

**1971 News Releases**

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

N-77

Friday, December 17, 1971

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold a special board meeting next Monday, December 20, 1971, at 9:30 a.m., according to BART President James P. Doherty.

Items on the agenda are election of officers and BART's fare structure.

The meeting will be held at District headquarters, 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

Wednesday, December 15, 1971

N-76

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE THURSDAY, DECEMBER 16, 1971

## BART'S NEW HEADQUARTERS COMPLETES BOLD ARCHITECTURAL CONCEPT FOR LAKE MERRITT COMPLEX

Activation of the Bay Area Rapid Transit District's new headquarters in downtown Oakland today brings to life bold new architectural concepts to support BART's highly-centralized operations.

A system of architectural firsts in station design as well as technology, BART is also the first transit system to integrate its administrative and operations center with a major metropolitan subway station into one large complex in Oakland's busy Lake Merritt area.

"The economies in land and construction costs are obvious for centralized facilities," said Tallie Maule, BART's chief consulting architect. "However, the actual design of a large complex to function smoothly as both a public transit center and system-wide business and train operations center has been a challenging project.

"We are confident that these separate functions of the Lake Merritt complex complement each other smoothly. Indeed, they lend a colorful diversity to the complex which should make it a major attraction to visitors," said Maule.

The new Administration Building is situated atop the Lake Merritt Station and Train Control Center which extends two levels underground. It overlooks the station's extensively landscaped public plaza which covers the square block between Madison, Oak, 8th and 9th Streets. The six-story building is raised one story above ground level for an unimpeded view and use of the plaza by the public.

-- more --

The building has five office floors with a total usable area of 54,000 square feet. A top loft houses air conditioning and other support equipment. Except for the large Directors' chambers on the first floor, the building is a loft-space structure with flexible partition walls and underfloor electrical ducts that allow rearrangement of offices as desired.

The partitions are painted an off-white, set off by colorful wall trim and carpeting colors in orange, green, gold, red and blue for different floors.

"To contrast with the building's clean, functional exterior, we have used bold, bright colors to impart warmth and interest to the interior," said Maule.

Oak panelling and comfortable theater-type seats for the public impart dignity to the Directors' public meeting chamber.

The building is a contemporary, modular structure of dense, precast concrete with maximum window areas of solar bronze glass in aluminum frames. Its exterior complements the design of the plaza and station itself.

An unusual feature is the absence of corridors inside the building to maximize usable space and provide an open, informal atmosphere. Another feature is air conditioning ducts integrated with lighting fixtures to offset heat from the lighting elements.

"Particularly fitting for this building," said Maule, "is its central location which results in beautiful views of both San Francisco and Oakland from the upper floors."

Architects for the entire Lake Merritt complex are Gardner A. Daily & Associates, and Yuill-Thornton, Warner & Levikow of San Francisco. Contractor is Rothschild and Raffin, Inc. of San Francisco.

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BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

Wednesday, December 15, 1971

N-75

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE THURSDAY, DECEMBER 16, 1971

BART OFFICIALLY WELCOMED TO OAKLAND  
ON OPENING OF NEW LAKE MERRITT HEADQUARTERS

The new headquarters of the Bay Area Rapid Transit District, located at 800 Madison Street in downtown Oakland atop the Lake Merritt Subway Station, officially opened today.

A compact, functional building of precast concrete rising six stories over the station's square-block plaza, the new Administrative Building is the last element of BART's large Lake Merritt complex to be completed.

The complex, which also houses the Train Control Center, will be the administrative and operations heart of the system, as well as a major transit center for Oakland commuters.

District Directors convened briefly before noon in the new District headquarters, with President James P. Doherty declaring BART officially open for business at its new address.

Dedication ceremonies for the building were highlighted by raising of official flags over the station plaza. Oakland Mayor John Reading presented President Doherty with a commemorative key to the new building.

A "Welcome to Oakland, BART" program followed, with a reception for local civic and business officials in the station concourse sponsored by the City of Oakland, Oakland Chamber of Commerce, County of Alameda, and Parsons-Brinckerhoff-Tudor-Bechtel, joint venture consulting engineers for BART.

Master of Ceremonies for the program was William F. Knowland, former U.S. Sen-

-- more --

ator and President, Publisher and Editor of the Oakland Tribune.

Today's official transfer of BART headquarters to Oakland from 814 Mission Street in San Francisco takes place mid-way between a major trans-bay moving operation being carried out department-by-department throughout December.

Some 334 employees of the current District staff of 604 are involved in the trans-bay move. By early next week, all five office floors in the Administration Building will be occupied. Subsequently, a variety of service units will be moved into two levels below the Administration Building adjacent to the subway station and Train Control Center, which also comprise the Lake Merritt complex.

Also moving are 68 members of Parsons-Brinckerhoff-Tudor-Bechtel, the District's joint venture engineering consultants. They will be located in the Unity Building, 13th Street and Broadway in Oakland, with 20 District construction engineers and contract administrators.

Economies in land use and construction, as well as general operating economy, are cited as major reasons by BART officials for centralizing all operations and administration for the three-county 75-mile system at the Lake Merritt complex.

The Train Control Center and subway station extend two blocks underground, while the Administration Building, station plaza, and two patron parking lots cover three square surface blocks.

The Lake Merritt Station has parking capacity for 240 patrons' cars, and is expected to be serving 15,000 passengers daily by 1975. The station will serve as the transit center for local government employees, Laney College students, and surrounding commercial and residential areas. The site was formerly a city park which is being relocated a block east across Madison Street from BART headquarters.

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# NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT  
800 Madison Street  
Oakland, California 94607  
Telephone (415) 465-4100

Wednesday, December 15, 1971

N-74

R. D. KRAEHE  
DISTRICT PRESS OFFICER

FOR RELEASE THURSDAY, DECEMBER 16, 1971

## BART SHIFTS HEADQUARTERS TO OAKLAND TO COMPLETE 'HEART-OF-SYSTEM' COMPLEX

The Bay Area Rapid Transit District officially opened its new administrative headquarters today (December 16), located atop the Lake Merritt Subway Station in downtown Oakland.

Opening of the six-story Administration Building shifts business operations from San Francisco and marks the last milestone in system construction prior to initial start-up of revenue service from Fremont to north Oakland next spring.

Twelve stations and 28 miles of twin track right-of-way are complete on this segment of the 75-mile system. Remaining work involves testing of the automatic train control system, installation of station automatic fare collection equipment, and final training of train operations personnel.

The new Administration Building is the last element of BART's Lake Merritt complex to be completed. The complex includes the Lake Merritt Subway Station and the Train Control Center, from which all trains on the system will be monitored and kept on precise schedules by computers.

"The integration of the new Administrative Building with the Train Control Center and a major subway station is aimed at operating efficiency and economy through centralization of support services," said BART General Manager B. R. Stokes.

The Lake Merritt complex is the heart of the BART system. It extends two blocks underground, and covers three surface blocks, including parking areas for 240 patrons' cars.

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Administration Building: A six-story building, with the bottom story exposed as an integral part of the station plaza it overlooks. It has five office floors and a loft for building support systems. The building is described by architects as "a clean, functional form with warmth and interest added by use of bold, bright colors on the interior."

Train Control Center: "Nerve center" of the highly automated BART system, it contains three computer systems. One system will supervise 80-100 trains on the system to within 10-second accuracy of scheduling with a duplicate system on standby. A third computer system processes all business data for the District on a daily basis. BART patrons can look into the large train control room and observe the movement of trains over the system, and status of all support systems, on large display panels linked to the computers. Also, from this room, train controllers will be in constant communication with all stations and trains on the system.

Lake Merritt Subway Station: A two-level station with a passenger concourse level for ticketing, and platform level for boarding trains. Striking features of the concourse are a 200-foot sculpture by artist William Mitchell, and a fountain pulsing water up through an open atrium to the surface plaza. The station includes escalators and an elevator for handicapped and elderly persons, as do all BART stations.

Some 334 employees - more than half of the District's staff of 604 - are carrying out a wide variety of support activities at the Lake Merritt complex.

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N E W S . R E L E A S E

BAY AREA RAPID TRANSIT DISTRICT  
814 Mission Street  
San Francisco, California 94103

N-73

Friday, December 10, 1971

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District will move passengers across the Bay in eight minutes, beginning next fall, but moving to its new District headquarters in Oakland is taking a little longer.

A fleet of vans from Lynch & Sons Van and Storage Company of San Francisco has been crossing back and forth over the Bay Bridge since last Friday night moving the District staff and its equipment by departments.

As of Saturday morning (December 11), the moving operation will be at the half-way mark, with the BART staff settled into three of the five office floors in the new building.

The procedure is the same for all District departments located at 814 Mission Street and 785 Market Street in San Francisco: conduct BART business with one hand, and report for work at the new Oakland headquarters, 800 Madison Avenue, the next day.

"All moving is being done at night and on weekends to enable most departments to make the move without losing a workday," said BART General Manager B.R. Stokes. "The cooperative spirit among the District staff is again evident in the long hours and extra effort required during the move."

A special AC Transit bus is transporting San Francisco employees to and from the new Oakland headquarters in the morning and evening.

Almost half of the current BART staff of 604 are involved in the move to the new Lake Merritt complex which includes the Administration Building, Train Control Center, and subway station in downtown Oakland.

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Another 20 District construction engineers and contract administrators will move into separate Oakland quarters in the Unity Building at 13th Street and Broadway, also 68 personnel of Parsons-Brinckerhoff-Tudor-Bechtel, the District's consulting engineers.

The moving operation will last throughout December, but most personnel will be moved into their new quarters before Christmas.

The District's new Oakland headquarters will officially open on December 16 when the new Administration Building is dedicated and the Directors convene there for their first meeting. The City of Oakland and Oakland Chamber of Commerce are planning welcoming ceremonies for BART that day.

As of December 16th, the District's main switchboard number will change from 986-1818 in San Francisco to 465-4100. Switchboard hours for general business will be 8:30 a.m. to 5:00 p/m., and also for emergency calls day or night.

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# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-73

G. L. McDONALD  
PUBLIC RELATIONS

Monday, December 6, 1971

FOR P.M. RELEASE, TUESDAY, DECEMBER 7, 1971

A revised fare policy went before the Bay Area Rapid Transit District's Administration Committee today which puts new emphasis on time/speed advantages of rail rapid transit, and at the same time, the need for competitive pricing with other public and private transportation.

If adopted by the full Board, the plan would comprise BART's basic fare schedule, special-group reduced fare policy, and off-site ticket sales program when the first stage of the regional rapid transit system goes into operation next March. The Board is expected to receive the report at its December 9 meeting, and to study the proposals before taking final action in mid-January.

The fares are a revision of a tentative pricing plan enacted by the Board last May to comply with the need to test BART's automatic IBM fare collecting machinery. In giving their approval at that time, BART's directors emphasized their action did not constitute adoption of official fares, and instructed BART to work toward making its final fare recommendations uniformly more competitive with Bay Area bus rates.

Though still higher than competing public transit, BART's average fare differential under the newly recommended plan has been cut slightly to 9 cents a trip. Specific lines within the system show much sharper reductions. For example, the average added cost of using BART over existing transit for trips from Richmond-line stations to downtown Oakland--a competitive hot-spot under the original fare schedule--has been trimmed from 12 cents to 6 cents.

-- more --

The staff report shows, moreover, that after adding into bus fares the tax-financed operating subsidies which they enjoy but BART does not, the average competitive spread then becomes 3 cents in BART's favor. These subsidies are available to AC Transit and San Francisco Municipal Railway which operate in the red, thus enabling them to charge lower rates.

BART believes it should command a reasonable fare premium to reflect its more frequent scheduling, faster travel times and quiet, air-conditioned ride, according to B.R. Stokes, General Manager. The report points out that although it would cost an average of nearly a dime more to ride BART, the system will cut average travel times throughout the Bay Area nearly in half (48%).

The report also draws comparisons between BART fare costs and those by either standard or economy-size cars. These studies show that even if motorists figure only their operating costs (gas, oil, etc.) with no allowance for depreciation, insurance and the like, BART will still be significantly cheaper.

The proposed fare schedule blends the two fundamental ingredients of BART's service-- distance and speed travelled--into a standard formula, which is the basis for calculating the permanent fare between any pair of BART stations.

This formula consists of a minimum fare of 30 cents for trips up to six miles and a maximum fare of \$1.25; a uniform rate of 35 cents plus 3 cents per mile for trips over 6 miles, modified to reflect scheduled travel speed; a standard 15-cent surcharge added to transbay trips and a 5-cent surcharge on trips to or from Daly City, which lies just outside the three-county BART district.

By comparison, Bay Area bus fares range from a minimum local trip costing 25 cents to a maximum, between Concord and San Francisco, of \$1.50.

The report also recommends that Directors adopt an "interim" 50% reduced fare policy

for senior citizens and pre-teen youths, citing their limited incomes and few transportation alternatives.

That recommendation is higher than the fare reduction BART believes it could make up through increased patronage among those groups, but is justified, nevertheless, by "broad social concerns," the report says. It observes, however, that permanent social-benefit programs are more properly the responsibility of some arm of government and should be sought there by deserving groups.

The report urges, but does not require, reduced-fare passengers to use the system only during hours of off-peak demand.

BART is not recommending reduced fares for its employees, the report says, because "as a group they are neither impoverished nor immobile, and therefore should not be subsidized by full-fare paying patrons."

For general ticket-buying convenience, as well as a means of selling reduced-fare tickets to senior citizens and youths, BART hopes to arrange for the use of commercial bank downtown and neighborhood branches as ticket outlets.

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Editor: A complete station-to-station tabulation of recommended fares is attached.

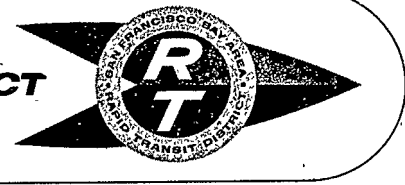
CONCORD															
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UNION CITY															
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BAYVIEW															
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COLLETON															
FRUITVALE															
LAKE MERRITT															
MACARTHUR															
19th St. - OAKLAND															
12th St. - OAKLAND															
OAKLAND WEST															
DAILY CITY															
BALBOA PARK															
GLEN PARK															
24th St. - MISSION															
16th St. - MISSION															
CIVIC CENTER															
POWELL															
MONTGOMERY															

REVISED 30+3 FARE SCHEDULE  
RECOMMENDED AS BASIS FOR BART FARE POLICY

- Note:
- 1) All fares rounded to nearest 5¢
  - 2) All fares to central business district stations in Oakland and San Francisco are rounded to a common fare

5-11-1994





814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-72

Monday, December 6, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00AM Thursday, December 9, 1971, at District Headquarters, 814 Mission Street, San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-71

Monday, December 6, 1971

FOR NATIONAL RELEASE

The Bay Area Rapid Transit (BART) model car will journey across country to Atlanta, Georgia where it will have a new home with the Metropolitan Atlantic Rapid Transit Authority (MARTA).

A beautifully hand-crafted prototype of the actual BART car, it was designed by Sundberg-Ferar, Inc. of Southfield, Michigan and delivered to BART in 1965 for public display in the Bay Area. The car was built in two 35-foot sections for easy mobility and set on twin trailers to form a full length 70-foot car.

General Manager B. R. Stokes said that the car has served as an essential means of communicating the nature of BART's proposed service to the public it serves.

"The model is no longer of value to us and in fact, is a liability", he said. He explained this by saying that the car would require costly maintenance and occupy valuable space.

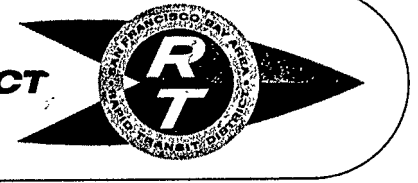
Stokes went on to say that over 600,000 persons have visited the design car since 1965.

