring the Transit District approximately \$3 million.

**January 5, 1990....**

BART Director Erlene DeMarcus announced that BART had reached a major milestone with the completion of the Final Environmental Impact Report (FEIR) on the Dublin/Pleasanton Extension (DPX) and is now available. The report, costing approximately \$600,000 was begun in January, 1989.



- January 11, 1990...** BART Board of Directors authorized a demonstration program which will extend the use of the AC/BART Plus MUNI ticket until June 30, 1990. Under this program the use of the AC/BART Plus MUNI ticket can be used on AC Transit, BART and the San Francisco MUNI, as it was used on an emergency basis following the October earthquake.
- January 20, 1990...** BART conducted a six hour saturation test of the Daly City Turnback by operating 51 trains on all four lines of the BART system. The Daly City Turnback is a key element of BART's overall plan to increase passenger capacity by operating more trans during the peak weekday service.
- January 29, 1990...** All BARTPOOL (carpool) parking restrictions shall be enforced through the BART system. The BARTPOOL (carpool) program offers designated close-in carpool parking spaces for vehicles carrying at least two or BART patrons. In order to park in the reserved carpool parking area, each BARTPOOL participant must have a proper permit and must use BART to reach his/her destination. BARTPOOL designated parking spaces will be at the Concord, Pleasant Hill, Walnut Creek, Lafayette, El Cerrito Del Norte, Daly City, Fremont and Hayward BART Stations. Violators will be issued a citation.
- February 8, 1990..** The BART Board of Directors today unanimously adopted the Final Environmental Impact Report and a recommended three-station project for the long awaited Dublin/Pleasanton extension. Board Vice-President Erlene DeMarcus, who represents Castro Valley, Dublin and Pleasanton areas said the three station sites are located at: I-580 at Redwood Road in Castro Valley; West Dublin/Pleasanton, west of I-580/680 interchange; and East Dublin/Pleasanton, near the planned I-580/Hacienda Drive interchange. The 12-mile extension project is estimated to cost about \$514 million.
- February 12, 1990..** BART officials announced that it will be continuing its special "Early Bird" service which begins at 4 a.m. weekday mornings on two lines, Richmond-Fremont and Concord-Daly City.

- February 17, 1990..** "BART STOPS WHERE YOU SHOP" is the slogan of the BART promotion to encourage the use of BART for shopping trips. As part of this program, 20,000 designer shopping bags which carry a stylized version of the "ba" BART logo, was given away, one to a customer, while they lasted, at all BART stations.
- February 19, 1990..** BART General Manager Frank Wilson called a special meeting with officials from the San Mateo County Transit District (SAMTRANS) in an effort to finalize the BART/San Mateo San Francisco Airport Extension agreement. The total amount to come to BART under the principles of agreement signed by both agencies in June 1988 will be \$200 million. (A \$10 million check was presented to BART in December in anticipation of the final agreement, which is in a special escrow account.)
- February 20, 1990..** BART Board President Nello Bianco testified before the State Senate Transportation Committee in Sacramento that it is imperative the Transit District now begin a process to purchase additional rail cars to serve planned extensions.
- March 1, 1990.....** BART officials and the San Mateo County Transit District (SamTrans) signed the comprehensive agreement that will signal the start of the project to extent BART from the present Daly City BART Station to the San Francisco International Airport (SFO).
- March 21, 1990....** BART's Assistant General Manager of Operations, James Gallagher, conducted a press briefing on BART's vehicle inspection and maintenance procedures and programs at BART's Hayward Shops.
- March 25, 1990....** BART conducted a major multi-casualty drill which involved eleven local agencies, including medical, fire and police services of the Contra Costa County communities served by BART. The scenario of the drill was that a BART train has struck an automobile which has crashed through a maintenance gate and has stalled on the BART system mainline track. The two forward set of wheels of the BART lead car are derailed and there is extensive damage to the train operators cab.
- March 28, 1990....** BART's General Manager, Frank Wilson, conducted a press briefing to cover the elements of the agreement signed on March 27 with the City of Dublin concerning certain traffic improvement plans having to do with the building of a BART station in the City of Dublin as part of BART's Dublin/Pleasanton Extension (DPX).

