



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



BART
1979-1980
Annual Report

President's Message



I am pleased to report that by the end of the Fiscal Year 1979/80 BART had seen several long-term goals come to fruition, while at the same time identifying and planning for the many challenges ahead.

One of the major accomplishments we saw during the year was the go-ahead from the California Public Utilities Commission (CPUC) to begin the long-awaited close headways program. This was particularly gratifying to me as it paved the way for the start of direct service between Richmond, El Cerrito, Albany, and San Francisco-Daly City. After many frustrating years, the people of Richmond and other points along the line south through Berkeley would no longer have to suffer the requirement that they transfer to go to the west bay. But I consider close headways only the beginning in terms of bringing the system closer to its full potential.

The system is still unique in that it may from time to time be at the mercy of one malfunctioning car in a train. Two major modifications due to be completed and installed by mid-1981 are expected to reduce this problem considerably and thus further improve reliability. Other reliability improvements to the fare collection system, train control system, and the braking, propulsion and electrical systems on the transit vehicles are now underway.

Also, during the past year BART moved ahead in several areas to upgrade fire and safety protection on the trains and the system in general. A comprehensive research and development program resulted in the selection of the most suitable fire-resistant material to replace BART's transit car seats. The new seat program was carefully reviewed and approved by the board, and ultimately by the CPUC. Actual seat replacement begins in June.

In other areas, we reached a new contractual agreement with the District's two major unions which ended a lengthy and often painful labor dispute. This was followed by the successful negotiation of other labor contracts, including one with supervisors and two with BART police. Reluctantly, BART's first fare increase since 1975 was instituted at the end of the fiscal period after we had managed to defer it for six months. The fare increase was necessary to help offset a 40 percent inflation factor since 1975 and to maintain BART's eligibility for State operating assistance.

There were many challenges needing tough decisions this past fiscal year and much of what was achieved must be attributed directly to my fellow directors who, as a board, were strongly united when it counted.

Looking ahead to the new decade, BART has embarked on several programs to meet the demands of the future while continuing to improve the current system. Some of

these programs include the design and development of a new transit vehicle to be known as the "C" car, the installation of a new integrated control system, a new turnback facility at Daly City, improved system access, and continued planning for extensions to areas which are paying for BART but not getting direct rail service.

The promises of BART, as originally conceived, may not yet have been realized. However, we are much closer to this realization than we have been for many years.

I am confident BART patrons will see continued improvements in the years ahead. Each of the actions taken by BART during FY 1979/80 had different and varying effects on the service provided our patrons.

BART's patrons have not lost faith in the system, and their support is reflected in the ridership which continues to grow.

On behalf of the BART Board of Directors, I pledge continued diligence in our efforts to bring about additional service improvements and extensions of service.

Nello Bianco
Nello Bianco, President.

SAN FRANCISCO BAY RAPID TRANSIT DISTRICT
800 Madison Street—Oakland, CA 94607
(415) 465-4100

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

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

BOARD APPOINTED OFFICERS

C.K. Bernard General Manager	William F. Goelz Finance
Malcolm M. Barrett General Counsel	Phillip O. Ormsbee District Secretary

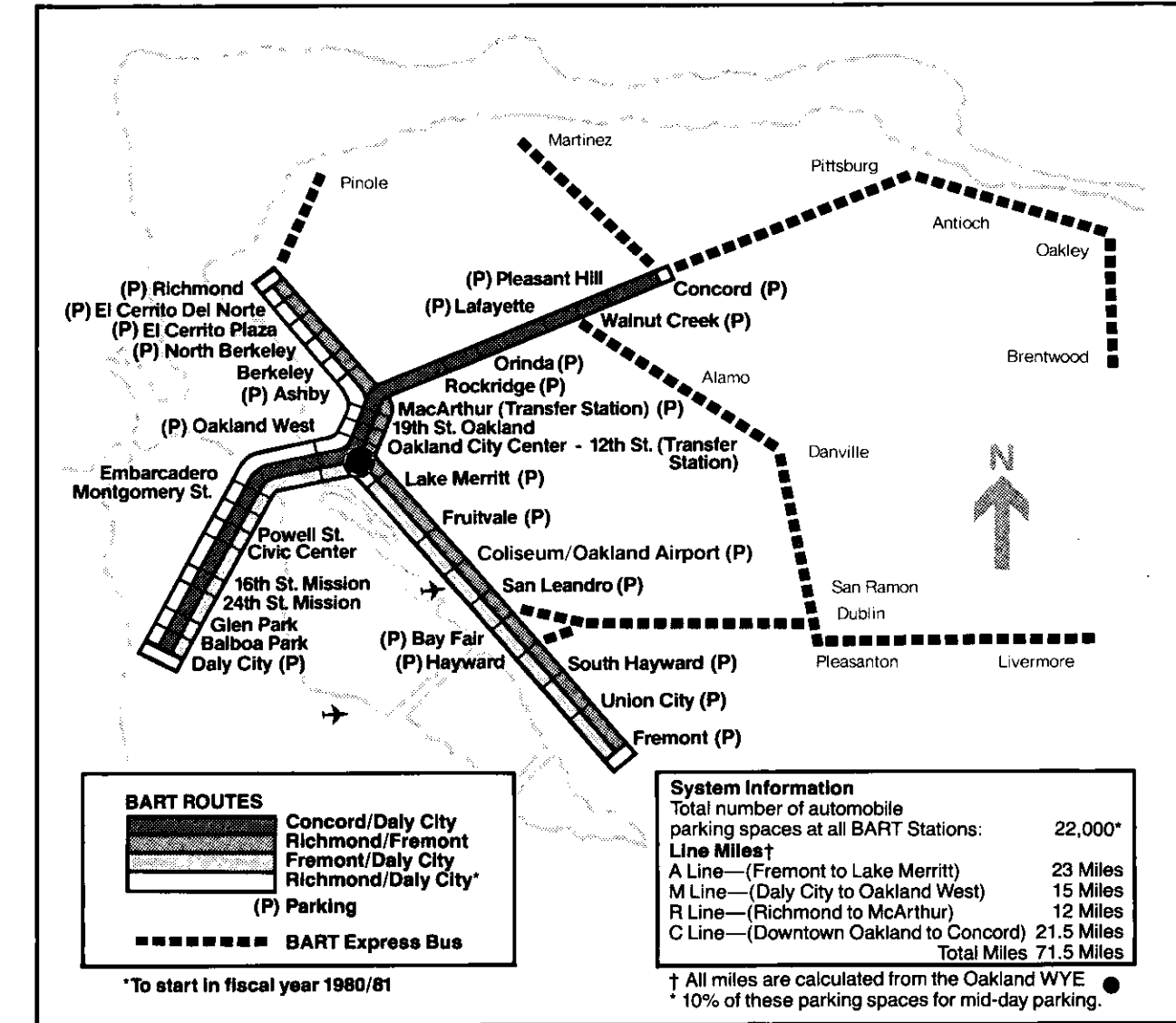
DEPARTMENT HEADS REPORTING TO THE GENERAL MANAGER

Richard P. Demko Maintenance & Engineering	Hedy Morant Budget
William B. Fleisher Field Services	Thomas R. Sheehan Information Systems
Howard L. Goode Planning & Analysis	William Thomas Material Management & Procurement
Michael C. Healy Public Affairs	Ralph S. Weule Safety
Ernest G. Howard Administrative Services	Lawrence A. Williams Employee Relations
John Mack Affirmative Action	

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Typography:	Sigmagraph, Inc.