"The public may now see actual cars and there is no need to keep the surplus prototype," he said. He emphasized that transferring the BART design car to MARTA, a public agency, would greatly benefit the District by acting as a forerunner in stimulating the entire transit industry, and consequent expansion of sources, thereby lowering the cost of future car purchases.

Page 2 of 2

MARTA will pay \$1,000 and delivery costs for the design car, which has served BART well as a display of the BART car's revolutionary design concepts.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-70

G. L. McDONALD  
PUBLIC RELATIONS

Wednesday, December 1, 1971

FOR IMMEDIATE RELEASE

Nello J. Bianco, a director of the Bay Area Rapid Transit District (BART) representing Contra Costa County, was recently elected chairman of the Pittsburg Extension Project by the Board of Control for the project.

The Board was created in June of '71 as a joint exercise of powers between BART and the Metropolitan Transportation Commission (MTC) and consists of seven members, four from BART and three from MTC.

Vice Chairman for the Pittsburg Extension Project is Raymond J. Olliva, also of Contra Costa County, representing MTC. Others representing MTC are Joseph P. Bort of Alameda, chairman of MTC, and James P. Kenny, chairman of the Contra Costa County Board of Supervisors. Representing BART are George M. Silliman of Alameda, Joseph S. Silva of Contra Costa, and William Blake of San Francisco.

The purpose of the Pittsburg Extension Project is to provide for the planning of a BART extension to serve the residents of the areas in which Pittsburg and Antioch are located. Under consideration will be alternate route and station locations and the impact of such an extension on the communities and region.

Total cost of the study will be \$468,000. \$312,000 of the funds will come from the Department of Transportation (DOT) while \$156,000 in services and cash will be contributed by BART.

The study commenced on November 22 and is expected to take about two years to complete.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-69

Friday, November 19, 1971

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District will begin moving on December 3 into its newly-completed headquarters building atop the Lake Merritt Subway Station and Train Control Center at 800 Madison Street in downtown Oakland.

The move will take place in successive stages at night and during weekends throughout December, but BART's change of address will be official on December 16 when the District Directors convene in their new board room for the first time at 11:30 a.m. The first order of business will be to declare the new headquarters officially open for District business.

Preceding the meeting will be dedication ceremonies and an official welcome extended to BART by Oakland Mayor John Reading and other city and chamber of commerce officials.

The month-long move will see some 334 District employees setting up a wide variety of activities in the Lake Merritt Train Control Center-Administrative Building complex. The remainder of the District's total staff of 603 is distributed at the Hayward and Oakland shop areas.

The San Francisco locations to be vacated are the current District headquarters at 814 Mission Street, and another office at 785 Market Street.

Some 20 District construction engineers and contract administrators will move into separate Oakland quarters at the Unity Building at 13th Street and Broadway. Also, 68 members of Parsons-Brinckerhoff-Tudor-Bechtel, the District's consulting engineering

--more--

Page 2 of 2

management firm, will move into the same building.

A distinctive new addition to the changing profile of downtown Oakland, BART's headquarters building rises six stories above the newly-landscaped subway station plaza. The \$3.5 million building has five floors of office space, covering 54,000 square feet. The ground level serves as a part of the public plaza, and the Directors' meeting chambers are on the second level.

The District's main switchboard number for all calls will change from 986-1818 in San Francisco to 465-4100 as of the 16th. The switchboard hours for general business will continue to be 8:30 a.m. to 5:00 p.m., but this number can also be used for emergency calls day or night.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-68

Monday, November 15, 1971

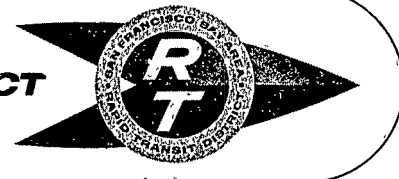
FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold a special meeting on Thursday, November 18, in lieu of their regular semi-monthly meeting on November 25, according to BART President James P. Doherty.

The meeting will convene at 10:00 a.m. at District Headquarters, 814 Mission Street, San Francisco.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-68

Friday, November 12, 1971

FOR IMMEDIATE RELEASE

An up-to-date report on the Bay Area Rapid Transit District will be televised in a five-part series next week by Channel 13 (KQVR-TV) from Sacramento.

Viewers will experience a preview of "the BART ride" amid colorful facilities recently completed and seen by few people thus far.

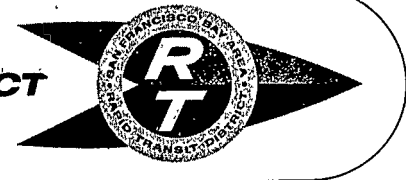
The five-part series will be aired on Channel 13's evening news program between 5:30 and 6:00 p.m. Monday (November 15); and between 6 and 7 p.m. Tuesday through Friday (November 16-19).

Channel 13's transmission reaches to communities in Contra Costa County and other East Bay communities. In addition, Channel 13 has cable subscribers in communities of San Francisco, San Mateo, Santa Clara, Marin, Contra Costa and Alameda counties,

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# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-67

G. L. McDONALD  
PUBLIC RELATIONS

Thursday, November 11, 1971

FOR P.M. RELEASE THURSDAY, NOVEMBER 11, 1971

Officials who will direct a two-year study for extending the Bay Area Rapid Transit system into the Livermore-Pleasanton areas of Alameda County held their first meeting today (November 11) in the Hayward office of the Alameda County Planning Department.

Outlining the scope of the study and authorizing proposals from consultants for technical work were principal agenda items for the newly-established Board of Control of the BART Livermore-Pleasanton Extension Project. The Board consists of four BART Directors, three members of the Metropolitan Transportation Commission, and representatives from Livermore and Pleasanton.

BART Planning Director William Hein, who is assisting in the project, stated:

"BART is strongly committed to development of technical plans for this extension within two years, as well as plans for extension to the Pittsburg-Antioch areas of Contra Costa County and through northwest San Francisco."

Board members are:

BART Directors George Silliman of Newark; Arnold Anderson of Castro Valley; Garland Graves of San Francisco, and Daniel Helix of Concord.

MTC members include Chairman Joseph Bort of Berkeley (also an Alameda County Supervisor), Donald Dillon of Fremont, and Raymond Ollila of Concord.

Livermore and Pleasanton representatives were yet to be named.

After selecting a consulting firm, the newly-formed board will identify the issues to be addressed in the study and evaluate the consultants' recommendations as it progresses. The study is expected to cover alternatives for fixed rail route alignment and station locations as they relate to developmental-environmental impact on the Livermore-Pleasanton areas. Estimates of construction and operating costs, transit equipment and facilities, patronage, revenues, and funding methods will also be developed in the study.

The \$533,000 study will be two-thirds funded by the U.S. Urban Mass Transportation Administration, with BART as the primary agency contributing the remaining one-third.

One possible extension route which will receive detailed study would extend from the existing BART line in San Leandro within the median of the new Interstate 580 freeway route being planned to Livermore and Pleasanton. The State Highway Commission recently agreed to hold open an option to BART for an in-median transit route pending the outcome of the study and funding of extension construction.

An alternative route to be studied would extend from the existing BART line in Walnut Creek south through San Ramon Valley to Livermore and Pleasanton.

Construction of BART extensions and other Bay Area transit projects are now eligible for two-thirds instead of one-half Federal funding as a result of coordinated transit planning between BART and other agencies with the Metropolitan Transportation Commission. Previously, the Bay Area received two-thirds federal aid only for technical study grants, such as the three District extension studies.

Coordinator for the study project is Howard Goode. He may be contacted for project information care of BART, 814 Mission Street, San Francisco 94103. (Telephone 986-1818.)

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-66

Monday, November 8, 1971

**FOR IMMEDIATE RELEASE**

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00AM Thursday, November 11, 1971, at District Headquarters, 814 Mission Street, San Francisco.

###

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET. SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-65

G. L. McDONALD  
PUBLIC RELATIONS

Wednesday, October 27, 1971

FOR IMMEDIATE RELEASE

Daniel C. Helix, (left), vice mayor of Concord, was appointed a Director of the Bay Area Rapid Transit District this week by the Contra Costa Mayors' Conference. Administering the oath of office is Senator Nicholas C. Petris (D-Alameda) (right) with attorney Clifford B. Bachand looking on. Helix, who succeeds Stanley T. Grydyk of Richmond as a BART Director from Contra Costa, is former assistant to Senator Petris. He will begin his four-year term this Thursday (October 28) at the regular District Board meeting. A Director of Financial Development for Mount Diablo YMCA, Helix resides with his family at 3430 El Monte Drive in Concord.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-64

Tuesday, October 26, 1971

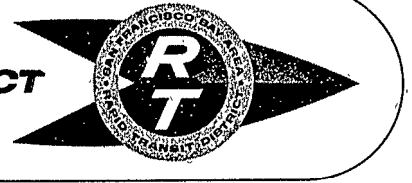
FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00AM Thursday, October 28, 1971, at District Headquarters, 814 Mission Street, San Francisco.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-63

Tuesday, October 12, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00AM Thursday, October 14, 1971, at District Headquarters, 814 Mission Street, San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-62

Tuesday, October 12, 1971

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District will hold a public hearing Thursday (October 14) on a proposed walkway from its Coliseum Station to the Oakland Coliseum Arena.

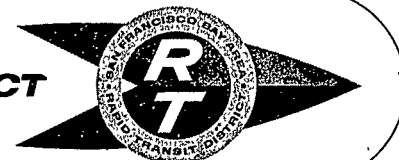
The meeting is scheduled for 2:00PM in Room A of the Coliseum Arena at Hegenberger Road off the Nimitz Freeway in Oakland.

The purpose of the hearing is to consider a proposal by BART in cooperation with the City of Oakland, Alameda County, and Coliseum, Inc. to design and construct a 1,000-foot elevated pedestrian walkway which would span six-lane San Leandro Street, the Southern Pacific right-of-way, and the Damon flood control channel.

The estimated \$1.5 million walkway cost would be funded by a two-thirds capital grant from the U. S. Department of Transportation for \$1 million. A District report has cited a number of advantages to Bay Area residents which will result from the walkway. Among them are accessibility throughout the system to the diverse cultural and recreational events at the Coliseum complex.

The report states the walkway will not create any adverse economic, social or environmental conditions along its proposed route. The 18-foot wide concrete walkway will accommodate 12,000 people in 30 minutes and is expected to significantly decrease heavy automobile congestion at Coliseum events.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-61

Wednesday, September 22, 1971

CAPTION - FOR IMMEDIATE RELEASE

"GOING MY WAY, MR. BART?" Five future BART customers arrive early at the 12th Street Oakland Station in hopes of catching a train ride to the 19th Street Oakland Station. A joint open house for both stations will be held from noon to 4:00PM this Saturday (September 25), with a three-car BART train as the feature attraction. Left to right are Junior Internationale Dancers David, Denise and Mark Dwyer; Jean Conklin, stewardess for Trans-International Airlines; and Renee Dyson, Oakland's Queen of Fairyland. Renee claims her magic wand provides the rapidest transit of all.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-60

Tuesday, September 21, 1971

FOR IMMEDIATE RELEASE

The joint open house for the Bay Area Rapid Transit District's 12th and 19th Street Oakland stations, scheduled for noon to 4:00PM Saturday (September 25), will have its own first in rapid transit.

In the wee Saturday morning hours, a sleek BART train will roll through the Oakland subway for the first time to become the feature attraction at the 19th Street Station later in the day.

The joint open house - the first ever held for two BART stations at the same time - is a cooperative project of the District, the City of Oakland, and its downtown business community.

The 12th Street Station, a key element in Oakland's far-reaching city center redevelopment project, will feature exhibits of community organizations. The 19th Street Station will feature BART exhibits in addition to the train.

Open house ceremonies will commence at noon in the City Hall Plaza at 14th and San Pablo Streets, with the Oakland Municipal Band striking up the music beforehand. Featured speakers will be Mayor John Reading and BART President James P. Doherty, with the Oakland Chamber of Commerce President Laine J. Ainsworth serving as master of ceremonies.

After the City Plaza ceremonies, with a host of dignitaries, a ribbon-cutting will formally open the two stations to inspection by the public.

Downtown Broadway will be unmistakably BART open house day in Oakland, with plenty of music, entertainment, and decorations along the street and in the stores between the stations. Although the station interiors are not fully completed, escalators will be running in both stations from mezzanine to train level.

Personalities on hand for the opening ceremonies will include singer Richard King, "Queen of Fairyland" Renee Dyson, and Popo the Clown. Providing music through the afternoon at both stations will be the "Mariachi California" group; the Jerry Jackson Trio; the "Incognitos" Dixieland band; and the "Sounds of Steel" band. The Filipino American Cultural Dancers will perform in the 12th Street Station.

Also on hand will be a lovely welcoming committee of stewardesses from Trans-International Airlines, World Airlines, and Saturn Airlines.

Public entrances to both stations will be well marked. Visitors will enter the 12th Street Station at 14th and San Pablo, and exit at 13th and 14th on Broadway. Visitors will enter the 19th Street Station at 17th and Broadway, and exit at 20th and Broadway, or at Capwell's station mezzanine exit near 20th.

The 12th Street Station stretches under Broadway for three blocks between 11th and 14th, while the 19th Street Station stretches between 17th and 20th. Both stations have three levels: the mezzanine level with three separate ticketing centroids and station agent booths; the northbound train level; and the southbound train level. Each station has 13 escalators.

By 1975 daily patronage, including departures and arrivals, is expected to total 18,000 for 12th Street and 16,500 for 19th Street.

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



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YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-59

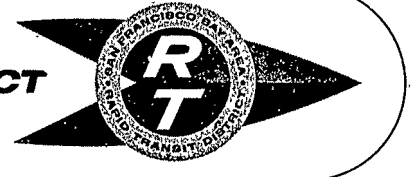
Monday, September 20, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00AM Thursday, September 23, 1971, at District Headquarters, 814 Mission Street, San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-58

Tuesday, September 14, 1971

FOR IMMEDIATE RELEASE

A joint open house for the Bay Area Rapid Transit District's largely completed 12th Street Oakland and 19th Street Oakland subway stations will be held on Saturday, September 25, from noon to 4PM.

The joint open house - the first ever held for two stations at the same time - is being planned as a cooperative project among the District and the City of Oakland and the downtown business community.

"This will be the first opportunity Oakland residents and the business community have to see the two subway stations which will be key elements in far-reaching City Center Redevelopment plans," said BART Director Harry R. Lange of Oakland, who is heading up the project.

Lange is chairman of Oakland Mayor John Reading's Committee for BART Openings which will help plan participation of the Oakland business and civic communities in all future BART openings.

Open house ceremonies will commence at noon in the City Hall Plaza, 14th and San Pablo Streets, with Mayor Reading presiding. After the ceremonies, the stations will be open for public inspection, with BART personnel on hand to answer questions.

Exhibits are being planned for both stations. Strolling musicians, folk dancers, and other entertainment for the youngsters will provide a festive atmosphere in both stations, and along Broadway.

Public entrances to both stations will be well marked. Visitors will enter the 12th Street Station at 14th and San Pablo, and exit at 13th and 14th on Broadway. Visitors will enter the 19th Street Station at 17th and Broadway, and exit at 20th and Broadway, or at Capwell's station mezzanine exit near 20th.

The Oakland Chamber of Commerce and other Oakland organizations are working with the BART staff on the joint open house program, with final details to be announced next week.

The 12th Street Station stretches under Broadway for three blocks between 11th and 14th, while the 19th Street Station stretches between 17th and 20th. Both stations have three levels: the mezzanine with three separate ticketing centroids and station agent booths; the northbound train level; and the southbound train level. Both stations have 13 escalators apiece.

The wall of both stations are of striking glazed brick (red for 12th Street, blue for 19th Street), with terrazzo floors, and ceilings of metal acoustic panels.