- April 2, 1990.....** BART officials announced that BART Police will begin a concentrated program to enforce the law prohibiting eating or drinking on trains or in the paid area of the stations. Tickets will be issued for violation of the no-eating or drinking policy on BART, which may result in a fine of up to \$250.
- April 2, 1990.....** BART's table ticket sales was discontinued at eight BART Stations. This ticket sales program was initiated as a post-earthquake activity to relieve what was expected to be very heavy use of the BART ticket vending machines in the stations.
- April 8, 1990.....** The San Francisco Giants baseball team took BART for their "work trip" to get them to the Oakland Coliseum for the last of the 1990 pre-season game against the Oakland Athletics. The special Giants three-car BART train departed the Daly City BART Station at 9:30 a.m. to take the team, their families, and members of the Giants organization to the Oakland Coliseum.
- April 19, 1990....** BART held a mock trial of the automobile with a judge, jury, prosecution and defense, and a real automobile for "Alternative Transportation Day" as part of the Earth Day week celebration.
- April 23, 1990....** The "DX1" BART Express Bus route between the Hacienda Business Park in Pleasanton and the Walnut Creek BART Station via Highway 680, was streamlined and starting earlier on weekdays.
- April 28, 1990....** BART held its semi-annual "Lost and Found Auction" on the plaza above the Lake Merritt BART Station. These are items that are found on BART trains, in BART stations and parking lots. BART collected \$6800, which goes into BART's General Fund.
- May 1, 1990.....** Safeway Stores began selling high-value and discount BART tickets as the newest member of the transit system's "Tickets-To-Go" program. Safeway will start with 111 stores selling BART tickets. BART's "Tickets-To-Go" program started in December 1983.
- May 4, 1990.....** BART celebrated Cinco de Mayo for the eighth consecutive year with lively ethnic music, song and dance above BART's Lake Merritt station in Oakland.

- May 10, 1990.....** BART Board of Directors took a major step forward with the Dublin/Pleasanton extension by giving the go-ahead for the first phase of the project's final design. Also approved was the go-ahead for the final systems design for the entire extension program.
- May 11, 1990.....** BART Director Joe Fitzpatrick announced the building of a new parking structure at the Pleasant Hill Station. When completed it will accommodate 1350 cars. The contract also calls for building an additional 200 spaces adjacent to the structure.
- May 14, 1990.....** BART Director John Glenn announced the release of the Draft Environmental Impact Report for the Warm Springs extension. The proposed Extension is defined as a 5.4-mile, two-station extension with one station located in the Irvington District and one station located in the Warm Springs District of Fremont.
- May 16, 1990.....** BART held a public "scoping" session on the Rockridge BART Station Improvement Project. The project will include a new parking structure which would add 425 new BART parking spaces, 17,900 square feet of retail space, 42,600 square feet of professional office space and 30 housing units.
- May 20, 1990.....** BART provided special early morning train service from 12 BART stations for runners going to the Bay to Breakers race in San Francisco.
- May 24, 1990.....** BART General Manager, Frank J. Wilson, announced that he had authorized the start-up of the final design work on the West Dublin BART Station, as final design work proceeds on the Dublin/Pleasanton extension project.
- May 25, 1990.....** The Rapid Transit Association (RTA) of the San Francisco Bay Area sponsored it's Seventy Annual Transit Business Opportunities Seminar.
- May 30, 1990.....** A group of 40 students from the California School for the Blind, Living Skills Center for the Blind, and the Orientation Center for the Blind met at the 19th Street Station for an orientation tour of BART.