BART SYSTEM MAP



*To start in fiscal year 1980/81

BART'S DEPARTMENTAL CHARTERS

5—U.S. Government Grants

Capital

The U.S. Government, under grant contracts with the District, provides financial assistance for capital projects. Grants for capital projects are recorded as additions to net capital investment when received. A summary of Urban Mass Transportation Administration Grants in force at June 30, 1980 is as follows:

Type Of Grant	--- (In Thousands) ---	
	Maximum Grant	Funds Received
Beautification	\$ 1,961	\$ 1,961
Demonstration	13,095	12,842
Capital	332,973	298,106
	<u>\$348,029</u>	<u>\$312,909</u>

Operating

The District's 1979/80 Federal operating assistance grant of \$2,500,000 under Section 5 of the Urban Mass Transportation Act was approved by the United States Department of Transportation. The grant is reflected in the statement of operations as financial assistance and in the balance sheet as a receivable at June 30, 1980.

6—Litigation and Disputes with Contractors and Others

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

7—Public Employees Retirement System

The District contributes to the Public Employees Retirement System. The System is a contributory pension plan providing retirement, disability, and death benefits to employees of certain State and local governmental units. Substantially all full-time employees of the District are covered by the System. Pension costs of the System are determined actuarially and required contributions are expensed currently. Pension expense was \$4,819,000 and \$5,016,000 in 1980 and 1979, respectively.

Office of District Secretary

Representing the District in many types of external contact, as well as coordinating board of Directors activities, are the responsibilities of this office.

General Counsel

The law, and its application to BART's various functions, is the subject of the District Counsel's activities.

Department of Public Affairs

Under the guidance of the Public Affairs Department are marketing, public information and passenger services responsibilities.

Department of Finance

All financial matters, including accounting, treasury, insurance and audit functions, are administered by the Finance Department.

Department of Planning & Analysis

The Planning and Analysis Department is responsible for planning and research, capital program development, inter-agency liaison and management services.

Department of Safety

Emergency preparedness and life safety programs, operations safety audit and industrial safety are responsibilities of the District's Safety Department.

Department of Affirmative Action

The Department of Affirmative Action provides for development and monitoring of the District's affirmative action plan and the minority business enterprise program.

Department of Employee Relations

Included in the area of responsibility of the Employee Relations Department are employee relations, labor relations and management, supervisor and technical training.

Department of Field Services

Station and train operations, police services and related support services are supervised by the Field Services Department.

Department of Materials Management & Procurement

The Materials Management and Procurement Department is responsible for all purchasing, inventory control, materials provisioning, contract management, storekeeping and implementing the District's minority business enterprise program.

Department of Maintenance & Engineering

The Maintenance and Engineering Department is responsible for a variety of activities, including rolling stock maintenance; power and way maintenance; communication maintenance and component repair; maintenance scheduling and inspection; engineering, design construction, and special engineering projects.

Department of Budget

Preparation and control of the District's budget and monitoring of fiscal performance and staffing levels under the budget, plus control of the capital programs, are among the responsibilities of the Budget Department.

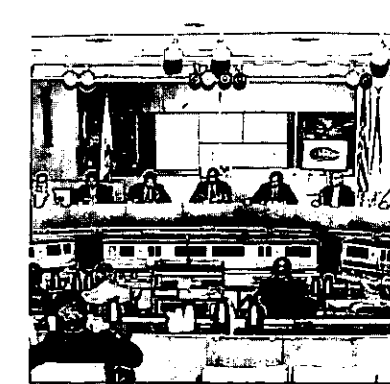
Department of Information Systems

The development, operation and maintenance of the District's information processing systems are the responsibility of the Information Systems Department.

Department of Administrative Services

Under the Administrative Services Department come the operation of BART's Library, the maintenance of the Central Files, all office services including the mail. BART's telephone information center, the motor pool and BART's real estate program are also the responsibility of this Department.

Left: The Administration Committee makes recommendations on all financial matters including an annual review of financial statement, insurance, personnel, employee relations, supply, rules of the Board of Directors, general policy and real estate. Pictured here (l/r) are Director Allen, Chairperson, Director Glenn, Kay Springer, Mgr., Passenger Service, BART President Bianco, Christine Apple, Asst. Secretary, Director Ussery and Planning Director Howard I. Goode (standing).



Center: BART's Engineering and Operations Committee makes recommendations regarding engineering and constructions, transportation planning and operations, equipment and communication.

Right: Recommendations are initiated by the Public Information and Legislation Committee on public information, advertising, marketing and legislation. Pictured here are (l/r) Mike Healy, Public Affairs Director, Director Pryor*, Director Ussery, Chairperson, Barbara Neustadter, Supervisor, Planning Section (standing), Director Simpson, Director Glenn, Director Allen and Phil Ormsbee, District Secretary.



Barclay Simpson
District 1
Member, Public Information and Legislation Committee. Term began November, 1976. Board President, 1977. Orinda resident, San Leandro businessman.



Nello Bianco
District 2
President, serves as ex-officio member of all committees. Term began October, 1969. Board President, 1974. Richmond resident and businessman.



Arthur J. Shartels
District 3
Vice Chairperson, Administration Committee. Member, Engineering and Operations Committee. Term began November, 1976. Oakland resident, San Francisco Attorney.



Harvey W. Glasser, M.D.*
District 4
Vice Chairperson, Public Information and Legislation Committee. Term began November, 1974. Alameda resident and physician-business consultant.



Robert S. Allen
District 5
Chairperson, Administration Committee. Term began November, 1974. Livermore resident and railroad cost analyst.



John Glenn
District 6
Chairperson, Engineering and Operations Committee. Term began November, 1974. Fremont resident and Oakland business executive.



Wilfred Ussery
District 7
Chairperson, Public Information and Legislation Committee. Vice Chairperson, Administration Committee. Term began December, 1978. San Francisco resident and Director of Program Development, San Francisco Housing Authority.



Eugene Garfinkle
District 8
Vice President and ex-officio member of all Committees. Term began March, 1977. San Francisco resident and attorney.