The architect for both stations was Gerald M. McCue & Associates. Interior finishing of both stations was done by Perini Corporation. The 12th Street Station shell was done by Perini, and the 19th Street Station shell by Early, Winston, Drake.

By 1975 daily patronage, including departures and arrivals, is expected to total 18,000 for 12th Street and 16,500 for 19th Street.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

Friday, September 10, 1971

G. L. McDONALD  
PUBLIC RELATIONS

FOR IMMEDIATE RELEASE

The successful marriage of rapid transit and freeways within the Bay Area Rapid Transit District is producing more road-and-rail corridor proposals for two new BART extensions into Contra Costa and Alameda counties.

Recently approved in principle by the State Highway Commission were options for rapid transit within the medians of new freeway routes being developed from Concord into the Pittsburg-Antioch area (Route 4) and from San Leandro into the Livermore-Pleasanton area (Interstate 580). The options would be held open pending full funding of these BART extensions for which planning is underway.

BART General Manager B. R. Stokes said:

"We are working to implement the District Directors' strong commitment to these two District extensions - plus a third one through northwest San Francisco - under programs already funded by BART and the Federal government. The Highway Commission's support is vastly encouraging to us."

Stokes said engineering studies are now getting underway for the three District extensions, and two-thirds Federal funding has made approximately \$500,000 available for each study.

"The study funds are in hand," he said, "but the real problem will be to raise one-third of the full construction costs in order to obtain two-thirds Federal funding. This will take strong support from the public as well as county and state officials."

A report by the Department of Public Works estimated the cost of a BART exten-

sion to Livermore-Pleasanton would be reduced by some \$29 million through use of the Interstate 580 median instead of a separate corridor.

The use of highway funds to purchase additional right-of-way land for rapid transit (for later resale to BART) was seen as a precedent by Maynard Munger, chairman of the State Highway Commission.

In approving the proposal recently, he cited BART's use of the Highway 24 median from Oakland to Walnut Creek, and the Interstate 280 median between Daly City and Monterey Boulevard in San Francisco.

"We built the Highway 24 freeway years ahead of schedule to accomodate BART's pressing timetable," said Munger, "and BART advanced the monies to do so because of the savings realized by this use of our right-of-way."

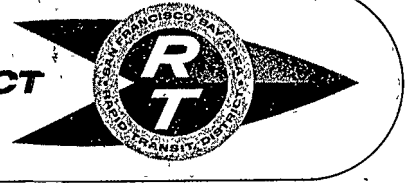
The coordination between BART and the Division of Highways was one of four areas in which BART is working to implement the three extensions within the District.

The three other areas:

BART has pledged \$513,000 in District funds and staff services to develop full engineering plans for all three extensions within two years. The studies will cover route alignments, station locations, yard facilities, operations and rolling equipment, project costs, and patronage estimates.

Improved transit planning between BART and other agencies with the Metropolitan Transportation Commission has increased eligibility of Bay Area transit projects from one-half to two-thirds funding for Federal capital grants. Previously, the Bay Area received two-thirds federal aid only for technical study grants. Cooperative transit planning has thus far brought to the Bay Area an extra \$6.5 million in capital grants (for AC Transit and the San Francisco Municipal Railway), plus nearly \$1.4 million for transit studies primarily related to BART.

Participation in bus transit studies with AC Transit, and Contra Costa and Alameda counties is a fourth major area of BART activity. Studies are well underway in both counties to improve both local and feeder service to BART stations.



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-56

Thursday, September 9, 1971

G. L. McDONALD  
PUBLIC RELATIONS

FOR IMMEDIATE RELEASE

Richard O. Clark of Albany was recently reappointed as a Director of the Bay Area Rapid Transit District by the Mayor's Conference of Alameda County.

His initial appointment was made on March 4, 1970, and his tenure will extend to October 27, 1975.

"The District has made a great deal of progress in its closing phase of construction and transition toward operations," said Clark, "but much work remains to be done before BART trains begin rolling in revenue service. To play a part in this process is both a privilege and a trust."

Mr. Clark is a sales executive in commercial and retail properties for the Oakland firm of Grubb & Ellis. A former Mayor and Vice-Mayor of Albany, he is currently serving as a City Councilman.

His memberships in community organizations include the March of Dimes, Cancer Fund, Parent-Teacher Association, and Chamber of Commerce.

A resident of Alameda County for 35 years, he attended Oakland public schools and was graduated from St. Mary's College with a bachelor of arts degree in history.

Mr. Clark lives with his wife and family at 808 Cerrito Street, Albany.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-55

G. L. McDONALD  
PUBLIC RELATIONS

Friday, September 3, 1971

FOR IMMEDIATE RELEASE

Youngsters in the Oakland, Union City and Fremont areas will shortly have two excellent new reasons for not trespassing on the Bay Area Rapid Transit District's fenced-in right-of-way.

This coming Tuesday (September 7), BART engineers will pull the switches which energize the twin third-rails from the Hayward Trainyard south to the end of the Southern Alameda County Line at Fremont Station.

Later this month, third-rail circuits also will be energized from the vicinity of Eighth Avenue in Oakland, near BART's Lake Merritt Station, north through the Oakland subway to MacArthur Station.

Bilingual warning signs which read "Electric Third Rail - Danger - Keep Away" are posted every 500 feet to call attention to the dangerous third-rail voltage (1,000 volts dc) inside the right-of-way.

"Touching the third-rail can be fatal, and at the very least cause severe burns," said BART General Manager B. R. Stokes. "Since these signs have been up for some time, we want to emphasize that their warning has become deadly serious - and I emphasize the word deadly."

Stokes expressed his particular concern that all parents make their children aware of new dangers, not only from energized third-rails, but BART test cars which will begin running over the new segments.

"Approaching BART cars or trains are difficult to hear, which presents another

Page 2 of 2

hazard to youngsters trespassing on the right-of-way," said Stokes.

Test cars have been running between the Hayward Trainyard and Fruitvale Station in Oakland. Because this segment will be shut down for additional cable work, the test cars will run south to Fremont and north to MacArthur Station.

Shortly after schools open, parents and children along the new East Bay segments being energized will be informed by letter of the new right-of-way hazards. The letters are part of the District's continuing safety campaign into new communities as third-rail energization is extended.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-54

Friday, September 3, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00AM Thursday, September 9, 1971, at District Headquarters, 814 Mission Street, San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-53

G. L. McDONALD  
PUBLIC RELATIONS

Friday, September 3, 1971

HOLD FOR RELEASE: TUESDAY, SEPTEMBER 7

Starting today (September 7), BART will replace 36,000 feet of buried train control cable damaged by gophers along its southern Alameda line. Replacing the cable will take about 30 days.

Around-the-clock, seven-day-a-week trenching and guniting operations will be required along three sections where the BART trains run at ground level:

- A 28,000-foot section between the Hayward Shops and the Hayward rapid transit station;
- A 4,000-foot section south of the Bay Fair Station;
- A 4,000-foot section adjacent to East Eighth Street in East Oakland.

Workmen will dig a trench directly above the damaged cable, gunite a thin layer of concrete, drop the new cable and sand in the trench, and place a layer of concrete atop it.

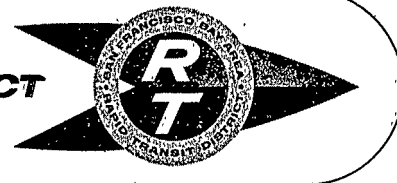
BART Chief Engineer David G. Hammond said the compressed work schedule was necessary so that the Hayward-Oakland trackage can return to operation quickly for testing of vehicles and automatic train operation equipment.

BART prototype cars will operate starting today on new trackage south of the Hayward Shops toward Fremont.

The entire 28-mile section between Fremont and the MacArthur Station in North Oakland represents that portion scheduled to carry BART's first revenue passengers.

###

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-52

G. L. McDONALD  
PUBLIC RELATIONS

Monday, August 23, 1971

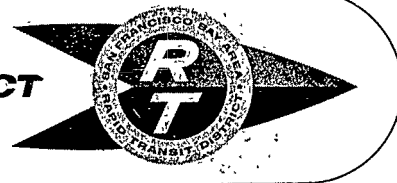
FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00AM, Thursday, August 26, 1971, at District Headquarters, 814 Mission Street, San Francisco.

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# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-51

Thursday, August 19, 1971

## FOR IMMEDIATE RELEASE

Personnel in charge of the Bay Area Rapid Transit District's busiest stations will literally see around corners with the aid of strategically placed television cameras.

BART Directors recently approved an initial installation of closed circuit television systems in 13 stations, including the District's five giant subway stations in downtown San Francisco and Oakland.

The BART stations are 12th Street, 19th Street, MacArthur and Lake Merritt in Oakland; Berkeley and North Berkeley; Bayfair in San Leandro; and Montgomery, Powell, Civic Center, 16th Street Mission, 24th Street Mission, and Glen Park in San Francisco.

"This is a service for our passengers," B. R. Stokes, BART General Manager, said. "The closed circuit television systems extend our ability to help the elderly, the handicapped, and children -- as well as adding to our efficiency in security matters."

Closed circuit television has been used in subway systems in London, Boston, and Hamburg, and with particular success on the new Lindenwold line in Philadelphia.

The BART stations will have from two to nine cameras, with a corresponding monitor in the agent's booth for each camera. The agent will be in constant communication with both BART security officers and BART Central Control.

-- more --

Page 2 of 2.

Scott-Buttner of Concord has been selected to install 54 television cameras and 54 nine-inch monitors (receivers) in the stations at a low bid cost of \$65,424.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-50

Monday, August 2, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting next week, according to BART President James P. Doherty.

The meeting will be held at 10:00AM, Thursday, August 12, 1971, at District Headquarters, 814 Mission Street, San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-49

G. L. McDONALD  
PUBLIC RELATIONS\*

Friday, July 23, 1971

FOR IMMEDIATE RELEASE

The final length of quarter-mile rail which went into place on the BART Concord line at west Lafayette today is the closing link to almost all mainline trackage in the three-county system.

At an informal mid-morning ceremony, a giant crane pulled the 1,518-foot length of continuous-welded rail into place after it was unloaded from a long rail carrier train out of Concord.

In place of the famous golden spike used in linking up the first transcontinental railroad line at Promontory Point, Utah, the track crew anchored the rail at the final weld joint with four gold-painted rail fasteners of the latest type used by BART. The final weld amid a shower of sparks marked the end of a colorful chapter in BART construction - but not quite.

Scattered rail-laying at terminus points remains at Concord and Daly City stations proper, Richmond Station and its approach, plus remaining yard tracks at Richmond.

Special equipment and techniques to meet ultra-rigid BART specifications for a smooth roadbed were developed by the contractor who installed the "missing link" rail today: Dravo Corporation of Pittsburgh, Pa. The firm began laying rail on the Southern Alameda Line in spring of 1968, and has done the major portion of installation on the system. The Richmond Line and Hayward Yard - Fremont segment of the Alameda line were installed by W.A. Smith Contracting Company of Kansas City, Mo.



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-48

G. L. McDONALD  
PUBLIC RELATIONS

Friday, July 23, 1971

FOR IMMEDIATE RELEASE

**SIDEBAR: BART ROADBED CONSTRUCTION**

The BART ride, which will be the Cadillac ride of the rapid transit industry, starts with a precision roadbed built to extremely close tolerances.

The highest precision was achieved in aerial and subway trackage, which is laid on continuous concrete slabs instead of ties. The running rails are aligned horizontally and vertically to within plus or minus 1/8 inch per 31 feet of track. The tolerances on most railroad roadbeds are between 1/4 to 1/2 inch.

The rails can be realigned as necessary to maintain this tolerance, as new-type rail fasteners anchoring the rails are adjustable in 1/8 inch increments.

The new rail fasteners incorporate a 3/4-inch rubber bonding to minimize train noise and vibrations in the roadbed, as well as provide electrical insulation from ground for the track circuits. A polyethylene bearing pad is used between the fastener and concrete slab bed on aerial and subway trackage as an additional dampener and insulator.

All mainline and transfer trackage at-grade is laid on 525-pound prestressed concrete ties which will last indefinitely without replacement.

Another major contribution of the roadbed to the BART ride is the continuous-welded rails used throughout the system.

BART rail was welded into 1,518-foot lengths at the Southern Pacific welding plant in Tracy, California. The quarter-mile welded sections were then transported by special rail train onto the BART system at Union City, Daly City, Richmond and Concord.

-- more --

Dravo Corporation, the first of BART's two track contractors, developed new rail-laying techniques for the job. These new techniques were required for BART's 5-foot 6-inch track gauge, which is  $9\frac{1}{2}$  inches wider than standard American railroad gauge. The wider gauge was selected to insure extra comfort and stability in the 80 mph BART trains.

Mainline and transfer track is standard 119-pound steel rail, with 90-pound rail used for yards and secondary tracks.

One of the most painstaking aspects of BART's track-laying operation was preventing excessive expansion or contraction stresses of the long welded-rail sections after installation. To prevent this stress, all rail had to be laid within plus or minus 10 degrees Fahrenheit, of the average rail temperature in each locality. This will be another major factor in a smooth BART ride.

When all track is laid, the system will total 159.20 track miles. This breaks down into 27.5 at-grade, 24.05 aerial, and 20.15 subway, tunnel and transbay tube. It also includes 15.8 miles of hard tracks at Hayward, Richmond and Concord Yards.

BART trackage totals 28,739 tons of 119-pound rail and 2,682 tons of 90-pound rail.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-47

Monday, July 19, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00 AM Thursday, July 22, 1971, at District Headquarters, 814 Mission Street, San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-46

Friday, July 16, 1971

FOR IMMEDIATE RELEASE

Bay Area Rapid Transit District Directors have called a special meeting of the District's Public Information and Legislation Committee Wednesday (July 21) to review BART's commercial advertising program.

"We will review all relevant factors in our systemwide advertising program," said Director William M. Reedy, who is the committee chairman. "Persons and organizations with a special interest in BART advertising plans have been notified. However, any interested party may attend this public meeting and participate in an exchange of views if he or she desires."

The special meeting will be held at 10:00AM Wednesday on the sixth floor of the BART headquarters building at 814 Mission Street in San Francisco.

Other BART Directors serving on the District Public Information and Legislation Committee include Richard O. Clark, William H. Chester, and Joseph S. Silva. Ex-officio members are James P. Doherty, BART President, and George M. Silliman, BART Vice-President.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-45

G. L. McDONALD  
PUBLIC RELATIONS

Wednesday, July 14, 1971

FOR IMMEDIATE RELEASE

Wallace D. Mersereau has been appointed Director of Real Estate for the San Francisco Bay Area Rapid Transit District, BART General Manager B. R. Stokes announced today.

He succeeds Truman L. (Jack) Carlson, who is joining the Crocker National Bank of San Francisco as a Vice President in the Bank Properties Department.

"Mr. Carlson's departure is an occasion of deep regret to the District's directors and staff," said Stokes. "Under his direction, the vital acquisition of approximately 2,200 parcels of land along 75 miles of BART right-of-way has been characterized by high professional standards and scrupulous fairness in dealing with the public.

"We are fortunate in having a man of similar ability and experience to succeed Mr. Carlson," Stokes continued. "Mr. Mersereau has long been a key man in BART land acquisition and management. He is also administering BART's systemwide program of patron services at BART stations."

Mersereau joined the District in 1964 as Senior Real Estate Officer and rose to Principal Real Estate Officer in 1966. Formerly he was a right-of-way agent with the California Division of Highways in Los Angeles and San Diego. He has 15 years of technical and managerial experience in land acquisition and developments for public use.

A native of Los Angeles, he was graduated from the University of Southern

Page 2 of 2

California and received his certificate, in real estate from the University of California.

He is president of the San Francisco Chapter of the American Right of Way Association and a member of the American Institute of Real Estate Appraisers, San Francisco Real Estate Board and the San Francisco Planning and Urban Renewal Association.