- June 6, 1990.....** In order to accommodate those planning to attend the performances of "The Ring" at the San Francisco Opera House in San Francisco, BART will run one extra train. This train will depart the Civic Center BART Station in San Francisco at 12:30 a.m. on each night the opera is performed (June 8-29).
- June 23, 1990....** Beginning today and through July 8, BART will provide daily Express Bus service between the Hayward BART Station and the Alameda County Fair in Pleasanton.
- June 28, 1990....** BART Board of Directors adopted a \$208.2 million, no deficit, no fare increase, operating budget for the coming fiscal year. The new budget proposes to increase BART train service by about 10 percent, with 51 train, peak hour service to begin something during the first quarter of the new budget year, and 52 train, peak hour service in February, 1991.
- June 30, 1990....** Nelson Mandela, Deputy President of the African National Congress attended a rally at the Oakland Coliseum in Oakland. BART increased the normal Saturday capacity of its system by nearly 100 percent.
- More than 70.5 million trips were made on the San Francisco Bay Area Rapid Transit (BART) system during the fiscal year which ended June 30, 1990. This new record of annual ridership represents an increase of 16.7 percent over the previous year, when about 60.5 million trips were made.
- July 1, 1990....** BART's special "Family Fare" program began for the fourth year, and will be available each weekend through September.
- July 9, 1990....** Work began on the roadway entrances to the Fremont BART Station. The project will involve mobilization and traffic control, asphalt and concrete removal, excavation, grading and compacting subgrade, driveway and bus pad construction, asphalt concrete construction, repairs and rehabilitation work, and other miscellaneous road work.
- July 13, 1990....** Nello Bianco, BART Board President announced that Sunday service is now being provided on the BART Express Bus Route "J", which serves the El Cerrito Del Norte BART Station.

- July 15, 1990....** Lucky stores began selling high-value and discount BART tickets as the newest member of the transit system's "Ticket-To-Go" program.
- July 16, 1990....** Work began on the roadway entrances to the Union City BART Station. The project will involve mobilization and traffic control, asphalt and concrete removal, excavation, grading and compacting subgrade, driveway and bus pad construction, asphalt concrete construction, repairs and rehabilitation work, and other miscellaneous road work.
- July 17, 1990....** BART sold \$179,730,000 in sales tax revenue bonds, the purpose of which was to refund outstanding sales tax revenue bonds that had been issued by BART in 1985. According to A.R. Teragawachi, BART's Controller/Treasurer, the primary purpose of the bond sale was to reduce the amount of interest payable by BART on its outstanding debt.
- July 18, 1990....** A ground breaking ceremony was held at the site of the new West Livermore BART Park & Ride Lot. Erlene DeMarcus, Vice-President of the BART Board of Directors hosted the ceremony which many local and regional dignitaries attended. The lot will accommodate 153 cars and will use 2.1 acres of the 53.5 acres BART had acquired in this area for future use as a BART station site and other facilities.
- July 23, 1990....** A ground breaking ceremony was held at the Pleasant Hill BART Station. BART Director Joe Fitzpatrick and other Contra Costa County and Bay Area Dignitaries were in attendance. The start of work on the 1,500 space automobile parking structure will increase the number of parking spaces by 1,200, bring the total number of parking spaces available to 3,000.
- July 24, 1991....** Blue Ribbon Panel report was presented to BART's Board's Engineering and Operations Committee. The panel was to review and assess the current status of the CCS project, which has been designed to ultimately replace the current control system, installed before the system first opened in 1972.