John H. Kirkwood
District 9
Vice Chairperson, Engineering and Operations Committee. BART representative to the Executive Committee of the American Public Transit Association (APTA) Board of Directors. Term began November, 1974. San Francisco resident and businessman.

* Margaret K. Pryor, pictured in top right photo, became a BART Director on September 5, 1980, when she was sworn in to replace Dr. Harvey W. Glasser who had resigned from BART effective August 1, 1980. Subsequently, Director Pryor was elected on November 4, 1980 to serve the balance of Dr. Glasser's term, which will end on November 26, 1982.

"BART is ... Looking Ahead."

Goals and Objectives Are Contained in 5 Year Plan

At the end of the fiscal year, BART presented its short-range, five-year transit plan. The primary goal of the BART five-year plan is to implement essential projects needed to meet the demands of the coming decade, while continuing to improve the system for current riders.

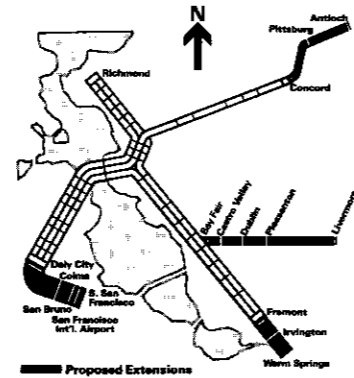
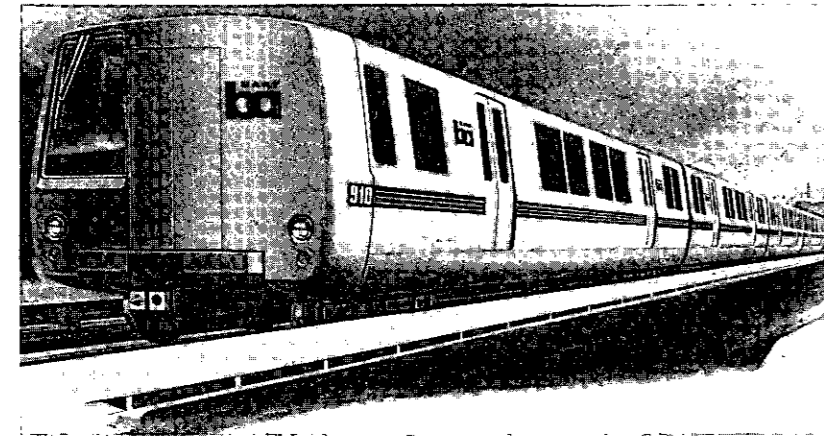
By increasing capacity, performance, reliability and safety, BART can effectively utilize the major investment which has been made by the people of the Bay area.

Operations

BART has established a set of goals and objectives as part of the short-range, five-year plan in its efforts to continue to improve present operation as well as provide for the patrons of the future.

Aside from the continuation of its outstanding passenger safety record, BART will strive to increase ridership and improve the present system's reliability and performance. BART will work toward an eventual goal of two-minute headways and expand service as soon as technically and financially feasible. BART expects to operate and to adequately fund and implement the necessary capital improvements and replacements to the system within available funds without incurring an unfunded deficit. Maximizing the contribution to operating costs from sources other than tax revenues is a primary objective of BART.

In the area of employment policies, BART hopes ultimately to achieve parity representation of minorities and women in all job classifications



With addition of the new "C" cars, BART's fleet will be expanded by some 20%. Due to the flexibility of the "C" cars, BART will experience substantial time and energy savings. Being able to use "C" cars in either the lead, middle or end car positions on the train will allow for maximum service efficiency.

Extension Plan, a 20 Year Guide to BART's Future

A policy to guide the extension of BART over the next 20 years was adopted by the Board late in the fiscal year. Extension of the Concord line to Pittsburg and Antioch, the Fremont line to Warm Springs, the Daly City line to the San Francisco Airport and the creation of the Livermore line from Bayfair Station are under consideration as the basic program for expansion of the BART rail system by the end of the 20th Century.

The extension of these lines will be accomplished in four phases. In each phase, a segment will be constructed essentially on each line including at least one new station. Several segments are identified to form each of the four phases of the program, covering the 20 year span of the project.

Based on 1980 dollars, this extension program will cost an estimated \$1.7 billion, for which federal funding will be sought for a majority of the cost. State and local financing will be required for local matching funds.

BART is devoting considerable effort to working with local communities in the development of the proposed line extension, requiring public review and comment as the planning process continues.

BART's New "C" Car Keystone to the Future

Although new vehicles are not expected to be rolling for another four years, specifications should be ready in January 1981 for the procurement of a new "C" car.

Designed to combine the elements of both the current "A" (lead) and "B" (middle) train cars, the "C" car will be able to serve either as a lead, middle or end car on a train. Trains could then be split into two consists without having to add lead cars. The "C" cars will not have a sloped front as the "A" cars do. Instead, they will be designed to be compatible with the existing fleet of BART cars.

Modifications of the operator's compartment and passageway door are the major design changes on the "C" car. Passenger seating will be only slightly reduced. There will also be a redesigning of the traction motor that powers the car. The new motor will be larger and will increase reliability.

A grant is being sought from the Urban Mass Transit Administration to cover 80% of the "C" car costs. Each of the 90 new "C" cars is expected to cost approximately \$1 million.

as well as contracting with minority business enterprises. BART also plans to achieve fair and equitable labor agreements with minimum impact on fares and maximum enhancement to the District's capability to provide efficient service.

Capital Improvements

BART will require a total expenditure of \$403 million over the next five years to meet capital improvement goals as contained in its adopted Five-Year Plan. Some \$228 million is needed for high-priority projects, while \$175 million is necessary to maintain the present system by repairing and modifying vehicles and tracks, and replacing obsolete equipment.

The high-priority projects constitute only a 14 percent increase over the capital costs of the present system, but will return a 105 percent increase in potential capacity. The major projects in this program are:

- Completion of the "KE" track, an additional subway track through the Oakland downtown area. This is the first new increment of BART mainline track since the system began operating in 1972.

- Wayside Automatic Train Control (ATC) refinements, which will allow the operation of up to two additional trains in the Transbay corridor within the next two years.

- Daly City Station Turnback, which will provide economical train storage and allow for the operation of the system at closer headways.
- Integrated Control System (ICS), a major computer system modification, which will increase and improve the current capacity of the system as well as to accommodate future line extensions.

- Remove Vent Separation restrictions by improvements to fire safety, which will permit trains to travel closer to one another in parts of the system where there are long distances between adjacent ventilation fans.

- Wayside Automatic Train Control (ATC) modifications, which will provide for improved capacity through additionally reduced headways.