Mersereau lives at 333 Avila Road in San Mateo with his wife, Patricia, and three children.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-44

Friday, July 9, 1971

FOR IMMEDIATE RELEASE

Bay Area Rapid Transit District Directors yesterday authorized conveyance of 16,000 square feet of land to the City of Albany, which will be used to increase the size of BART's Albany-El Cerrito Linear Park from Dartmouth Street to the Berkeley city line at Codornices Creek.

BART is conveying the land to Albany at the city's request, with the city and the U. S. Department of Housing and Urban Development expected to split the \$45,000 purchase price.

The park extension consists mainly of surplus BART land from right-of-way acquisitions, plus one parcel BART purchased from a private holder for resale to Albany to complete the park extension.

"We were happy to accommodate Albany in extending this beautiful linear park," said BART General Manager B. R. Stokes. "Fortunately, we were able to obtain the extra land parcel near Codornices so we could convey the entire extension from Dartmouth Street to the Berkeley line to them."

The extension already has been landscaped by BART to within 160 feet of Codornices Creek, and landscaping will commence on the remainder of the extension in September. BART plans for the new landscaping include a curving, 33-foot concrete bench, a circular sand pile, wooden benches, lighting, and a softball area.

In 1967, BART received a \$500,000 HUD demonstration grant to build a linear



Page 2 of 2

park stretching 2.7 miles through El Cerrito and Albany to as far south as Solano Avenue. In 1970, the park was extended to a point 160 feet north of the Berkeley city line as a part of the District's landscaping program. This park has received national acclaim and various awards as an example of urban beautification and community-transit agency cooperation.

The success of the park helped trigger BART's systemwide \$7.5 million landscaping program, with HUD grants underwriting \$2 million of the total cost. The program - which depends on community cooperation to maintain BART-installed landscaping - is the most extensive ever undertaken by a transit agency.

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# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-43

Friday, July 2, 1971

G. L. McDONALD  
PUBLIC RELATIONS

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District received confirmation this week of a \$521,000 federal urban beautification grant, which assures continuance of the most extensive landscaping program ever undertaken by a transit agency.

The grant is the second in a three-step federal program to share with BART the cost of landscaping the surface and aerial portions of its right-of-way which amounts to over half of the total BART system. The first grant for \$339,500 was awarded last year. Both grants are reported to be among the largest grants ever awarded by the U. S. Department of Housing and Urban Development (HUD) for urban beautification.

This latest grant will be used to landscape portions of the Mission Street line in San Francisco, areas of the right-of-way around the Walnut Creek Station and sections of the Southern Alameda County line. Included are six areas with park-type facilities which will have plantings, bicycle paths, trees and childrens' play areas.

"HUD's grants have helped to make our landscaping program possible," said James P. Doherty, BART president. "They have helped us to demonstrate that land along a transit system can be attractive and useful and that BART and its on-line communities can cooperate in this vital program."

-more-

Doherty also expressed his appreciation to HUD Secretary George Romney and the HUD San Francisco Area Administrator, James Price, for their efforts in making the grant possible.

HUD currently is financing 50 percent of the landscaping of BART's right-of-way. Designs for this program have been worked out by BART's staff in continuous, close coordination with each community through which the 75-mile rapid transit system passes. Total cost of the landscaping is estimated at approximately three-and-a-half million dollars.

The first grant was used to landscape portions of the BART right-of-way through Oakland and San Leandro. A third grant, to complete landscaping of the rest of the system, is expected next year.

An additional \$500,000 from the federal government was received by BART in 1965 and 1967 for construction of a landscaping demonstration project along 2.7 miles of track in Albany and El Cerrito. This grant followed the successful BART-financed landscaping demonstration at the Diablo Test Track in Concord.

A total of eight different landscape architects are working on the landscaping, which will be completed in 1972. Excluded in this work will be landscaping along Route 24 in Contra Costa County and along the BART right-of-way in the median of the Grove-Shafter Freeway. These two areas are being landscaped by the State Division of Highways as part of an agreement between BART and the state.

Maintenance of the BART line areas between stations is normally performed by the cities and counties through whose areas BART operates.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-42

G. L. McDONALD  
PUBLIC RELATIONS

Friday, July 2, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting next week, according to BART President James P. Doherty.

The meeting will be held at 10:00 A. M. Thursday, July 8, 1971, at District Headquarters, 814 Mission Street, San Francisco.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-41

Monday, June 21, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00A.M. Thursday, June 24, 1971, at District Headquarters, 814 Mission Street, San Francisco.

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# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-40

G. L. McDONALD  
PUBLIC RELATIONS

Friday, June 18, 1971

SPECIAL TO CONTRA COSTA TIMES

RELEASE AT WILL

If your idea of civilized travel to and from work includes speed and luxury, as well as economy - leave the driving to BART.

Rush-hour comparisons show BART will save people time no matter how far they have to travel. The following chart shows the number of minutes required at peak travel periods to reach downtown San Francisco:

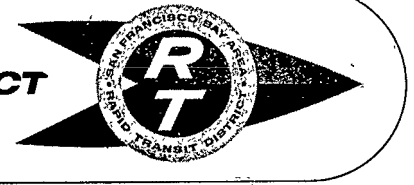
	<u>BART</u>	<u>Bus</u>	<u>Private Automobile</u>
From Hayward:	26	43	46
From Oakland:	10	20	25
From Richmond:	30	30	39
From Concord:	36	60	54
From Berkeley:	19	25	31
From Fremont:	38	88	62
From Walnut Creek:	29	45	43
From Daly City:	14	32	20

Besides letting him or her sleep later in the morning and get home earlier at night, BART will carry the passenger in comfort approaching first-class accommodations on major airlines.

Seats in the cars have extra-wide cushions; the windows are made of tinted glass; the floors are carpeted wall to wall with foam rubber covered by wool; the air-conditioning system will keep the cars heated or cooled to a comfortable temper-

ature the year around. Also, there is plenty of leg room.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-39

Thursday, June 17, 1971

SPECIAL TO CONTRA COSTA TIMES

RELEASE AT WILL

BART's 75-mile rapid transit system will require a lot less power to carry people than will private cars. A BART car can seat 72 people and runs on 600 horsepower. The average private car can carry six people and runs on 200 horsepower. Thus, BART can carry 12 times as many people for only three times as much horsepower.

Rush hour statistics are more dramatic. Around 30,000 people can be carried in one direction in one hour by BART. This means 42 BART trains of ten cars each, or 420 cars. Figuring each ten-car train needs 6,000 horsepower to run it -- or each of the 420 cars needs 600 horsepower to run on -- a total of 252,000 horsepower is needed for the 42 trains.

In order to carry 30,000 people by private car, with six people per car, a total of 5,000 cars would be needed. At 200 horsepower per car, this means around one million horsepower, which is roughly four times the amount of horsepower used by BART to carry the same amount of people.

A total of 5,000 private automobiles is a lot more than 420 BART cars. Plus, the average car, even during rush hours, will not be carrying six people. The average occupancy is 1.5 people per car. So nearly 20,000 cars would be needed.

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At the rush hour BART will carry those people in space no wider than one lane of freeway. The thousands of private cars would need between 15 and 20 lanes of freeway to carry those tired commuters.

BART expects to carry about 191,150 people a day by 1975. Currently about 25 percent of the people commuting from the East Bay use the bus. But BART's projected patronage figures show that 44 percent of the East Bay commuters will use BART by 1975.

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# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



N-38

814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

Friday, June 18, 1971

G. L. McDONALD  
PUBLIC RELATIONS

SPECIAL TO CONTRA COSTA TIMES

RELEASE AT WILL

BART could be taking nearly 30,000 cars off the Bay Bridge and East Bay corridors through Oakland into San Francisco and Daly City by 1975.

These figures are based on BART patronage estimates, which project that about 44,500 people will ride through the transbay tube each working day. Since the average automobile carries 1.5 people, it would take nearly 30,000 cars to carry that many people. The equivalent of six lanes of freeways, or six lanes on the bridge, would be needed to handle this volume of traffic by private automobile.

The same patronage study projects the number of people who will use BART daily from the different lines in the East Bay. About 18,350 passengers a day will ride the Fremont to Lake Merritt leg of the system into San Francisco and Daly City; about 10,050 will be going to those destinations from the Concord to Rockridge section of the BART line; around 7,750 will be using the Richmond to Ashby branch of BART and going into San Francisco and Daly City; and about 8,350 will ride through the transbay tube from stations between MacArthur and Oakland West.

Not all of these potential patrons now drive cars, of course. Some take the bus to work; others ride in car pools. However, using the ratio of 1.5 persons in each private automobile, it would take the equivalent of approximately 12,230 cars on the Nimitz Freeway to carry all those riders expected to use BART's Fremont line; about 6,700 cars would be needed along Route 24 to handle potential passengers on the Concord line; about 5,160 cars on Route 80 would be needed to carry the people

who would ride the Richmond line; and approximately 5,560 cars would be needed to carry the passengers going into San Francisco and Daly City from stations on the BART line between MacArthur and Oakland West.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-37

G. L. McDONALD  
PUBLIC RELATIONS

Wednesday, June 16, 1971

SPECIAL TO CONTRA COSTA TIMES

RELEASE AT WILL

The automobile commuter who switches to BART may expect to cut his overall travel costs at any distance, and the longer the commute, the more impressive his savings will be.

The latest study by the American Automobile Association sets the cost of operating a standard American car, such as a 1971 four-door Chevrolet Impala, at 4.25 cents per mile. A 47-mile trip from Concord to Fremont - the longest trip on BART - would be \$2.00 by car and \$1.05 by transit. The BART trip costs 2.2 cents per mile.

The 4.25 cents reflect only the variable or "out-of-pocket" costs per mile for gas, oil, tires and maintenance of the average late model car. The AAA study sets additional fixed car costs - insurance, license, registration, and depreciation - at \$3.08 a day or \$1125 a year.

Added to these costs, the study said, would be 40 cents per day in bridge tolls for transbay car commuters, plus variable (and rising) parking fees. For example, parking fees range from 75 cents to \$2.75 per day in San Francisco and 50 cents to \$1.50 in Oakland.

The Concord to San Francisco auto commute costs a minimum of \$1.90, including bridge toll, daily fringe parking fee, and operating costs, but not fixed costs. A BART trip would cost the \$1.05 fare for the trip.

Using the same car cost factors, a Berkeley commuter pays about 98 cents to drive to San Francisco, compared to a BART fare of 75 cents. The Walnut Creek commuter pays \$1.60 to drive to San Francisco, and 95 cents to ride BART.

BART Directors recently approved a fare range of 30 cents minimum to \$1.05 maximum for use in the production of automatic fare collection equipment.

When the official fare schedule finally is adopted this fall, the competitive level of the fare compared to auto and bus travel costs will be a major consideration.

BART travel times will be substantially faster than auto travel through street and freeway traffic. "Any monetary value the commuter might place on faster BART travel times is impossible to quantify," B. R. Stokes, BART General Manager, commented, "but we may be sure he does value time. And the longer his commute, the more he values it."

The auto commuters who will benefit financially most from switching to BART are those who own a second or third car primarily for commuting. Eliminating the need for a commuting car will, according to the AAA study, save BART patrons up to \$1,500 a year. This amount is based on \$425 for operating the extra car 10,000 miles, plus fixed expenses previously mentioned of \$3.08 a day, or \$1,125 a year.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-36

Tuesday, June 15, 1971

FOR IMMEDIATE RELEASE

With summer vacation here, the Bay Area Rapid Transit District is again reminding school children and their parents of trespassing dangers from high-speed trains and high-voltage third rails along its Southern Alameda County Line.

BART trains are undergoing daily testing -- day and night -- from the District's Hayward Shop just south of Industrial Parkway, north to the Fruitvale Station between 34th and 36th Streets in Oakland. The BART third rail is energized with 1,000 volts along this stretch of right-of-way.

"The relative quietness of our trains gives little warning of their approach, and any contact with the third rail could be fatal," said BART General Manager B. R. Stokes.

"The right-of-way is completely enclosed with high fences, topped by barbed wire. We are very concerned that children be reminded by adults, or remind each other, that a BART fence is not safe to scale."

Bilingual signs warning "Electric Third Rail - Danger - Keep Away" are posted every 500 feet along the right-of-way fences.

BART conducted a safety campaign in the area last year to prepare school children well ahead of time for train testing and start of revenue operations along the Southern Alameda County Line next January.

Additional letters were recently distributed to students and parents in the area through the local school districts. BART third rail warning buttons also

Page 2 of 2

have been distributed to several thousand children in schools near the right-of-way.

Stokes cited recent and scattered incidents of rock-throwing at trains during their test runs.

"We realize the few hard-core vandals who deliberately set out to damage property and endanger other people are few and far between. Because of the danger and the cost involved, the only thing we can do with these few youngsters is turn them over to the proper authorities. If any damages are involved, we'll have to prosecute for repayment," said Stokes.

When the area schools resume in the fall, District representatives -- in cooperation with the local school districts -- will continue their safety campaign at student assemblies.

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# NEWS RELEASE

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-35

Tuesday, June 8, 1971

SPECIAL TO SAN FRANCISCO REAL ESTATE BOARD

RELEASE AT WILL

No one can assess the full impact BART will have on the Bay Area, but its impact on property values has already been dramatic and its coming impact on life styles appears a certainty.

R. Gene Conatser, vice president and senior economist for the Bank of America, estimates that the value of new commercial construction started in the downtown area of San Francisco since BART was created in 1962 has exceeded one billion dollars.

"All of the big new buildings will be within five minutes of a transit station," Conatser said. "We expect the completion of the system and the clean-up and beautification of Market Street in San Francisco to set off another wave of construction south of Market."

He pointed out that any project of the size and complexity of the BART system is certain to have a significant initial economic impact. "A major share of the total cost of the project was accounted for in construction contracts to local firms," Conatser continued.

"Construction of the stations and facilities provided thousands of jobs in the building trades in the San Francisco Bay Area as well as additional thousands of jobs in the supplier industries. Thus the actual construction of

-- more --



the system provided a significant economic stimulus to the area."

Conatser explained that the development of the 75-mile three-county rapid transit system will also result in new residential and commercial construction valued at several times the total cost of BART itself, which is \$1.4 billion.

He said another level of economic impact of BART on the Bay Area is the private construction which was initiated in anticipation of the operation of the system. This includes approximately 500 floors of new office space which currently is springing up within minutes of BART stations.

Construction has begun on the Rockefeller-funded Embarcadero Center, a complex of office high-rise, 16-story hotel and three theatres, all part of an eventual \$150 million project taking shape at the foot of Market Street. In addition, some 20 private entrances to BART stations in downtown San Francisco are being planned by various businesses.

Conatser explained that by far the most important economic impact of the BART system on the Bay Area will not be in real estate or construction, but in its contribution to the overall functioning of the economy.

While San Francisco's population decreased by 25,000 between 1960 and 1970, total employment increased by almost 60,000 workers during that same period of time. "The divergent trends of population and employment point up the growing commuter traffic and the need for rail transit," he said.

The trends of the past decade are likely to continue in the years ahead, he pointed out, and San Francisco will remain a center for government and corporate headquarters. "Employment will continue to expand at a moderate rate. This growth will only be possible with an efficient system of urban transit."

Conatser pointed out that such an efficient system will allow firms located in either San Francisco or the East Bay to draw employees from the entire three-county labor pool. It will also allow individuals and families to have a wider choice of both employment opportunities and residential areas.

He said the growth in corporate headquarters operations and governmental centers in San Francisco has resulted in increased employment opportunities in professional and clerical skills in the city.

"The growth in the visitor industry has also generated employment gains in the personal service areas," he explained. "These shifts have been accomplished because workers are able to move from one county to another with relative ease using the present bus transit system and private automobiles.

"However," he continued, "these systems are approaching capacity utilization. The continued growth and development of the area requires increased transit capacity which is not possible with existing systems.