- August 9, 1990...** BART held a public hearing in order to receive public comment on a proposal to implement a parking control system at the Rockridge, Orinda and Lafayette BART Stations based on payment of 25 cents in numbered slot coin boxes in the paid area of the stations. The parking control would be effective Monday through Friday, except holidays, from 3 a.m. to 11 a.m. The control system is being proposed to cut down on use of station parking by non-patrons who take up spaces BART riders could otherwise use.
- August 10, 1990...** A demonstration was held for the news media of how the new high value automatic ticket vending machines will work. BART completed the installation of 182 modified and retrofitted ticket vending machines that will accept \$10 and \$20 bills as well as \$1 and \$5 bills and coins.
- August 23, 1990...** BART Board of Directors lowered the BART property tax rate for the tenth year in a row for the fiscal year which began on July 1. The property tax rate in the three BART counties for the present fiscal year 1990/91 has been set at 2.50 cents (.0250 percent) per one hundred dollars of assessed valuation of property. This represents a reduction of .69 cents (.0069 percent) from the 1989/90 fiscal rate of 3.19 cents (.0319 percent) per one hundred dollars in assessed valuation of real properties.
- September 4, 1990..** BART General Manager Frank J. Wilson announced that BART would now accept delivery of the remaining ten "C" cars which he had ordered stopped last January as a result of a contract dispute with the new car's French manufacturer, Soferval.
- September 18, 1990..** BART operated three extra trains during the morning and evening commute hours as its contribution to "BEAT THE BACKUP" day.
- September 24, 1990..** BART "kicked-off" the start of a pilot recycling program at the El Cerrito Del Norte BART Station. The recycling bins will also be located at the El Cerrito Plaza Station.
- September 27, 1990..** BART Board President Nello Bianco announced the appointment of an ad hoc committee of the Board to initiate discussions with the Port of Oakland Commission on direct rail service to the Oakland International Airport.

- October 9, 1990.....** More than 25 percent of the paid attendance, set at 40,029, at the third game of the 1990 World Series playoff games, or 10,800 baseball fans rode BART to the Oakland Coliseum. A new record for BART daily ridership was set when 271,512 trips were made on BART.
- October 10, 1990.....** A public scoping meeting was held in Walnut Creek to review plans and discuss the potential impact on the environment of a parking structure and bus transit center at the Walnut Creek BART Station.
- October 11, 1990....** A public scoping meeting was held in Union City to review plans and discuss the potential impact on the environment of a parking structure and bus transit center at the Union City BART Station.
- October 15, 1990....** A public scoping meeting was held in Oakland to review plans and discuss the potential impact on the environment of a parking structure and bus transit center at the Fruitvale BART Station.
- October 16, 1990....** A public scoping meeting was held in Concord to review plans and discuss the potential impact on the environment of a parking structure and bus transit center at the Concord BART Stations.
- November 2, 1990....** BART's official grand opening ceremony for the Dublin/Pleasanton Extension (DPX) Field Office was held in Pleasanton.
- November 14, 1990...** A dedication ceremony was held at the site of the new West Livermore BART Park & Ride lot. This will accommodate 153 cars and will use 2.1 acres of the 53.5 acres BART has acquired for a future BART station site and other facilities.
- November 25, 1990...** Beginning today and every Sunday until Christmas, BART will run limited direct service from Richmond to San Francisco and Fremont to San Francisco. Also a special "Express" train direct to San Francisco on the Richmond line and one on the Fremont line in addition to the "Shopper's Special".
- November 30, 1990...** The first gift, newspaper, magazine and sundry "City-X-Press" stores opened for business at the Embarcadero Station. Nine City-X-Press stores will be placed in various BART stations by February, 1991. Under the contract, Host International will operate the stores as a concessionaire. In addition to selling newspapers, etc., the stores will be selling the high-value blue BART tickets for \$30, which has \$32 worth of BART rides. Also available will green tickets for senior citizens and the red tickets used by children ages 5-12 and handicapped persons.