- Acquisition of the new transit vehicle, which is designed and engineered to realize the system's potential capacity and to meet future ridership demands.

NOTES TO FINANCIAL STATEMENTS

1—Summary of Significant Accounting Policies

Description of District

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

Securities

Securities are carried at cost which approximates market.

Facilities, Property, and Equipment

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

Federal and State Grants

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

Sales Tax Revenue

The one-half percent transactions and use tax is collected and administered by the State Board of Equalization. Of the amounts available for distribution, 75% is transmitted directly to the District and 25% is allocated by the Metropolitan Transportation Commission to the District, the City and County of San Francisco, and the Alameda-Contra Costa Transit District for transit services on the basis of regional priorities established by the Commission. The District records these amounts as financial assistance when received. The State Board of Equalization estimates that transactions and use tax revenues for the period April 1, 1980 to June 30, 1980 will be approximately \$10,875,000. Of this amount, \$2,719,000 had been received and recorded by the District. Comparable figures for 1979 were \$9,300,000 and \$2,906,000 respectively.

Property Tax Revenue

The District receives property tax revenues to service the debt requirements of the General Obligation Bonds and records these revenues in the debt service funds. It also receives an allocation of property tax revenues to provide for general and administrative expenses not involving construction, although such revenues may be used for construction if needed. The District records this property tax allocation as financial assistance.

Interest Earned on Capital Sources

The District accounts for interest earned on capital sources as an increase in net capital investment to recognize that this interest should be directly associated with the capital which gives rise to the interest and which is not available for current operations.

Self-Insurance

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

2—Reserves

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

	-----(In Thousands)----	
	1980	1979
Basic System Completion	\$12,998	\$13,000
System Improvement	16,745	15,156
Self-Insurance	9,000	9,000
Vehicle Replacement	5,000	—
	<u>\$43,743</u>	<u>\$37,156</u>

The Board of Directors has also established the following reserves:

1. An imprest cash reserve of \$568,000 to be used solely in the District's automatic fare collection equipment.
2. An operating balance/working capital reserve consisting of the unencumbered balance in the General Operating Fund in an amount not to exceed \$10 million.

3. A general construction fund reserve in the amount of the uncommitted and not otherwise reserved balance including interest thereon in the General Construction Fund, such reserve to be dedicated to the construction and/or acquisition of basic system projects.
4. A capital allocation reserve consisting of all unexpended Metropolitan Transportation Commission capital allocations.

3—Facilities, Property, and Equipment

Facilities, property, and equipment, assets lives, and accumulated depreciation and amortization at June 30, 1980 and 1979 are summarized as follows:

	------(In Thousands)-----				
	-----1980-----		-----1979-----		
	Lives (Years)	Cost	Accumulated Depreciation and Amortization	Cost	Accumulated Depreciation and Amortization
Land	—	\$ 114,294	\$ —	\$ 106,592	\$ —
Improvements	80	1,035,058	87,714	1,041,416	76,184
System-wide operation and control	20	95,346	28,251	95,324	23,674
Revenue transit vehicles	30	145,580	31,259	147,548	26,487
Service and miscellaneous equipment	3 to 20	13,093	5,471	11,896	4,593
Capitalized construction and start-up costs	30	86,278	21,958	86,278	18,624
Repairable property items	30	7,377	1,345	7,439	1,108
		<u>\$1,497,026</u>	<u>\$175,998</u>	<u>\$1,496,493</u>	<u>\$150,670</u>

4—General Obligation Bonds

	Composite Interest Rate	Year Last Series Matures	------(In Thousands)-----					
			-----1980-----		-----1979-----			
			Original Amount Authorized	Original Amount Issued	Due in 1 Year	Total	Due in 1 Year	Total
1962 District Bonds	4.05%	1999	\$792,000	\$792,000	\$23,300	\$664,550	\$21,375	\$685,925
1966 Special Service District Bonds	4.36%	1998	20,500	12,000	340	9,020	330	9,350
			<u>\$812,500</u>	<u>\$804,000</u>	<u>\$23,640</u>	<u>\$673,570</u>	<u>\$21,705</u>	<u>\$695,275</u>

In 1962, voters of the member counties of the District authorized a bonded indebtedness totaling \$792 million of General Obligation Bonds. Payment of both principal and interest is provided by the levy of District wide property taxes. During 1966, City of Berkeley voters formed Special Service District No. 1 and authorized the issuance of \$20.5 million of General Obligation Bonds for construction of subway extensions within that city. Payment of both

principal and interest is provided by taxes levied upon property within the Special Service District. Bond principal is payable annually on June 15 and interest is payable semiannually on June 15 and December 15 from debt service funds. Interest of \$13,933,000 on General Obligation Bonds and \$196,000 on Special Service District No. 1 Bonds is payable on December 15, 1980.

STATEMENT OF CHANGES IN NET CAPITAL INVESTMENT
Years Ended June 30, 1980 and 1979 (In Thousands)

	Property Tax	Transactions and Use Tax	Grants and Contributions	Depreciation and Retirements of Assets Acquired With Grants and Contributions by Others	Accumulated Deficit	Interest on Capital	Reserves	Net Capital Investment
Balance, July 1, 1978	\$ 89,015	\$150,000	\$499,243	(\$42,757)	(\$65,159)	\$125,199	(\$35,906)	\$719,635
Net loss for the year	—	—	—	—	(15,087)	—	—	(15,087)
Improvement allowance funding	—	—	2,300	—	—	—	—	2,300
Proceeds from grants and contributions	—	—	11,885	—	—	—	—	11,885
Depreciation of assets acquired with grants and contributions by others	—	—	—	(9,925)	—	—	—	(9,925)
Interest on capital	—	—	—	—	—	4,277	—	4,277
Increase in system improvement reserve	—	—	—	—	—	—	(1,250)	(1,250)
Bond principal	19,710	—	—	—	—	—	—	19,710
Balance, June 30, 1979	108,725	150,000	513,428	(52,682)	(80,246)	129,476	(37,156)	731,545
Net loss for the year	—	—	—	—	(16,154)	—	—	(16,154)
Proceeds from grants and contributions	—	—	17,607	—	—	—	—	17,607
Depreciation of assets acquired with grants and contributions by others	—	—	—	(9,838)	—	—	—	(9,838)
Interest on capital	—	—	—	—	—	5,221	—	5,221
Establishment of vehicle replacement reserve	—	—	—	—	—	—	(5,000)	(5,000)
Decrease in system completion reserve	—	—	—	—	—	—	2	2
Increase in system improvement reserve	—	—	—	—	—	—	(1,589)	(1,589)
Bond principal	21,705	—	—	—	—	—	—	21,705
Balance, June 30, 1980	\$130,430	\$150,000	\$531,035	(\$62,520)	(\$96,400)	\$134,697	(\$43,743)	\$743,499