"Thus, the BART system is essential to maximize the economic development of the entire area," Conatser concluded.

The Bank of America official did not overlook the social, ecological and cultural benefits of the BART system. The transit cars will not emit air pollutants. Residents of the three-county area will be more easily able to take advantage of the many cultural and educational facilities in each of the cities served.

These include not only the San Francisco Opera and the University of California at Berkeley, but also the Oakland Coliseum and Golden Gate Fields in Albany.

BART will provide greater mobility to San Franciscans, giving them a

faster way to travel and providing safety and comfort as well. Travel time from the Balboa Park Station to Montgomery Street is only 11 minutes. It will take only 9 minutes to ride from Glen Park to Montgomery, and only 6 minutes from 24th Street and Mission Street to the Market and Montgomery Street Station.

Residents will be able to ride BART's Mission Street and Market Street line for 30 cents, with the ride from the Montgomery Street Station to Daly City costing 40 cents. These fares are tentative. An official schedule will be adopted later.

Passengers will sit on wide, cushioned seats and ride in air-conditioned cars that have wall-to-wall carpeting. The San Francisco line is completely underground and the cars and trackbed have been designed to be as quiet as engineering specifications permit.

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# NEWS RELEASE

## SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



614 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-34

Friday, June 4, 1971

SPECIAL TO CONTRA COSTA TIMES

RELEASE AT WILL

BART was designed to be attractive as well as functional.

Tallie B. Maule, consulting architect for Parsons, Brinckerhoff, Tudor & Bechtel, a joint venture of three engineering firms responsible for the design and construction of the 75-mile rapid transit system, said BART's goals were to provide a means of transportation that was convenient and pleasant while still being swift and economical.

"This meant the stations should enliven the commuter's spirit," Maule said. "They should be handsomely designed and fit into the fabric and scale of the community so that each becomes an important community asset."

Each of BART's 37 stations had to be designed differently, then. A total of 15 architectural firms, eight landscape architectural firms, several graphic designers, industrial designers and artists went to work designing and landscaping these stations. Each was drawn-up to be harmonious with its surroundings. The ones at Montgomery Street and Powell Street in San Francisco and at 12th Street and 19th Street in Oakland reflect the business and financial atmosphere of those downtown areas. The tone of their finish is calm and dignified.

On the other hand, the South Hayward and North Berkeley stations are in residential areas, so they have a more informal appearance. The entrance to the

South Hayward station has a peaked roof like that of a small residence. The North Berkeley station is circular with a domed roof. A skylight, in the middle of the dome, allows sunlight into the station.

The Balboa Park station in San Francisco has a heavy, romantic tone. The main structure is made of exposed concrete and is not covered. The Mission Street station has colorful tiles on the walls, tiles resembling Mexican artwork.

All of the stations were planned to be appealing. "They were designed to be attractive and clean," said Gene Bayol, assistant chief architect. "People will take pride in a clean place and want to keep it that way."

Bayol pointed out that making the stations attractive will also make them last longer in some cases. "A terrazzo covering on the concrete floor of subway stations will wear better than if the concrete is not covered," he said. "And columns finished with glazed tile and stainless steel will be easier to clean."

Bayol emphasized that whenever possible natural light was allowed into the below-ground stations and open space was preserved. To do this, the fullest use was made of sky lights, open glass walls, and depressed plazas.

In Berkeley's Ashby station the parking lots on either side are depressed so light from the outside can get into the mezzanine and platform areas. At the Balboa Park station almost half of the station platform is exposed to direct light since the mezzanine above it doesn't cover the entire length of the station.

The Ashby station and Glen Park station in San Francisco have similar features. While the platforms are not exposed to direct sunlight, the mezzanines are only half the length of the stations and the people waiting for trains have only one floor above them - the ceiling of the station.

The Lake Merritt station in Oakland has an open plaza with a fountain in the

mezzanine level. The plaza is one hundred feet in diameter and allows light into the subway station below. The station has a mural depicting water scenes and windows through which passengers can see the train control room.

In Lafayette, the aerial station has varigated plantings which grow from the ground level up through the middle of the train platform. And the Concord station has a fountain on the roof of a substation housing electrical equipment. Passengers waiting for trains in this aerial station can look down upon the fountain, which is lower than the level of the platform.

Construction of the tracks has prompted changes in designs of some of the streets under which BART runs. In Berkeley, for instance, a curve was put in Shattuck Avenue at Center Street to allow space for the Central Berkeley Station. The city decided to build a plaza next to it and planted trees around the entranceways.

Market Street in San Francisco has been redesigned since BART started building its subway. A \$34-million rebuilding program was approved by the voters in 1968. The plan calls for constructing two large-scale plazas, widening the sidewalks to 35 feet, restricting vehicular traffic to four lanes and planting trees along a 2.2-mile stretch of Market Street from the Embarcadero to the Central Skyway overpass.

Portions of Mission Street have been redesigned, too. A two-block area around both the 16th and 24th Street stations will be reconstructed with tiled sidewalks, benches, fountains and kiosks and lined with palm trees. At the intersections of Mission and 16th Street and Mission and 24th Street, the crosswalks will be paved with red brick.

Landscaping around the stations and along the right-of-way has been another

integral part of BART's plans.

A 2.7-mile parkway beautification project was set up in Albany and El Cerrito in 1967 with a \$497,725 grant from the federal government to demonstrate how land under a new transit system could be made beautiful and useful. The park, running beneath BART's aerial line, was designed so the structures supporting the tracks would not be a barrier in the community. By properly landscaping the area, BART has made the line a cohesive element in Albany and El Cerrito.

The line passes alongside a shopping center, a public school, commercial buildings, a senior citizens center, a library, and two- and three-story homes. It starts at Solano Avenue in Albany and continues south to Knott Avenue in El Cerrito. It includes the El Cerrito Del Norte Station and its associated parking and bus transfer areas.

BART has planted grass, ivy and trees in an undulating pattern. There is a shuffleboard court adjacent to the nearby senior citizens center and a "tot lot" alongside a nursery school. Both are at the intersection of Solano Avenue and Masonic Avenue. The park also has a sitting area, lined with benches, and a drinking fountain. A low concrete wall fringes the whole area.

Every effort was made to integrate the park with surrounding areas. BART has built a separate walkway leading into the school's playground. Pine and evergreen trees have been planted around the station. Hedges line the parking lot.

Landscaping throughout the entire BART system will cost about \$4 million, half of this cost being paid by the federal government. Rand Preston, chief of contract administration for BART, said the linear parkway and earlier landscaping of the Diablo Test Track from Concord to Walnut Creek were the first times a

transit right-of-way had been landscaped.

"The idea of landscaping is to make areas around the tracks attractive and useful," Preston said. "Hopefully, business and commercial interests near the right-of-way will see how BART has planted trees and shrubs and will do the same on their property."

Each community was consulted before any planting started. BART's landscape architects asked what particular type of tree or plantings the communities wanted. Some cities, like Berkeley, Oakland and San Francisco, will maintain the landscaped areas themselves.

The communities who agree to maintain on-line landscaping installed by BART are partnerships highly valued by District management. "These agreements are not only essential to any major beautification," said BART Assistant General Manager L. A. Kimball, "we regard them as important starting steps to regionally-integrated planning."

One of the most important contributions which BART makes to the environment is that its right-of-way is only 40 feet wide. It would take between 240 feet and 300 feet of concrete freeway to carry the same amount of people in the same amount of time by private car.

BART's right-of-way intrudes as little as possible on the landscape. About 19 miles of track runs in the middle of, or alongside, freeways. By running along transportation corridors which have already been established, BART will not be cutting up open countryside. The subway lines will leave city streets freer from congestion.

The design of the stations and landscaping of the right-of-way have won numerous awards. The federal department of Housing and Urban Development gave



BART an urban transportation award in 1968 for "excellence in comprehensive design for total system development."

Last year, the San Francisco Bay Area Council gave an award for the Linear Parkway, saying it was a "meritorious contribution to the Bay Area environment."

A third award came from the Walnut Creek Action For Beauty Council, which commended BART for a "distinguished contribution to the beauty of the environment" in preserving trees near the Pleasant Hill station.

PBTB received an Engineering Excellence award from the Portland Cement Association in 1967 for construction of the aerial structure, and Tudor Engineering Company received an award for design of the BART aerial structure from the Consulting Engineers Council in Washington, D.C.

The National Society of Professional Engineers made an award to BART in 1968 for solving the need for public transportation in congested areas and for overcoming structural and economic difficulties involved in finding that solution. Still another award came from the Prestressed Concrete Institute, which gave BART an award for "interesting, logical, functional and economical use of precast, prestressed concrete."

And, finally, Secretary of Transportation John Volpe has hailed the BART line running along Route 24 in Contra Costa County as the "best example in the United States of a single corridor being used by two modes of transportation."

###

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON, 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-33

Friday, May 28, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold an adjourned regular meeting next week, according to BART President James P. Doherty.

The meeting will be held at 10:00 A.M., Thursday, June 3, 1971, at District Headquarters, 814 Mission Street, San Francisco. A public hearing on the District's tentative budget for fiscal year 1971-72 will be held at that time.

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## SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-32

Tuesday, May 25, 1971

SPECIAL TO CONTRA COSTA TIMES

RELEASE AT WILL

BART trains will make less noise than freeway traffic, trucks or buses.

Designed to be as quiet as engineering technology permits, they will be inspected constantly, along with the condition of the tracks, so that noise and vibrations are kept to a minimum.

"The basic engineering decision to go with the efficiencies of steel wheel on steel rail for BART also committed us to reducing the noise factor far below that achieved by railroads to date," said David Hammond, BART's assistant general manager for operations and engineering.

"We decided to use a continuous welded rail, for instance, which eliminates the clicking noise usually associated with trains," he continued. "We also used rubber dampeners under the rails, lightweight materials for the car, and designed low-noise levels into its equipment."

Hammond said these decisions were part of comprehensive sound control goals established early in the system design phase, and aimed at low vibrations and noise inside the car for the rider and alongside the right-of-way for everyone else.

In addition to the sound control aspects of the BART car's basic design, an extensive test program on 10 prototype vehicles resulting in further improvements

to design specifications. The test program - the first in the transit industry - is being conducted by the car builder, Rohr Corporation, on the Southern Alameda Line. A list of improvements thus far includes changes in the air-conditioning system, and added insulation in the roof - both reducing noise levels inside the car. The improvements will be incorporated into the 240 production cars to come from Rohr for revenue service.

Dr. George Wilson, an expert on rapid transit noise and vibration problems, is a longtime BART consultant. He agrees with Hammond that the low noise factor achieved in BART cars started with tough specifications for propulsion systems and auxiliary equipment. "Also, right-of-way design, such as use of concrete supports for the aerial lines, made important contributions to a quiet transit system," he said.

These factors, plus other technical requirements, resulted in train noise slightly higher than a well-muffled car, but which is about the same as from automobiles and trucks together.

The noise level for a BART train with a length of between two cars and ten cars will not exceed the range of 85 to 89 decibals, A-weighted (dBA), at 50 feet from the right-of-way when the train is going 70 miles per hour.

A single, well-muffled passenger car, travelling at 65 miles per hour, will register 75 to 82 dBA on a sound level meter 50 feet from the street. But the combination of cars and trucks -- normal traffic -- registers between 80 dBA and 90 dBA at 50 feet from the highway, the same as BART trains.

Even if BART trains were louder, they probably won't be heard along 39 miles of the 75-mile network. BART runs for 19 miles within the median of noisy free-ways, and 20 miles of track are underground in subways, tunnels and the transbay tube.

The "whoosh" sound of BART trains is not constant, as is traffic noise. In contrast to intensive automobile and truck noise, rapid transit noise, if heard at all, will last for about four to six seconds. "Pass-by" noise of any kind is far less annoying than a steady, unending noise of comparable level. In addition, there are no train whistles since there are no grade crossings.

The BART car is the product of a decade of development work by the District's consulting engineers, Parsons-Brinckerhoff, Tudor & Bechtel, working with a wide range of specialist firms. Its light weight is a key factor in quiet train operation. Made of aluminum, it weighs about 800 pounds per lineal foot. Cars in most other systems with as much as 1300 pounds per foot. A new, lightweight truck design helps keep the BART car at this low weight level. Many other features, such as resilient chassis mountings, non-skid braking systems, and body side skirts contribute to quiet operation.

Resilient rubber chassis mountings prevent all metal-to-metal contact between the car body and trucks, which reduces noise transmission to the passengers. The anti-skid braking system contains an automatic electronic control over the brakes, which prevents the wheels from locking. When brakes are applied heavily on most vehicles, the wheels sometimes lock, and skidding wheels emit a high-pitched screech. BART car brakes won't screech because the wheels cannot lock.

The car's side skirts help baffle noise caused by the motors and other equipment under the car. These skirts hang down from the sides of the car to a height of about two feet from the top of the rail.

Noise reduction has been designed into the trackbed, too. Besides eliminating the "clickety-clack" by having continuous welded rails, BART used rubber pads 3/4" thick in tunnels and on aerial tracks to minimize noise and vibrations between the rails and concrete ties. These pads are slightly thinner on surface trackbeds, but still achieve the same effect.

BART's maintenance force will also play an important role in noise reduction. Paul Holmes, shop foreman in the Hayward Yard, said inspectors will ride the trains every day, checking on noise and other factors. The cars' daily inspection -- primarily for safety -- will cover noise prevention, too.

"The inspectors will be able to determine if there are flat spots on the wheels or bumps in the rail," Holmes said. "We have wheel and rail grinders to smooth out these spots or bumps."

A bumpy ride, caused by flat spots on the wheels or corrugation of the rails, means vibrations which, in turn, usually cause noise.

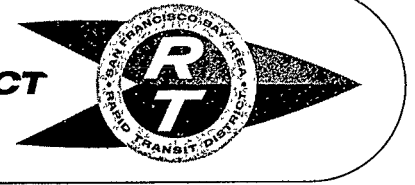
Holmes explained that BART will have wheel grinders in its three shops at Hayward, Richmond and Concord. These grinders are in pits in the floor of the shops. Cars can be driven over the pits and jacked up, he pointed out. The wheels can then be ground without being removed from the cars, a technique which has not been used previously.

The rail grinder will smooth out corrugation in the tracks. Vincent Mahon, who is in charge of tracks and structures for BART, said areas of the track near stations, on curves and along grades will be checked constantly for roughness.

"These are areas," he said, "where train speed will be changed the most and stress on the tracks would be the greatest."

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-31

Monday, May 24, 1971

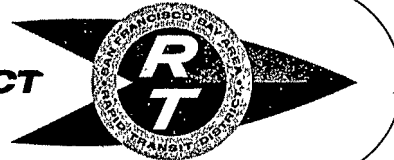
FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00 A.M. Thursday, May 27, 1971, at District Headquarters, 814 Mission Street, San Francisco.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-30

May 18, 1971 - Tuesday

HOLD FOR RELEASE - 10:00 A.M.

If the Bay Area Rapid Transit District Directors approve a starting fare schedule recommended by the District staff today, the cost of riding BART will range from a minimum of 30 cents to a maximum of \$1.30 for the longest trip.

The 30-cent minimum will apply to short interstation trips up to four miles. Beyond four miles, BART automatic fare collection machines will calculate additive fares on a scale of 5 cents per mile - four to ten miles; 4 cents per mile - 10 to 15 miles; and 3 cents per mile - 15 to 45 miles.

Trips through the transbay tube carry a minimum 60-cent fare, with the average trip on the system estimated at 67 cents. The longest trip, 45 miles from Concord to Fremont, will cost a maximum \$1.30 fare.

Sample interstation fares: Berkeley - San Francisco, 85 cents; Hayward - San Francisco, \$1.10; Walnut Creek - San Francisco, \$1.15; Richmond - Oakland, \$.70; Concord - Oakland, \$.95; Fremont - Oakland, \$1.05; Daly City - Concord, \$1.30; and Richmond-Fremont, \$1.30.