- December 3, 1990....** BART General Manager, Frank J. Wilson reported that a major earthquake drill held was held this morning by the transit district, and in his view, it was a major success.
- December 4, 1990....** Beginning today at the San Leandro BART Station, BART Police conducted the first in series of six "crime prevention" demonstrations. These programs will provide BART Patrons and others with the means to "fight back" and help lower the crime rate on the BART system. Available at the programs will be information about such programs as "B.A.A.T.", BART Against Auto Theft; "P.A.C.", Patrons Against Crime; and, the BART Police Canines.
- December 12, 1990....** BART Director Erlene DeMarcus was elected president of the BART Board of Director, and Michael Bernick was elected Vice-President.
- December 21, 1990....** BART held its 12th annual Christmas Safe Holiday program at 12 BART stations. Volunteers from local community groups served free coffee, cookies and doughnuts in an effort to promote riding BART as a safe alternative to driving.
- December 28, 1990....** BART held its 12th annual New Year's Eve Safe Holiday program at 12 BART stations.
- December 31, 1990....** BART extended service until 3 a.m. New Year's Day in order to accommodate late night celebrants.
- January 14, 1991.....** BART General Manager Frank J. Wilson held a press briefing to announce that the transit district and Soferval, the French manufacturer of the systems 150 new C-Cars, have signed an agreement that will eliminate a \$128 million claim again BART, and result in BART netting some \$3 million in cash.
- January 24, 1991.....** BART Board of Directors held a public hearing to solicit public comment on a proposal to set aside parking for casual carpoolers at the Orinda and Lafayette BART Station and charge them not less than \$2.60 per day.
- January 26, 1991.....** The Office of Crime Prevention of the BART Police Dept. held a "Crime Prevention Day" at the Bayfair BART Station.
- February 1, 1991.....** BART Chief of Police Harold Taylor announced the appointment of Kevin J. Sharp, Sr. as the new BART Deputy Chief of Police.
- February 15, 1991....** BART General Manager Frank J. Wilson held a press briefing to praise the FBI, IRS and BART Police for their thorough investigation which has resulted in today's announced indictments of two former BART employees.

- March 15, 1991.....** BART Board President Erlene DeMarcus and BART Director Sue Hone announced the beginning of a recycling program at BART's Berkeley Station in partnership with the City of Berkeley.
- March 18, 1991.....** BART announced the beginning of the transit system's planned station and facilities rehabilitation program.
- March 31, 1991.....** BART announced that the transit District's two major Unions, United Public Employees Local 790 and Amalgamated Transit Union, Local 1555 broke off labor negotiations aimed at an early settlement, rejecting a three (3) year wage and benefit package increase totaling \$29 million.
- April 1, 1991.....** BART hosted a public ceremony to launch the new "BARTPlus" multi-transit ticket. The new BARTPlus commute ticket will offer for the first time, a single ticket good on nine systems -- BART, AC Transit, SamTrans, SF MUNI, Santa Clara County Transit, County Connection, BART Express Buses, Union City Transit, and the Dumbarton Bridge Connection.
- April 6, 1991.....** BART held a public auction of items found on trains, in stations and parking lots, which BART collected \$7,057.
- April 15, 1991.....** BART and CalTrans have signed an agreement, whereby, Caltrans will reimburse BART for the cost of projects that have been defined as part of an overall interim program in relieving traffic problems caused by the destruction of the Cypress Structure during the October 1989 earthquake. The program has an estimated cost of \$755,000, and is designed to improve the transit bus access to the Bayfair Station.
- May 3, 1991.....** BART celebrated Cinco de Mayo at BART headquarters with a host of special quest speakers, entertainment and refreshments.
- May 11, 1991.....** BART held an auction of over 130 bicycles found on the system.
- May 19, 1991.....** BART again provided special early morning train service from 12 BART stations for runners going to the Bay to Breakers race in San Francisco.
- May 30, 1991.....** BART conducted an orientation tour for a group of students from the California School for the Blind, the Orientation Center for the Blind, East Bay Skills Center, and the Oakland School District at the 19th Street BART Station. The student, along with their instructors, received familiarization training on the layout of a BART station, fare collection equipment, train operations at stations, revenue train layout and station wayside equipment, from BART's safety, station operations and train operations staff.