STATEMENT OF CHANGES IN FINANCIAL POSITION
Years Ended June 30, 1980 and 1979 (In Thousands)

	1980	1979
Cash and securities (used) provided by:		
Operations:		
Net loss transferred to accumulated deficit	(\$16,154)	(\$15,087)
Deduct expenses not requiring cash:		
Depreciation of assets acquired with own funds	16,083	18,209
Net book value of damaged revenue transit vehicles	—	1,808
Cash and securities (used) provided by operations	(71)	4,930
Contributions from U.S. Government grants and others	17,607	11,885
Improvement allowance funding	—	2,300
Increase in contracts and other liabilities	3,458	1,665
Decrease (increase) in deposits, notes, and other receivables	4,200	(6,982)
Interest on capital	5,221	4,277
Total cash and securities provided	30,415	18,075
Cash and securities applied to:		
Additions to construction in progress	9,205	3,653
Additions to facilities, property, and equipment	1,126	10,409
Additions to materials and supplies	199	2,221
Decrease (increase) in unearned passenger revenue	377	(5)
Total cash and securities applied	10,907	16,278
Increase in cash and securities	\$19,508	\$ 1,797

DEBT SERVICE FUNDS STATEMENT OF REVENUES, EXPENDITURES, AND FUND BALANCES
Years Ended June 30, 1980 and 1979 (In Thousands)

	1980	1979
Revenues:		
Property tax	\$45,332	\$48,285
Interest	3,167	2,490
Expenditures:		
Interest	29,406	30,446
Principal	21,705	19,710
	51,111	50,156
	(2,612)	619
Balance, beginning of year	17,819	17,200
Balance, end of year	\$15,207	\$17,819
Represented by:		
Cash (including time deposits: 1980, \$3,240; 1979, \$16,340)	\$ 3,475	\$16,363
Securities	10,700	310
Taxes and interest receivable	1,032	1,146
	\$15,207	\$17,819

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

“BART is... A Sound Investment of Public Money.”



BART Patrons Maintain Faith in the System

Despite the work stoppage from September through November 1979, with the initial closing of the system and then limited rail service, BART's total patronage for Fiscal Year 1979-80 was 34,483,335.

This figure represents a decrease of 16.3% from 41,191,566 for FY 1978/79. This is, however, less than the 25% loss that could have been expected due to a three-month disruption in service.

That the loss was less than expected is a testimony to the regular BART patron who came back to the system in near-normal numbers (150,000 trips per day) within two months after the work stoppage ended. By fiscal year end, average daily patronage had increased to 164,558, nearly equaling the record levels achieved in May and June of 1979 at the height of the gasoline shortage.

Since BART began revenue service in September, 1972, its trains have traveled 3,001,642,000 passenger miles and carried 229,264,341 patrons.

Fare Increase Mandated by Increased Operating Costs

Faced with increasing operating costs, most notably for electrical energy as well as inflation in general (over 40% since the last fare increase in 1975) and due to the limited availability of other financial assistance, BART's Board of Directors recognized the need to raise fares at the end of the year.

After considering a number of alternative fare structures presented by BART staff, as well as suggestions by Board members, and two public hearings on the matter, the Board selected a fare schedule which is expected to meet the District's budget requirements for the next two to three years. The new fare, which would result in a 37% increase on the average, went into effect June 30, 1980. Under the new fare schedule, fares range from 50 cents to \$1.75 with an average trip fare of \$1.03. The increase brings BART in line with MUNI and AC Transit minimum fares of 50 cents for a one-way local trip.

BART Budget in FY 1979/80 Was Fully Funded

The District's financial objective was a fully-funded operating budget with a 35% contribution from non-tax revenues, which assumed the probability of a fare increase during the year. A fully funded budget was achieved with a 38.6% operating ratio, not including the work stoppage period, without having to increase fares.

New Contracts Signed With Major Unions

On December 3, 1979, BART returned to regular schedules following nearly five months of labor negotiations with its two major unions, Amalgamated Transit Union-Division 1555 and United Public Employees Union, Local 390. The dispute resulted in regular passenger service being halted on August 31, 1979.

In order to alleviate congestion on the highways, due to cessation of service, BART began operating limited interim bus and train service from several BART stations. A proposal that contract differences be submitted to arbitration was rejected after much discussion. This would have, in effect, permitted an outside party, having no accountability to the taxpayers, residents, or patrons in the Bay Area Rapid Transit District counties, to make a decision which could affect the system's budget and fares for many years to come.

On November 22, 1979, the unions and BART management reached a settlement of differences after many long and tedious hours of negotiations. The contract is retroactive to July 1, 1979, and will remain in effect until June 30, 1982.

BART's Property Tax Rates Reduced in Fiscal Year

BART's Board of Directors set a uniform tax rate of 31.6¢ per \$100 assessed property valuation for debt service of the District's General Obligation Bonds. This rate compares with the previous year's rate of 35.6¢.

In lieu of the 5¢ administrative tax levies in years prior to the Proposition 13 tax initiative, BART received a share of the \$4 per \$100 assessed property valuation levied in each county. This equates to a rate of about 1.8¢.

The Board also established a reduced tax rate of 15.5¢ for Berkeley residents from its previous year's 16.1¢. This rate is for principal and interest on bonds authorized by Berkeley voters for underground construction not included in the original District plan.

"BART is...Setting the Standards For the Transit Industry."



Sam Alikian, Electrician.

Emergency Response and Fire Safety Progress Achieved

The Emergency Preparedness and Life Safety Program is an ongoing effort to identify potential problem areas and to improve upon the fire protection and life safety aspects of the transit system. During Fiscal Year 1979/80 significant progress was made in BART's safety program. Improvement to the communication equipment and the installation of a dedicated fire department communications facility in the Transbay Tube was completed. An updated and more precise emergency and contingency fire safety plan for the Berkeley Hills Tunnel was also completed.

Consultant work began on the development of a program to investigate the adequacy of BART's emergency facilities available on the wayside as well as on the cars and the relationship to the system's fire-fighting capability. This will result in enhanced emergency response capability and further improved fire protection for BART's patrons, employees, and equipment.



Kathy Roth, Safety Engineer.

Replacement of Seats in Transit Vehicles Initiated

At the close of the fiscal year, BART was well underway in the replacement of 32,000 seats in BART transit cars. When the California Public Utilities Commission (CPUC) ordered the elimination of polyurethane from BART seat assemblies in April, 1979, top priority was given to the project by the District.

Since there was no industry standard and little information on potentially acceptable materials, BART launched a time-consuming research and development program to fully evaluate all feasible seat alternatives.