The recommended fare schedule was one of 33 different fare schedules tested by the District staff. Eight schedules were compared in a 57-page report presented to the BART Administration Committee today. The report, containing first recommendations on start-up fares, will go to the full District Board after Committee

-- more --



review.

BART Assistant General Manager Lawrence D. Dahms said the staff must have an interstation fare schedule for IBM by June 1 so the firm can complete production of BART's automatic fare collection equipment.

"You need not answer all comprehensive questions on fare policy at this time," Dahms told the Committee, "nor will the Board need to contemplate official action. Such matters as possible discounts for senior citizens and other groups do not involve the fare machines and can be thoroughly assessed later."

Dahms and Keith Bernard, BART's Director of Research who headed up the study, described the complex marketing and financial analysis which led to the recommendation.

Dahms said:

"We arrived at our recommendations in this study quite independently of earlier fare studies, with no commitments to any particular answers. The most important factors used in evaluating four different fare structures in the study were their appeal to the public's sense of fairness, and their ability to maximize ridership while achieving a minimum revenue goal."

The BART Act requires that all system operating, overhead, equipment replacement and rolling stocks costs be met through fare box revenues. A 5-cent property tax available to the District is cited as the only possible offsetting factor.

Fare evaluations were based on 1975 projections of BART operating expenses and revenues from expected patronage. Although BART analysts faced difficult areas of uncertainty in these projections, Dahms expressed confidence that the relative merits of different fare structures - if not actual figures - were accurately evaluated.

The study projects a BART operating budget of \$28.5 million and total cash requirements of \$35.3 million for 1975. Using a conservative estimate of a 185,000 daily patronage from an earlier study, the recommended fare schedule would bring in \$30.6 million by 1975. BART's recently revised estimates raise this daily figure to 191,000, and the estimated revenues to \$38.2 million.

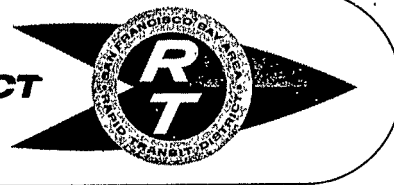
"Our independent conclusion is that a mileage-based fare structure is the best way to build patronage, has the best appeal to the public's sense of equity, and thus will do the best job of maintaining solvency through 1975," Dahms told the Committee.

"Our findings reaffirm some very good thinking in earlier studies which all came to the same conclusion. Even more remarkable is the closeness of the original BART fare estimates to our actual recommendations.

"Lastly, this fare schedule has the strongest indication of being able to follow BART's increasing revenue needs up to 1975 without a fare raise. We feel this is a very important marketing plus," Dahms concluded.

The BART Composite Report of 1962 (using pre-1960 information) projected a 25-cent minimum fare (up to eight miles), a \$1.00 maximum trip fare, and a 10-cent transbay tube surcharge. It also foresaw that an inflation factor would have to be added when the fares were set. Based on the Consumer Price Index increase from 1960-70, this original fare would be 32 cents to \$1.26 in today's money. In terms of the inflation impact on the transit industry only, this original fare range would now be 35 cents to \$1.45.

Three fare structures were dismissed by BART analysts as inferior to the mileage method in building patronage and revenues. They included a "flat" or uniform fare for all trips, a plan based on different revenue/expense ratios on different BART lines, and a complicated "multi-purpose" plan attempting to combine features of the other plans.



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-29

G. L. McDONALD  
PUBLIC RELATIONS

Tuesday, May 11, 1971

CONTRA COSTA TRANSPORTATION BOARD

CHAIRMAN:	J. P. McBrien
<u>VICE-CHAIRMAN:</u>	<u>A. L. Bingham</u>
AC TRANSIT	A. L. Bingham
BARTD	L. D. Dahms
CONTRA COSTA	J. P. McBrien

FOR IMMEDIATE RELEASE

A team of transportation consultants recommended today that Contra Costa County use small, electrically-powered cars, a dial-a-bus system and fixed bus routes as three complimentary means to provide feeder service to BART and meet local service needs in the central county.

DeLeuw, Cather & Company, consulting engineers in San Francisco, and the Institute of Regional and Urban Studies in Palo Alto made the recommendations to the County's Board of Supervisors at its regular meeting in Martinez.

The small cars, which are half the length of conventional cars and seat three people, would be part of a Public Automobile System (PAS) which would enable residents to reach the major corridor of transportation - trains of the Bay Area Rapid Transit District - and for local trips within the county.

The second recommendation called for a dial-a-bus system to provide mobility to people without access to, or unable to use, an automobile. It would consist of having buses pick up residents at their homes on call and take them to BART stations or other designated stops.

The third recommendation is to establish fixed bus routes from BART to Martinez, Pittsburg and Antioch and to extend AC Transit service to Pinole.

"A public transportation system that provides connecting service to BART and also meets local service needs must consider two groups of people," said James Schmidt, project manager for DeLeuw, Cather. "The general public able to drive an automobile, and limited mobility groups - the elderly, the young, low-income persons, the handicapped and the non-driver."

The Corridor-PAS system - a regional BART corridor system and the small cars for feeder and local service - will appeal to people who normally drive, Schmidt pointed out. "We estimate that a fleet of 30,000 small cars would yield annual savings of \$12 million in reduced transportation expense and parking costs to county residents," he said.

"Expansion of the Corridor-PAS system to other areas of the San Francisco Bay Area will make many more destinations accessible via the corridor system," he added.

Residents could pick up the cars near their homes and leave them at their destinations, such as a BART station or shopping center, and use them again to return home. Each resident with a valid driver's license could obtain a credit card which would be a key to operate one of the cars.

Schmidt estimated that curbside stands containing five to fifteen cars could be placed within one or two blocks of homes throughout the central county. The cars would cost approximately seven to ten cents a mile to rent. Billing would be at the end of the month.

He urged the supervisors to endorse a federal PAS demonstration experiment in Contra Costa County with the Bay Area designated as a site for national Corridor-PAS system development and implementation.

The dial-a-bus system would serve residents in central and north areas of the county. Either a 12-passenger or 18-passenger vehicle could pick them up at their homes and return them on call between nine a.m. and six p.m.

Conventional buses would run over fixed routes between Antioch and

Martinez via the Concord BART station and the Sun Valley Shopping Center. This service would operate from six a.m. to eight p.m. with 30-minute peak headways and one-hour headways during the midday and evening. Pinole and Pinole Valley would be serviced by an extension of the existing AC Transit Route 70.

The consultants recommended that Contra Costa County seek a \$2.5 million capital and demonstration grant from the federal Department of Transportation to initiate the dial-a-bus and fixed route systems.

The consultants are making a study for the Contra Costa Transportation Board, which is made up of representatives from Contra Costa County, BART and AC Transit. The \$150,000 study was aided by a federal grant.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-28

Monday, May 10, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00 A.M. Thursday, May 13, at District Headquarters, 814 Mission Street, San Francisco.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-27

G. L. McDONALD  
PUBLIC RELATIONS

Friday, May 7, 1971

MEMO TO EDITORS

NEWS CONFERENCE ON TRANSPORTATION NEEDS

FOR CONTRA COSTA COUNTY

TIME: 1:30 P.M., Tuesday, May 11

PLACE: Contra Costa Administration Building, Martinez

De Leuw, Cather & Company, consulting engineers, will make recommendations regarding county transportation needs to the Board of Supervisors of Contra Costa County Tuesday afternoon, May 11, at 2 P.M. in the County Administration Building, Escobar and Pine Streets, Martinez.

The consultants recommend using a fleet of small electrically-powered cars to provide feeder service to BART and meet local service needs. Use of small cars would be supplemented by a dial-a-bus system for residents without access to, or unable to use, an automobile and fixed bus routes from BART to Martinez, Pittsburg and Antioch and an extension of AC Transit to Pinole.

A mock-up of a prototype car, which seats three people, will be on display for newsmen and county officials at the administration building at 1:30 P.M. This will be the first appearance of the model on the West Coast. It is one-half the length of a conventional car.

These cars could be rented by residents, who would pick them up near their homes and leave them at their destinations, such as a BART station or shopping center.

"This public small car system would offer substantial savings to residents of Contra Costa County," said James Schmidt, a consultant for De Leuw, Cather & Company.

The dial-a-bus system would pick up residents at their homes and take them to BART stations or to other designated stops.

The consultants are making a transportation study for the Contra Costa Transportation Board, which is made up of representatives from Contra Costa County, BART and AC Transit. The \$150,000 study was aided by a federal grant.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-26

G. L. McDONALD  
PUBLIC RELATIONS

Thursday, May 6, 1971

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District Planning staff issued a report today which commended the Bridge District for its recent studies to determine transit improvements for the Golden Gate corridor and calls for continued effort to resolve the complex issues identified by the Bridge District.

BART General Manager B. R. Stokes said the staff report will be forwarded to all BART Directors today and will be scheduled for early review by the Administration Committee and Board.

"The studies begun by the Bridge District on this critical corridor, and its commitment of bridge revenues to transit improvements, are both to be commended," said Stokes.

"Whatever transit systems, or combinations of systems, are ultimately recommended must be compatible with the preferred development goals of both Marin County and San Francisco. The studies which the Bridge District submitted to the State Legislature on April 3 shed important light on the alternative development goals which are possible."

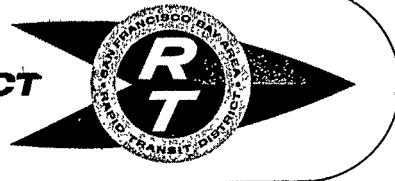
Stokes cited two major points emphasized by the BART planners:

1. The Bridge District's recommendations for a second bridge deck for buses and a bus subway in San Francisco are termed "premature". More study is needed by communities and agencies involved to sort out unanswered questions on transit financing, systems that could

jointly serve San Francisco and Marin County, and possible transit relationships to local and regional development goals.

2. Today's limited financial outlook for transit should not dictate long-range plans for the corridor. Instead, planners "should seek elimination of financial barriers between transit and highway funding" at State and local levels so that the best solution can be implemented.

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814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-24

G. L. McDONALD  
PUBLIC RELATIONS

Tuesday, May 4, 1971

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District's Administration Committee was assured with "a high degree of confidence" today that BART funds are sufficient to complete construction of the 75-mile system.

BART General Manager B. R. Stokes submitted a financial report to the Committee this morning forecasting a total BART project construction cost of \$1.082 billion - a 3.8 per cent increase over his last systemwide forecast in April 1969.

"The resolution of major problems with the various cities and the advance stage of our construction program give us a high degree of confidence that we can complete the construction program and take the District into full revenue operations within this forecast," said Stokes.

He cited one major increase of \$22 million over the 1969 forecast as arising from the effect of delays - and consequently higher than expected construction costs - primarily with work remaining on the San Francisco Municipal Railway's Outer Market line to be done by BART.

Another major cost increase cited is \$18 million allocated to cover system start-up costs (line-by-line), and general operating costs until full revenue service is attained.

"The projected cost increases can be easily met," said Stokes, "by transferring \$40 million from BART's self-insurance reserve to project construction."

He said high interest rates and insurance dividends, received into the self-insurance fund in recent years, will total an ample reserve of \$15 million after the \$40 million is transferred.

Extensive redesign work to cut costs on the Muni Line by BART and its joint venture engineers is credited with keeping the overall project cost increase to 3.8 per cent from April 1969 to April 1971.

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# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103 N-23  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

April 27, 1971

FOR IMMEDIATE RELEASE

Construction began yesterday on the \$3.8 million Daly City Station of San Francisco Bay Area Rapid Transit District with more than 300 Daly City and San Mateo officials and residents attending groundbreaking ceremonies.

Bounded by Knowles Avenue, Junipero Serra Boulevard, San Diego Avenue and San Mateo Avenue, the two-level, low-profile station is the last major link in the 75-mile BART system to get underway. (Excluded are the streetcar-only stations yet to be built by BART for the San Francisco Municipal Railway.) Construction is scheduled for completion in November 1972.

BART's Mission-Daly City line, targeted to open in the fall of 1972, is expected to operate to the Balboa Park Station temporarily until the Daly City Station is activated in early 1973.

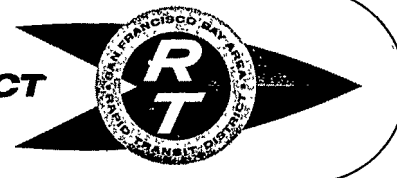
Designed as a line terminus or train turn-back station, the facility will have 700-foot long loading platforms for three tracks. Its two parking lots will hold 788 cars.

BART is projecting approximately 6,400 trips daily originating from the station by 1975. Travel times from Daly City are: eight minutes to 24th Street Mission, nine minutes to 16th Street Mission, 11 minutes to downtown San Francisco and 24 minutes to downtown Oakland.

Parsons, Brinckerhoff, Quade and Douglas is the project engineer. McCue, Boone & Tomsick of San Francisco is the project architect.

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# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-22

Monday, April 26, 1971

FOR IMMEDIATE RELEASE

"BART's top priority is to complete the basic 75-mile system, operate it efficiently and fulfill the great faith placed in us by all of the people during our difficult years of construction.

"Yes, we have a priority to construct extensions within our present District, and yes, it is our desire to extend the system to other cities and counties not yet in the District."

This was the central theme of an address by James P. Doherty, president of the Bay Area Rapid Transit District, delivered at groundbreaking ceremonies for the BART Daly City Station held at 11:00AM today.

The groundbreaking, on the station site at Junipero Serra Boulevard and Knowles Avenue in Daly City, marked the start of construction of the last major link in the 75-mile BART system to get underway. (Excluded are the streetcar-only stations yet to be built by BART for the San Francisco Municipal Railway.)

The groundbreaking drew an assembly of Daly City and San Mateo County officials, and more than 300 residents of the vicinity - young and old - who will be future BART riders.

Construction of the \$3.8 million station, of two-level, low-profile design, is scheduled for completion by November 1972. BART's Mission-Daly City line, targeted to open in fall of 1972, is expected to operate to the Balboa Park Station temporarily until the Daly City Station is activated in early 1973.

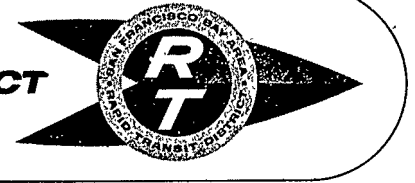
Designed as a line terminus or train turn-back station, the facility will have 700-foot long loading platforms for three tracks. Its two parking lots will hold 788 cars.

BART is projecting approximately 6,400 trips daily originating from the station by 1975. Travel times from Daly City are: 8 minutes to 24th Street Mission, 9 minutes to 16th Street Mission, 11 minutes to downtown San Francisco, and 24 minutes to downtown Oakland.

Hensel-Phelps Construction of Burlingame is the station contractor, and McCue, Boone & Tomsick of San Francisco is the architect.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-21

G. L. McDONALD  
PUBLIC RELATIONS

Thursday, April 22, 1971

FOR IMMEDIATE RELEASE

Groundbreaking ceremonies for BART's Daly City station will be held Monday, April 26, at 11:00 AM at the intersection of Junipero Serra Boulevard and Knowles Avenue in Daly City.

The public is invited to the ceremonies. Special invitations have been extended to state, county and North Peninsula officials, as well as residents in the station vicinity, according to Daly City and BART officials.

Francis Pacelli, vice major of Daly City, will preside at the groundbreaking. Speakers will include Mayor Joseph Alioto of San Francisco, Mayor Bernard Lycett of Daly City, James Fitzgerald, chairman of the San Mateo Board of Supervisors, and BART President James Doherty.