- May 23, 1991.....** BART General Manager Frank J. Wilson announced the approval from the California Transportation Commission (CTC) on a breakthrough financing plan that will allow BART to surge ahead with two of its planned extension. The CTC's action commits \$133 million; \$35 million for North Concord/West Pittsburg extension in Contra Costa County, and \$98 million for the Dublin/Pleasanton extension in Alameda County.
- June 20, 1991.....** BART Board of Directors adopted a \$219.9 million operating budget, which represents an increase of \$11.7 million or about 5.6 percent over the current operating budget.
- The first contract for the Pittsburg/Antioch Extension was awarded by the BART Board of Directors to P&M Pipeline. the contract is for approximately \$87,000, and calls for construction of a new 8-inch diameter sewer line.
- June 28, 1991.....** BART and its two major unions continue in round-the-clock negotiations in order to prevent a work stoppage on Sunday, June 30, 1991, at midnight, which would result in major traffic and travel problems throughout the Bay Area.
- June 30, 1991.....** BART General Manager Frank J. Wilson announced that he has asked the Governor to call for a 60-day cooling off period in order to avoid the threatened strike by union employees.
- July 4, 1991.....** BART kicked off, for the fifth year, its special "Family Fare" program. Under the program, two children up through the age of 12 years may ride BART free when they are accompanied by a person using a full-fare BART ticket. The plan will be offered on weekends during the months of July, August and September.
- July 8, 1991.....** BART in cooperation with local governments, school districts, non-profit agencies, union and other various local associates provided summer employment worksites for teenagers from the three counties of the BART District.
- July 12, 1991.....** BART held a dedication ceremony of the new four-story parking garage at the El Cerrito Del Norte BART Station. the 850-space garage is the first multi-story BART parking structure built in the East Bay, and symbolizes the transit district's plans to expand, extend and enhance the system in the 1990s.
- BART Executive Manager of Labor Relations Larry Williams announced that the transit system's two major unions broke off negotiations this afternoon after only one hour of talks.

- July 16, 1991.....** BART General Manager Frank J. Wilson called on the transit system's two major unions to come back to the bargaining table today, to meet with the District negotiators and not leave until an agreement is hammered out.
- July 17, 1991.....** The Treasurer of the United States, Ms. Catalina Vasquez Villalpando, toured the headquarters of the Bay Area Rapid Transit District. Mrs. Villalpando addressed the staff, then boarded a BART train for a ride on the system.
- July 18, 1991.....** BART General Manager Frank J. Wilson announced that a grant in the amount of \$11.5 million was awarded from the Federal Urban Mass Transportation Administration for the engineering and design of the San Francisco Airport extension project.
- July 25, 1991.....** BART Board of Directors awarded a \$427,333 contract for the paving of a gravel lot located near the Daly City BART Station at St. Charles Avenue. The new paved lot will accommodate 280 automobiles.
- August 14, 1991.....** BART unveiled its new information kiosks. The kiosks are triangular in shape with information display areas on all three sides and have plastic holders for eighteen brochures and pamphlets about BART, and space for special information from BART's Police Department. The kiosks will be in all 34 stations.
- August 27, 1991.....** BART Director Nello Bianco announced that the district will enter into a unique partnership with the City of Martinez for a proposed new intermodal transit system to be located downtown. The proposal calls for a new updated facility that would include large bus bays for improved bus/train connections, and as many as 600 parking spaces.
- September 3, 1991...** BART General Manager Frank J. Wilson announced that BART managers and union negotiators reached a tentative agreement for a new three-year labor pack.
- September 11, 1991..** **HAPPY NINETEENTH BIRTHDAY BART!!!!** Since the system opened on September 11, 1972, BART has carried a total of 891,174,500 passengers over 11.5 billion passenger miles, with an average daily ridership of 250,000.