Over 400 materials which had the potential of reducing flammability, toxic gas emission and smoke generation were screened using the McDonnell-Douglas data bank in Southern California. Testing of these materials was done at the University of California at Berkeley as well as McDonnell-Douglas. BART also looked at the alternatives of wire mesh, fiberglass, and stainless steel for replacing existing seats.

The alternative which best met BART's overall safety, cost and schedule criteria was a low-smoke neoprene cushion with upholstery consisting of 90 percent wool and 10 percent nylon cover. Overall, the research and testing program took approximately five months. These tests proved the material highly successful in preventing the spread of fire within the car and in reducing smoke generation.

The total project, including installation, was estimated to cost \$4.2 million. The Federal Urban Mass Transportation Administration provided 80 percent of the funding, with 20 percent coming from the local Transportation Development Act funds and BART reserves. Scheduled completion of the project is October, 1980.

Vehicle Fire Hardening Test Program Underway

Further reducing the vulnerability of the BART transit vehicle to fire, and thereby enhancing passenger safety, is the primary goal of the Vehicle Fire Hardening Program.

There are two aspects to the program. The first is to reduce the fire threat through modifications and protection of potential fire sources. The second is to selectively replace highly flammable materials.

The program is being accomplished by evaluating the BART vehicle against criteria developed from BART's fire experience and a number of potential fire scenarios that may be expected in the system.

BART is taking the necessary action to develop a set of vehicle modifications which will significantly reduce the potential of fires by increasing the resistance to ignition, minimizing the opportunity for flame spread, and decreasing potential emission of smoke and gases.

The related material testing program will have relevancy to the entire transit industry and is expected to be partially funded by an Urban Mass Transportation grant. Other funding will be from state transportation funds and BART funds. It is also expected that some of the vehicle design modification will set new standards for interior vehicle materials in the transit industry. Results of this program will determine the future direction of BART vehicle safety modifications.

FINANCIAL STATEMENTS

San Francisco, California
October 17, 1980

The Board of Directors
San Francisco Bay Area Rapid Transit District

We have examined the balance sheet of San Francisco Bay Area Rapid Transit District as of June 30, 1980 and 1979 and the related statements of operations, changes in net capital investment, changes in financial position, and revenues, expenditures and fund balances of debt service funds for the years then ended. Our examinations were made in accordance with generally accepted auditing standards and, accordingly, included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, such financial statements present fairly the financial position of San Francisco Bay Area Rapid Transit District as of June 30, 1980 and 1979 and the results of its operations and the changes in its financial position for the years then ended, in conformity with generally accepted accounting principles applied on a consistent basis.

Main Hurdman & Cranstoun
Certified Public Accountants

BALANCE SHEET June 30, 1980 and 1979 (In Thousands)

	1980	1979
ASSETS		
Cash (including time deposits: 1980, \$15,080; 1979, \$-0-)	\$ 17,012	\$ 1,825
Securities	36,225	38,491
Securities representing reserves	43,743	37,156
Deposits, notes, and other receivables	6,450	10,650
Construction in progress	47,636	38,431
Facilities, property, and equipment—at cost (less accumulated depreciation and amortization: 1980, \$175,998; 1979, \$150,670)	1,321,028	1,345,823
Materials and supplies—at average cost	10,241	10,042
Debt service funds, net assets	15,207	17,819
	<u>\$1,497,542</u>	<u>\$1,500,237</u>
LIABILITIES AND CAPITALIZATION		
Contracts and other liabilities	\$ 20,790	\$ 17,332
Unearned passenger revenue	733	1,110
Debt service funds	15,207	17,819
	<u>36,730</u>	<u>36,261</u>
Capitalization:		
Reserves	43,743	37,156
General Obligation Bonds	673,570	695,275
Net capital investment	743,499	731,545
	<u>1,460,812</u>	<u>1,463,976</u>
	<u>\$1,497,542</u>	<u>\$1,500,237</u>

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

STATEMENT OF OPERATIONS Years Ended June 30, 1980 and 1979 (In Thousands)

	1980	1979
Operating revenues:		
Fares	\$28,218	\$31,344
Less discounts and other deductions	2,276	2,617
	<u>25,942</u>	<u>28,727</u>
Other	626	647
Investment income	3,192	2,130
Total operating revenues	<u>29,760</u>	<u>31,504</u>
Operating expenses:		
Transportation	30,578	27,345
Maintenance	34,412	34,779
Police services	6,388	3,684
Construction and engineering	3,546	8,002
General and administrative	16,147	12,911
Tube fire costs	—	3,536
	<u>91,071</u>	<u>90,257</u>
Less capitalized costs	2,614	3,709
Net operating expenses	<u>88,457</u>	<u>86,548</u>
Insurance proceeds from damage of revenue transit vehicles	—	5,000
Less net book value of damaged revenue transit vehicles	—	1,808
	<u>—</u>	<u>3,192</u>
Operating loss before depreciation expense	<u>58,697</u>	<u>51,852</u>
Depreciation (unfunded):		
Of assets acquired with own funds	16,083	18,209
Of assets acquired with grants and contributions by others	9,838	9,925
Total depreciation	<u>25,921</u>	<u>28,134</u>
Operating loss	<u>84,618</u>	<u>79,986</u>
Financial assistance:		
Transactions and use tax	53,336	44,040
Sales tax allocated	3,500	6,700
Property tax	3,670	2,299
State	160	951
Transportation Development Act of 1971	1,060	541
Federal	2,500	2,743
Capital allocations	(5,600)	(2,300)
Total financial assistance	<u>58,626</u>	<u>54,974</u>
Net loss	<u>25,992</u>	<u>25,012</u>
Depreciation of assets acquired with grants and contributions by others	<u>9,838</u>	<u>9,925</u>
Net loss transferred to accumulated deficit	<u>\$16,154</u>	<u>\$15,087</u>
Reconciliation to net funded deficit:		
Operating loss before depreciation expense	\$58,697	\$51,852
Add net insurance proceeds restricted for revenue transit vehicle replacement	—	3,192
Deduct financial assistance	58,626	54,974
Funded excess of expenses over revenues	<u>\$ 71</u>	<u>\$ 70</u>