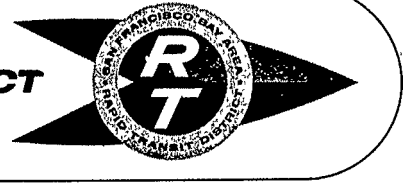
Work on the \$3.8 million low-profile embankment station--bounded by Knowles Avenue, Junipero Serra Boulevard, San Diego Avenue and San Mateo Avenue--will be completed in November 1972. The station will be 700 feet long with ~~three~~ loading platforms for three tracks. Two parking lots capable of handling 788 cars will be built adjacent to the station. McCue, Boone & Tomsick of San Francisco is the station architect. Hensel-Phelps Construction Co. of Burlingame is the contractor.

BART is projecting approximately 6,400 daily trips originating from this station by 1975. Travel time to downtown San Francisco will be 11 minutes, and to downtown Oakland, 24 minutes.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-20

Monday, April 19, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00 AM Thursday, April 22, at District headquarters, 814 Mission Street, San Francisco.

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# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-19

G. L. McDONALD  
PUBLIC RELATIONS

Wednesday, April 14, 1971

FOR IMMEDIATE RELEASE

With his submittal of a \$17.2 million budget to the Bay Area Rapid Transit District's Administration Committee today, BART General Manager B. R. Stokes outlined for the coming 1971-72 fiscal year the most far-reaching and complex funding analysis in the District's history.

After today's review by the Administration Committee, the budget remains tentative or preliminary until approved by the full BART Board of Directors.

The \$17.2 million figure represents an increase of \$8.8 million over estimated expenditures for the current fiscal year.

In a 67-page report to the Committee, Stokes attributed the expanded budget to a large build-up for revenue operations in the East Bay, long-range system extension studies, and final construction phase of the basic 75-mile BART system.

Seventy per cent of the \$8.8 million budget increase will go into salaries and benefits, mostly for 422 new employees, to bring the District work force to 1,065 next fiscal year. Operations personnel will account for most of the new hiring, but phase-out activities are expected to reduce the count to 1,042 by fiscal year's end.

Other budget items projected for major increases -- all related to start-up of revenue operations -- include materials and supplies, transit car power consumption, outside maintenance and security contracts, and advertising and line-opening expenses.

Stokes told the Committee that complexities of transitioning from system construction to system operations call for very conservative projections of manpower and other permanent support requirements.

"We intend to hold manpower and other costs to the lowest possible level consistent with safe, reliable operations and the desired level of service", he said. "I will come to the Board during the (next) fiscal year with revised requirements as necessary to achieve this goal."

Stokes cited current uncertainties over the three East Bay line openings as another reason for budget flexibility. For fiscal purposes, a January 1972 opening is assumed for the Southern Alameda County Line, and May 1972 for the Richmond and Concord lines. Start-up of full East Bay-West Bay revenue service is assumed for fall of 1972, in the subsequent 1972-73 fiscal year.

Revenues from the three East Bay lines could substantially offset coming fiscal year expenses, the Committee was told, but just how much would depend on line start-up dates.

The budget will be funded with \$12,832,979 from BART system start-up funds, and \$4,400,469 from the General Fund. The latter amount, expected to exceed estimated revenue from the five-cent administrative tax limit by some \$793,469, will be funded from accumulated District reserves.

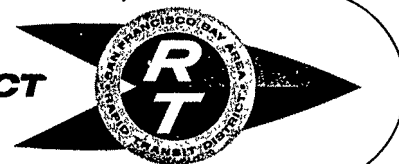
Also included in the budget report were estimated tax revenues required to service the District's \$792 million in general obligation bonds.

Due to first principal maturities on June 15, 1972, debt service will reach a peak requirement of \$43 million. This will require an estimated District property tax rate of 59.6 cents, an increase of 11.9 cents over the current year.

Special Service District No. 1 (Berkeley) Bonds will require \$773,927 for debt service at an estimated tax rate of 25.3 cents. Current year rate is 25.2 cents.

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# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

N-18

Friday, April 9, 1971

G. L. McDONALD  
PUBLIC RELATIONS

FOR IMMEDIATE RELEASE

The urban rail transit industry will focus on the Bay Area Rapid Transit District next week when more than 400 delegates convene at the San Francisco Hilton Hotel, April 13-15, for the annual Rail Transit Conference of the American Transit Association.

The ATA, in cooperation with the Institute for Rapid Transit, is sponsoring the three-day conference, drawing industry representatives from rail transit organizations throughout the U. S. and Canada.

BART will be the conference host, as well as the subject of major technical sessions; with the AC Transit District and the San Francisco Municipal Railway also participating as hosts. Registration of delegates will begin at 3:00 p.m. Monday (April 12).

The conference opens at 10:00 a.m. Tuesday with a general session for all delegates who will hear welcoming addresses by San Francisco Mayor Joseph L. Alioto and BART General Manager B.R. Stokes.

Featured speakers at the two-hour general session--all nationally-known figures in transportation--will be: ATA President Lucien L'Allier, chairman and general manager of the Montreal Urban Community Transit Commission; IRT President Dr. William Ronan, chairman of the New York Metropolitan Transportation Authority; William S. Allison, deputy administrator of the U. S. Urban Mass Transportation Administration; and R. G. Conatser, vice-

president and senior economist, Bank of America in San Francisco.

Featured speaker at the luncheon following the general session will be Senator James R. Mills, president pro tem of the California State Senate. He will speak on "Appropriate State Participation in the Financing of Public Transportation".

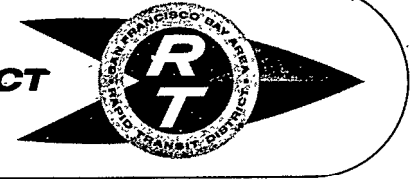
Tuesday afternoon will be devoted to separate sessions with district personnel delivering technical papers on BART car equipment, automatic train control, communications systems, the Trans-Bay Tube, and system maintenance.

Wednesday, BART personnel will host the delegates on a day-long tour of the BART system, including an inspection of the prototype test cars at the Hayward Shop.

Thursday will be devoted to general industry technical sessions with papers delivered by representatives of other U. S. and Canadian transit operations. Subjects will include transit car equipment, operations, ways and structures, and power and signals.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



N-17

814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

April 9, 1971

MEMO TO EDITORS  
G. L. McDONALD  
PUBLIC RELATIONS

BROADCAST AND PRINT MEDIA REPRESENTATIVES  
ARE INVITED TO COVER MAJOR PRESS CONFERENCE  
INVOLVING NATIONAL FIGURES IN TRANSPORTATION,  
TIME: Tuesday, April 13 - 12:00 to 12:30 P.M.

PLACE: San Francisco Hilton Hotel - Continental Parlor #3

The American Transit Association, in cooperation with the Institute for Rapid Transit, will hold its annual Rail Transit Conference at the San Francisco Hilton Hotel Tuesday through Thursday (April 13-15) next week.

More than 400 delegates of the urban rail transit industry throughout the U.S. and Canada will convene for technical sessions with BART as conference host and major discussion topic. AC Transit and the San Francisco Municipal Railway are participating host organizations.

Featured speakers at the opening general session beginning at 10:00 a.m. in Continental Ballroom 4, will participate in the press conference:

LUCIEN L'ALLIER, new ATA president and chairman and general manager of the Montreal Urban Community Transit Commission;

DR. WILLIAM RONAN, IRT president and chairman of the New York City Metropolitan Transportation Authority;

HONORABLE JAMES D. MILLS, president pro tem, California State Senate (featured speaker at luncheon following press conference);

WILLIAM S. ALLISON, deputy administrator Urban Mass Transportation Administration (UMTA);

R. G. CONATSER, vice-president and senior economist, Bank of America in San Francisco;

B. R. STOKES, general manager of BART.

If you plan to attend the press conference only, you will not need a press badge, and we will try to have copies of the major addresses available for you. If you can attend the general session, please check at the main registration desk in case a press badge is required.

On Wednesday (April 14), the delegates will tour the BART system and facilities by bus, and we most strongly urge you to join the tour if you have not yet toured the system. The busses leave at 8:30 a.m. sharp from the Hilton O'Farrell Street entrance. To be sure we have adequate transportation plus press badges for you, please call Bob Kraehe or John Gill at BART PR some time Monday, if possible. The main morning tour breaks for a box lunch at noon at the BART Lake Merritt Station. A choice of several special afternoon tours all include a visit to the Hayward Shop and Trainyard to inspect the BART prototype test cars. (Sorry, but we can't schedule car rides.) If you wish, you can go to the Hayward Shop on your own (after 2:00 p.m. Monday) to inspect the cars.

Your press badge, obtained from the registration desk at the Hilton, will get you in any of the technical sessions listed in the conference program available at the desk.

There will be a conference press room, with Al Engelken of the ATA in charge.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-16

April 5, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00 AM Thursday (April 8) at District headquarters, 814 Mission Street, San Francisco.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-15

March 25, 1971

FOR IMMEDIATE RELEASE

Word was received today by the San Francisco Bay Area Rapid Transit District that the final \$40 million grant needed to complete purchase of its initial fleet of 250 transit cars has been approved by the U. S. Department of Transportation.

Announcement of the grant was made by U. S. Congressman William S. Mailliard (Rep-SF).

BART President James P. Doherty said: "We are extremely pleased that the Department of Transportation has made this grant to us, since it now assures our district of a fully operational system. We also extend our heartfelt thanks to Congressman Mailliard and the rest of the Bay Area congressional delegation who have worked so diligently in securing this grant for BART. And I want to particularly thank Secretary of Transportation John Volpe and UMTA Administrator Carlos Villareal for their efforts on the

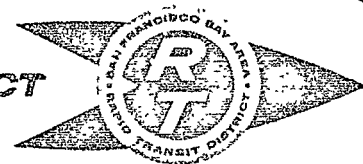
(MORE)

District's behalf."

The \$40 million, together with an earlier grant of \$28 million, provides the \$68 million necessary to purchase vehicles for full service over the 75-mile network.

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SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-14

March 22, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold ~~their regular semi-monthly meeting this week,~~ according to BART President James P. Doherty.

The meeting will be held at 10:00 a.m. Thursday (March 25) at District headquarters, 814 Mission Street, San Francisco.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N - 13  
March 9, 1971.

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00 am Thursday (March 11) at the District headquarters, 814 Mission Street in San Francisco.

# # #

## SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N - 12  
March 5, 1971.

### FOR IMMEDIATE RELEASE

Increasing representation of minority employees in the Bay Area Rapid Transit District -- at the last count one in every four on the total staff --- was credited today by General Manager B.R. Stokes to "determined and extensive recruiting efforts" by BART.

"The percentage of minority employees in the District has multiplied five times over the last five and a half years," said Stokes. "They now number 121, or 25 per cent of our total 483 employees."

More than half of BART minority employees are Blacks, with Oriental and Spanish-speaking employees making up the remainder. Minority employees comprise 14 per cent of BART's supervisory staff, 33 per cent of its clerical staff, and 39 per cent of its hourly force. Of the 47 hourly minority employees, all but 10 are skilled technicians and craftsmen.

"BART was designed to operate with highly-trained professionals and skilled technicians at a very low employee-to-passenger train mile ratio," Stokes explained. "We have relatively few jobs for which we can train unskilled people. Therefore, we are carrying on determined and extensive recruiting efforts among all ethnic groups in our District counties to obtain the highly-qualified employees we need."

ADD 1

He said the District recruiting staff regularly seeks out qualified applicants from more than 200 organizations which cover the full ethnic spectrum in the Bay Area.

"We most certainly support training programs for the disadvantaged minority groups wherever they can be implemented" continued Stokes. "But we also believe that seeking out minority men and women, who have worked hard to get their training, is a fair and worthy policy for our particular organization."

The District is currently one third of the way toward its manning levels for initial system operation.

The general goal for future hiring, Stokes noted, will continue to be a total BART work force reflecting as closely as possible the ethnic distribution of the District's 2½ million population.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

*McDonald*

N-11  
March 1, 1971

FOR IMMEDIATE RELEASE

Preparations are complete for BART's Hayward station open house this Saturday (March 6) -- a combination of government officials, girls, music and exhibits. The station, located at Montgomery and B Streets in Hayward, will be open to the Bay Area public from noon to 5:00 p.m.

Feature attraction will be a prototype three-car BART train parked at the station platform which the public will be able to closely inspect for the first time.

Hayward Mayor Leo Howell and BART Vice President, George M. Silliman will officially open the station at 12:00 noon, assisted by the four "Miss Hayward" contestants and Ben Davidson of the Oakland Raiders. J. K. Birchfield, President of the Hayward Chamber of Commerce, will be master-of-ceremonies. Also on hand will be Norman Erbe, Pacific Northwest Representative for the Secretary of Transportation.

The Hayward High School Band and the Sunset High School Band will add a festive touch to the ceremonies. BART personnel will provide assistance and information to open house visitors and traffic control will be handled by local Explorer and Sea Scout troops.

According to General Manager B. R. Stokes, "The Saturday affair in Hayward

ADD 1

is one of a series of public open houses scheduled by BART. The purpose is to show our future riders our construction progress and to begin to show them how to use the system".

During the open house, continuous slide shows and movies will be shown at the "BART Theatre", set up for the day at 22445 Foothill Boulevard in downtown Hayward. A bus shuttle between the theatre and the Hayward station will be provided during the open house hours for the public.

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## SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-10  
February 26, 1971

Hayward Daily Review  
FOR IMMEDIATE RELEASE

Can you imagine being able to travel to your favorite shopping center or sporting event or other recreation without becoming involved in traffic congestion or parking problems?

As a Hayward resident, this dream will at least begin to come true late this fall when BART's Southern Alameda County line opens revenue service to the MacArthur Station in North Oakland.

BART will put relaxation back into Bay Area travel with trains as fast and comfortable as your automobile. All trains are fully carpeted with wide, comfortable, foam rubber and vinyl covered seats, automatic temperature control, wide tinted picture windows and recessed lighting. Trains will run as frequently as every 90 seconds during rush hours on the San Francisco subway line to every 15 minutes during off hours past stations on suburban lines.

Although the fares have not been set, it will be a graduated fare structure based on distance traveled. The fares will be low enough to make it worthwhile for everyone.

The emphasis BART designers have put on passenger convenience and ease-of-movement through all system stations is readily seen in the Hayward Station layout. Still to be installed is the fare collection equipment, an elevator

ADD 1

for the handicapped, a newstand and food vending machines, and three colorful information maps.

A geographic map will orient the passenger to major points of interest in the Bay Area. A system map will show BART train service and transfer points for all lines. A third map is of the Hayward area around the station.

Also to be installed at Hayward Station are eight electronic station platform signs which will flash the destination of arriving trains and other passenger information.

The opening of the Hayward Station and the Southern Alameda County Line this fall will immediately make a number of new areas easily and quickly accessible to Hayward residents by rapid transit.

The Oakland Coliseum complex, the site of football, baseball, hockey and basketball games, ice shows and rock concerts will be only 10 minutes away by rapid transit. The Oakland Museum will be only 17 minutes away.

Sometime in early 1972, the system will further open from North Oakland to Pleasant Hill, and also through Berkeley to Richmond. This will provide many more places cultural-minded residents can visit via rapid transit. The new University of California Museum is within walking distance from the Berkeley Station, ( 25 minutes from Hayward by BART), and the Walnut Creek Civic Arts Center (36 minutes by BART).

When the trans-bay tube and the San Francisco line opens in mid-1972, the San Francisco Museum of Modern Art, within walking distance of the Civic Center Station, will be 30 minutes from the Hayward Station.

For those interested in the performing arts, Hayward residents traveling via rapid transit will be 30 minutes away from the San Francisco Ballet, Opera, Symphony and Civic Light Opera or colorful Chinatown.

For the ladies, a variety of shopping centers will be accessible by rapid transit travel. BART stations are located in the downtown shopping areas of San Francisco, Oakland and Berkeley. For the suburban shopper, BART stations in El Cerrito, Lafayette and San Leandro will deliver the rider within easy walking distance to stores in those areas.