PERFORMANCE HIGHLIGHTS

Rail Ridership	FY 1979/80	FY 1978/79
Annual passenger trips	34,482,335	41,191,566 ⁽¹⁾
Average weekday trips	148,682 ⁽²⁾	151,712 ⁽³⁾
Average trip length	12.8 miles	12.1 miles ⁽¹⁾
Annual passenger miles	443,085,000	500,221,000
System utilization factor (ratio of passenger miles to available seat miles)	.307	.259
End-of-period ratios		
Peak patronage	49%	49%
Off-peak patronage	51%	51%
BART's estimated share of peak period transbay trips—cars, trains & buses	26.5% ⁽⁴⁾	26.9% ⁽⁴⁾
Passengers with automobile available (as alternative to BART)	60%	57%
Operations		
Annual revenue car miles	20,046,000	26,806,000
Unscheduled train removals—average per revenue day	8.1	9.0
Transit car availability to revenue car fleet	76%	82%
Passenger miles per equivalent gal. of gas	60	56 ⁽¹⁾
Passenger accidents reported per million passenger trips	20.76	23.08
Patron-related crimes reported per million passenger trips	18.18	13.50
Financial		
Net passenger revenues	\$25,942,000	\$28,727,000 ⁽¹⁾
Other operating revenues	3,818,000	2,777,000
Total operating revenues	29,760,000	31,504,000
Net operating expenses	88,457,000	86,548,000 ⁽⁵⁾
Farebox ratio (net passenger revenues to net operating expenses)	34.35% ⁽²⁾	33.19% ⁽⁵⁾
Operating ratio (total operating revenues to net operating expenses)	38.59% ⁽²⁾	36.40% ⁽⁵⁾
Net rail passenger revenue per passenger miles	5.7*	5.6 ⁽¹⁾
Rail operating cost per passenger mile	15.5 ⁽²⁾	16.6 ⁽⁵⁾
Net average passenger fare	73.3*	68.5 ⁽¹⁾

Notes

- General note: Data represent annual averages unless otherwise noted.
- (1) Reflects transbay tube closing, January 19, April 4, inclusive.
 - (2) Excludes work stoppage period September 1—November 25, 1979.
 - (3) Excluding tube closure.
 - (4) Reflects April 1980 and October 1978 survey data respectively.
 - (5) Reflects abnormal tube fire expense.

1979 OPERATING FUNDS—\$96,671,000 (including Capitalized Costs)

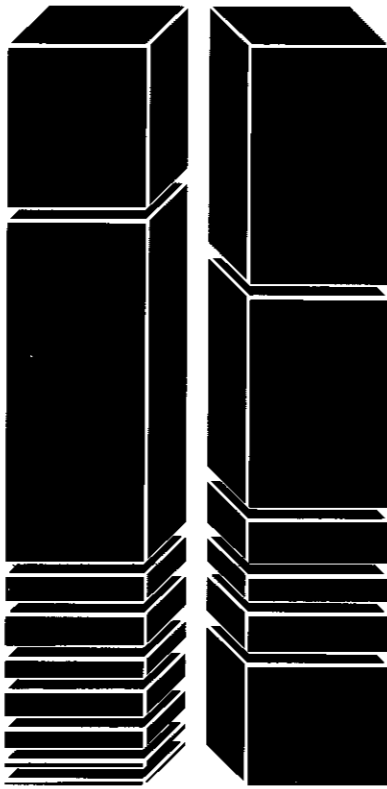
Where Funds Came From (in thousands)

Total:	100.0%	\$96,671
Fares:	26.8%	\$25,942
Transactions & Use Tax:	55.2%	53,336
Investment Income & Other Operating Revenues:	3.9%	3,818
Regional Financial Assistance:	4.7%	4,560
Construction Funds:	2.7%	2,614
Property Tax:	3.8%	3,670
Federal Financial Assistance:	2.6%	2,500
State Financial Assistance:	0.2%	160
*Decrease in Working Capital:	0.1%	71

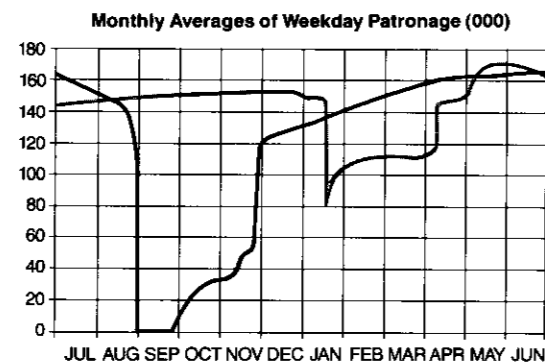
*Funded excess of expenses over revenues

How Funds Were Applied (in thousands)

Total:	100.0%	\$96,671
Maintenance:	35.6%	\$34,412
Transportation:	31.6%	30,578
Police Services:	6.6%	6,388
Construction & Engineering:	3.7%	3,546
Capital Allocations:	5.8%	5,600
General & Administrative:	16.7%	16,147

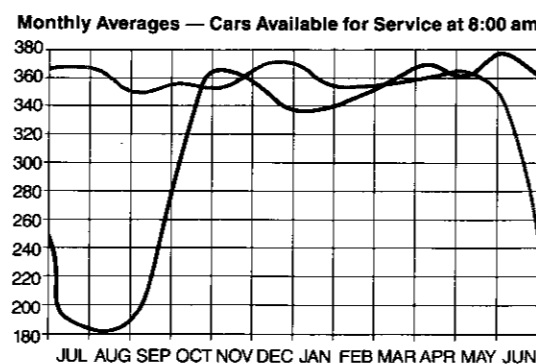


SYSTEM OPERATIONS



Special Notes for Patronage Chart

FY1978/79 Line
 JAN 19-APR 4 —Transbay tube closure
 FY1979/80 Line
 JUL-AUG —Reflects impact of labor dispute
 SEP-NOV—Work stoppage (limited service during OCT & NOV.)



Special Notes for Cars Available Chart

FY1978/79 Line
 JAN —Partially due to tube fire
 JUN —Partially due to labor dispute
 FY1979/80 Line
 JUL-AUG — Due to labor dispute

“BART is ... Expanding Service to Meet Ridership Demand.”

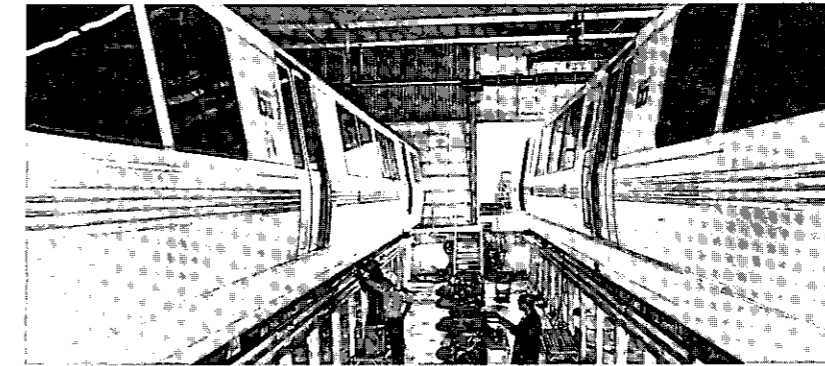


Sally Floyd, one of BART's Computer Specialists.