Overall, BART stations are also within minutes of nearly a dozen institutions of higher learning in the three counties.

When the BART trains start rolling at top speeds of 80 miles an hour, commute times will be cut by as much as one-half to two-thirds, and peak hour congestion will be cut from 40% to 60%.

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N-9  
~~#8~~

February 23, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semi-monthly meeting this week, according to BART President James P. Doherty.

The meeting will be held at 10:00 a.m. Thursday (February 25) at the District headquarters, 814 Mission Street in San Francisco.

# # #

N-8  
Tuesday February 23, 1971

FOR IMMEDIATE RELEASE

Future BART riders will have their first chance to inspect a prototype three-car train during an open house at the District's Hayward Station on Saturday, March 6, from 11:00 a.m. to 5:00 p.m.

BART personnel will be on hand to conduct visitors on a tour of the stationery transit cars and the new facility, located at Montgomery and B streets in Hayward.

Hayward Mayor Leo Howell and BART Vice President George M. Silliman will officially open the station at 12:00 noon, assisted by the four "Miss Hayward" contestants, Ben Davidson of the Oakland Raiders, and several music groups.

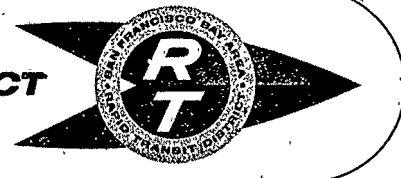
During the open house, continuous slide shows and movies will be shown in a "BART Theatre", set up for the day at 22445 Foothill Boulevard in downtown Hayward. A bus shuttle between the Hayward Station and the downtown area also will be provided during the open house hours.

The BART open house will climax three days of festivities sponsored by the Downtown Hayward Association, Hayward Chamber of Commerce, Downtown Hayward Improvement District, the Hayward Daily Review, and the City of Hayward.

During previous open houses, more than 50,000 Bay Area residents have inspected various BART stations on the 75-mile system.

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

*McDonald*

N-7

FOR IMMEDIATE RELEASE

FEBRUARY 17, 1971

Some distinguished "commuters" passed through the ticket gates of BART's revolutionary automatic fare collection system last week, when Directors of the Bay Area Rapid Transit District traveled to IBM's plant in San Jose for their first demonstration of prototype equipment.

After a round of attempts to confound the gleaming stainless-steel ticket vendor machine and entry and exit gates consoles, the Directors concluded that the system's self-contained logic was definitely capable of looking out for itself.

BART's fare collection system is the first such fully automated system, and the first capable of collecting fares on an accurate per-mile basis. The system accepts coins in the normal manner, but its unique feature is the dispensing of a semi-permanent ticket to be used by regular commuters somewhat like a pass.

The ticket will "store" up to \$20.00 of fare, from which all ride fares are automatically calculated and deducted until the stored fare is used up. The exit gate console will imprint the new (declining) stored fare balance on the ticket after each ride.

-more-

Add 1

Current schedules call for production of the equipment to commence in late April, and installation in BART stations to commence in June. Installations will first be made on BART's Southern Alameda County Line, which is scheduled to open in late fall of this year.

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N-6

FOR IMMEDIATE RELEASE

February 9, 1971

A preliminary report issued today by the Bay Area Rapid Transit District underscored a favorable legal and financial outlook for annexation of San Mateo County into the system, and called it "a great opportunity for all four counties to benefit from extended transit."

BART currently comprises the counties of Alameda, Contra Costa and San Francisco. Its Directors requested last October an early examination into possible annexation of San Mateo County in connection with the SFAAP (San Francisco Airport Access Project) study underway between BART and San Mateo and San Francisco counties.

"Since the airport extension from Daly City is the first outside the District to be studied, it is the first opportunity for a serious examination of all annexation implications," said Lawrence D. Dahms, BART's assistant general manager for planning and public service.

Under the BART Act provisions, the annexing county assumes the same property tax levied on all District taxpayers, and pays an equitable share of previously incurred system costs, referred to as the "buy-in" cost. Annexation must be approved by the county voters, and the county adds four appointed Directors to the BART Board.

-more-



The report estimates the buy-in cost for San Mateo County at \$52 million. The future average tax rate for the present BART counties - estimated at 48.2 cents per \$100 assessed property evaluation - could also apply to the annexing county. But Dahms emphasized that lower tax rates would be quite possible for all District counties, depending on the level of federal aid and general plans for system expansion in the future.

"The figures used in the study will have to be developed into far more precise figures, and at present, should be considered more as examples of possible relationships," cautioned Dahms.

"The figures definitely indicate that a 25-mile extension to the airport and on south to Menlo Park could be financially advantageous to San Mateo County via annexation. On the other hand, it would appear that some arrangement other than annexation might be more favorable, with respect only to an eight-mile airport extension."

Dahms stated that alternatives to annexation as a means of financing the eight-mile airport extension are currently being examined by SFAAP's financial consultants.

The report details how the \$52 million buy-in estimate for San Mateo County derives from the "equitable share" formula suggested by the BART Act for annexing counties. The formula calls for equitable sharing by the annexing county of all "previously incurred taxation" on the three District counties to finance BART capital costs.

As of July 1, 1972 (the annexation date assumed in the report), the three District counties will have paid into BART \$195.2 million in property taxes and \$62.3 million in sales taxes. The BART Act formula suggests

ADD 2-2-2

that the annexing county's share of this total \$257.5 million tax total be based, half on the county's percentage of District population, and half on its percentage of total real estate assessed value in the District. This works out to 20.3% of the \$257.5 million, or a buy-in share of \$52.3 million.

A major segment of the report is devoted to sample analyses of the estimated capital value of BART facilities in all four counties (assuming annexation), as compared to the capital costs paid by each county. Cost of the eight-mile extension to the airport is assumed to be \$150 million, and cost of the 25-mile airport-Menlo Park extension to be \$400 million.

One analysis assumes a two-for-one ratio of federal aid to BART money, and a lowering of property taxation on all District taxpayers as a result of the annexation.

Under these assumptions, for the eight-mile airport extension: San Mateo County would be obligated to pay 21.2% of the previously incurred District taxation cost, and receive only 12.6% of BART's total system investment.

Under the same assumptions, for the 25-mile airport-Menlo Park extension: San Mateo County would be obligated to pay only 21.2% of the previously incurred District taxation cost, but would receive 27.7% of BART's total system investment.

"Despite the preliminary nature of the dollar figures, they effectively illustrate the need to clearly define any proposed construction projects in San Mateo County as a basic condition of an annexation agreement," Dahms concluded.

-more-

ADD 3-3-3

Also contained in the report is a BART Board of Directors' policy statement which states that "BART's goal is for extensions to other counties to be added by annexation." The preference for annexation is based on BART's commitment to a nine-county master transit plan, requirement for federal transit aid, and provisions of the BART Act itself.

# # #

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

FOR IMMEDIATE RELEASE

N-5  
February 8, 1971

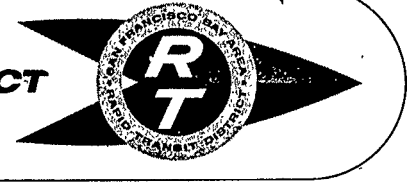
Directors of the Bay Area Rapid Transit District will hold their regular semimonthly meeting, Thursday, February 11, according to BART Board President James P. Doherty.

The meeting will be held at 10:00 a.m. at the District headquarters, 814 Mission Street in San Francisco.

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*McDonald*

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-4

FOR IMMEDIATE RELEASE

January 26, 1971

A tough, elite 14-man tunneling crew, working 75 feet under Market Street, is about to make construction history in the Bay Area Rapid Transit District with the final "hole-through" that opens up the last BART train tunnel on the entire system.

The hole-through will be accomplished sometime Friday at the east end of Montgomery Street Station. Working under compressed air, in mud and water, the crew has been tunneling the westbound BART train tube from the Embarcadero Station crossover structure near First Street. The hole-through will bring the tube into the Montgomery Street Station under the intersection of Market, Sutter and Sansome Streets.

"We've worked and sweated through 33 tunnels on the BART subway system and this is the big one we've been waiting for," said Edward Peterson, manager of construction of Parsons Brinkerhoff-Tudor-Bechtel, BART's joint venture engineering organization.

Working around the clock, the Morris-Knudson Company crew will break through into the station from the tunnel side in a complex operation scheduled to begin Tuesday. Joseph Unger is M-K's project manager on the job.

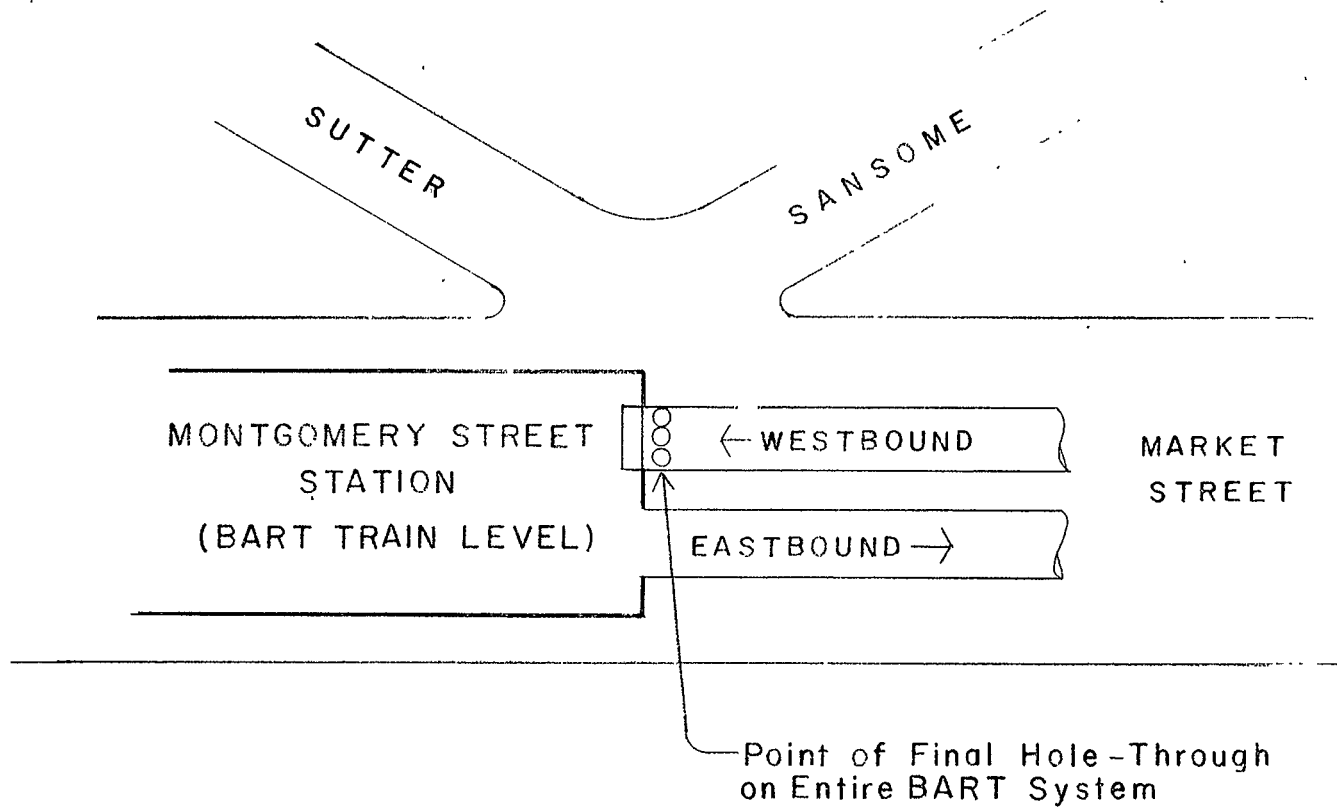
The difficult hole-through operation will begin 25 feet east of the Montgomery Street Station when the crew starts cutting through heavy soldier piles and other timbers installed during station shell construction.

Next to be cut away will be a thick, 17-foot diameter steel plate sealing off the station from mud and water, and the hole-through into the station will be made.

The Friday operation will climax two years of BART tunneling under Market Street, and round out 32 complete BART subway miles (not route miles) under Berkeley, Oakland and San Francisco.

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BAY AREA RAPID TRANSIT DISTRICT  
Public Relations Department  
814 Mission Street  
San Francisco, California 94103



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



*McDonald*

814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-3  
January 26, 1971

FOR IMMEDIATE RELEASE

Committee assignments for 1971 on the Bay Area Rapid Transit District Board of Directors were announced today by BART's new president, James P. Doherty of Contra Costa County.

Committee chairmen named were:

Director H.R. Lange of Alameda County - Administration; Garland D. Graves of San Francisco - Engineering; Richard O. Clark of Alameda - Legislation; William M. Reedy of San Francisco - Public Information; Stanley T. Grydyk of Contra Costa County - Visual Design; and Arnold C. Anderson of Alameda County - special AC Transit-BART coordinating committee.

Other members of the five standing committees are:

Administration - Graves (vice-chairman), Clark and Nello J. Bianco of Contra Costa County.

Engineering - William H. Chester of San Francisco (vice-chairman), Joseph S. Silva of Contra Costa County and Anderson.

Legislation - Bianco (vice-chairman), William C. Blake of San Francisco and Reedy.

Public Information - Anderson (vice-chairman), Grydyk and Chester.

Visual Design - Silva (vice-chairman, Lange and Blake).

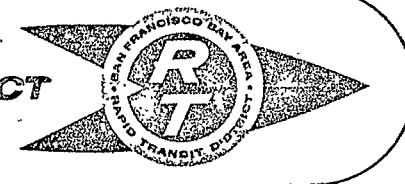
Other members of the special AC Transit-BART coordination committee are Clark and Bianco.

BART Board President Doherty, and Board Vice-President George M. Silliman of Alameda County, are ex officio members of all standing committees.



*G. L. McDonald*

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-2

January 22, 1971

FOR IMMEDIATE RELEASE

Directors of the Bay Area Rapid Transit District will hold their regular semimonthly meeting, Wednesday, January 27, according to BART Board President James P. Doherty.

The meeting will be held at 10:00 a.m. at the District headquarters, 814 Mission Street in San Francisco.

On Thursday, January 28, the BART Board of Directors will be guests of the Oakland Board of Port Commissioners at its adjourned regular meeting to be held at 10:00 a.m. in the Conference Room on the second floor of the Oakland International Airport Terminal Building.

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## SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT



814 MISSION STREET, SAN FRANCISCO, CALIFORNIA 94103  
YUKON 6-1818

G. L. McDONALD  
PUBLIC RELATIONS

N-1

FOR IMMEDIATE RELEASE

January 14, 1971

Two veteran directors of the Bay Area Rapid Transit District were unanimously elected its President and Vice-President by the 12-man BART Board at its regular semimonthly meeting today.

James P. Doherty, manager of the El Cerrito Lumber Company and a former mayor and councilman of El Cerrito, is the new District President for 1971. Mr. Doherty previously served as President in 1968 and has served as a Director from Contra Costa County since 1965. A native of the Bay Area, he lives at 617 Bonnie Drive in El Cerrito, with his family.

George M. Silliman, a Vice-President and Director of the Bank of Fremont, is the new District Vice-President for 1971. He previously served as District Vice-President in 1962 and 1966, and is BART'S senior-tenured Director with service commencing in October, 1957.

A former mayor and councilman of Newark, Mr. Silliman played a major role in drafting BART'S establishing legislation as chairman of the Alameda County Mayor's Conference committee on rapid transit. He lives at 6887 Graham Avenue, in Newark, with his family.

Outgoing President is William M. Reedy, an electrical industry representative from San Francisco. Outgoing Vice-President is Stanley T. Grydyk, an attorney and a former councilman and mayor of Richmond.