Close Headways Approval Received from CPUC

After more than two years of extensive hearings, BART was granted permission by the California Public Utilities Commission (CPUC), on June 3, 1980, to begin its long-awaited Close Headways operation. For the first time, since the system opened in September 1972, BART will be operated much as it was originally intended. Under Close Headways, more trains will be able to operate on the system than constraints under the Computer Automated Block System (CABS) allowed. CABS required one station separation of trains.

Throughout the hearing process, which began in April 1978, BART assured the CPUC that the system's most troublesome safety problem, assurance of safe distances between trains for close headway operations under all conceivable conditions, had been overcome



Manuel DaBranca, Transit Vehicle Mechanic. Manuel Aquilina, Shop Supervisor and Joe Arellano, Transit Vehicle Inspector at Hayward Shops.

through the completion of a major reengineering program.

Part of the work involved development, installation and testing of the Sequential Occupancy Release System (SORS), a mini-computer system designed to supplement the present primary train protection system. Its function is to provide redundancy in assuring continuous detection of trains. A second effort involved the rewiring of the wayside automatic train control system to alter the standard speed commands issued to trains, thus imposing longer, safer train braking distances. The work began in 1973 and was carried out by BART engineers and their consultants under continuous review of the CPUC technical staff.

Close Headways has been heralded as a major turning point in BART service enabling the addition of a fourth route, direct no-transfer service between Richmond and Daly City. However, BART management cautioned the public to expect transition problems since operation under Close Headways would constitute an entirely new way of operating the system. Under Close Headways additional trains would also be put into service on the Concord and Fremont/San

Francisco lines during the morning and evening commute hours. The operation of additional trains results in the reduction of scheduled waiting time between trains along the Richmond line from 14 minutes to 7½ minutes, and from about 7 minutes to about 4 minutes on the Oakland and San Francisco/Daly City line.

Reliability Improvement Program Achievements

As the report period ends, BART's \$8 million Reliability Improvement Program (RIP) enters its second year and is beginning to show measurable results. Modification of equipment and procedures in thirteen specific project areas, originally defined in 1979 as those which would produce the greatest impact on reducing unscheduled train removals which in certain instances require that passengers be disembarked, make up the RIP activities. Improvements to service achieved under RIP fall into two categories: (1) replacement or modification of components which are designed to reduce the primary frequency of equipment failures; and (2) replacement or modification of equipment such that the impact of failures is



minimized and the trains remain in normal service. To measure accomplishments, reliability improvement goals established for each of the project areas are regularly monitored.

Although only about 50 percent complete, RIP projects which have attained or surpassed their goal are: replacement of elements in a series of solid state on/off switches, which form a vital part of the train's propulsion system; relocating a trouble-prone circuit breaker from the underside of the car to a control panel inside the car; modification of the circuitry of the motor-alternators, which is part of the car's auxiliary power system; and replacement of an electrical circuitry board governing the train's braking system. Other projects are progressing within the established RIP time schedules.

Two major RIP modifications, tested during the fiscal year, will result in significant improvements to the reliability of BART service by reducing the number of malfunctioning trains which must now be operated at a much reduced speed in order to remove them from service. These projects are the Manual Cab Signal-

ling (MCS) system, which permits a train operator to control the train manually with all of the programmed safety measures still operative when there is failure in the onboard train automatic control system; and the “Car Cutout” program which permits a train to remain in service despite a malfunction in the braking system on one or more of the cars which make up a train. When the modifications for both these programs are completed, the installations tested, and BART personnel trained in the operation of the new systems, the number of train removals from service will be manifestly reduced.

System Flexibility to be Enhanced by KE Track

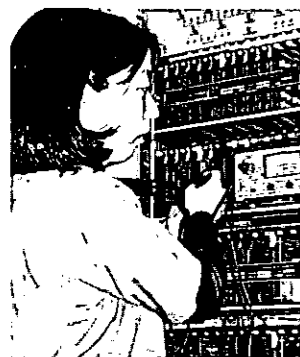
Construction of a 12,300-foot addition of mainline trackage, a portion of which will run in a third tunnel through downtown Oakland, is underway and scheduled for completion December 1983. This will be the first addition to BART's mainline trackage since the system began carrying passengers in 1972.

Known as the KE track, the addition will significantly increase BART's system flexibility and its reliability by facilitating train removals from the main Oakland line and will reduce service disruption in the case of wayside equipment breakdown.

The new extension includes supporting electrification, communications and train controls, 16 turnouts, an 1800-foot spur and a 776-foot siding. Included in the three phases of the project, estimated to eventually cost about \$26 million is work to be finished at the 12th and 19th Street BART Stations to provide cross platform access to the new track.

The first of the three phases of construction is scheduled for completion in May 1981.

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



Irene Yano, Power & Way Technician, maintains an element of BART's Automatic Control system.



Dick Wenzel, planning and analysis department, works on plans to extend the BART System.



Seated at the controls of a BART Train is Train Operator Jayne James.



At the Concord Yard, Bob Rosen, Electronic Technician, inspects an element of a train's propulsion system.



John Ortega is one of a crew of seven BART painters who work constantly to keep BART Stations sparkling.



Rod Embry, Oakland Shops Maintenance Worker, performs routine preventative maintenance.



Safe Holiday on BART Attracts Many BART Patrons

In recent years BART has continued to expand its holiday service by offering reduced fares and extended hours of service. This year, BART, for the first time, offered around-the-clock service on New Year's Eve. In addition to reducing fares and extending its operating hours, BART served thousands of cups of coffee and doughnuts to patrons at many of its stations on Christmas Eve and New Year's Eve, as part of its "Safe Holiday" program.

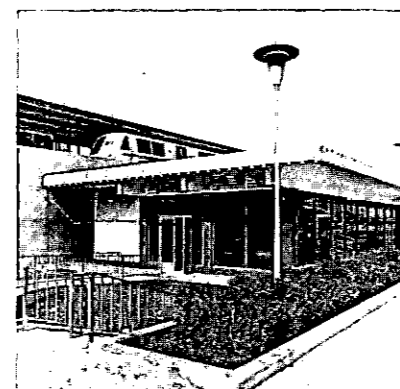
Director Wil Ussery of San Francisco originally suggested the "Safe Holiday" program, which was sponsored by BART, in cooperation with Safeway Stores and representatives of East Oakland Concerned Citizens; Project Intercept; Oakland-Alameda County Volunteer Bureau; West Oakland Health Center; Mt. Diablo Chapter of the American Red Cross; San Francisco Volunteer Bureau; and Oakland Citizens' Committee for Urban Renewal (OCCUR).



BART Express Bus Patronage Increased by One-Third

Patronage on the BART Express Buses continued to grow during Fiscal Year 1979/80. Some 2,223,353 trips were taken, which is more than a one-third increase over the patronage for the previous fiscal year. No significant changes in service patterns were required to accommodate this increased ridership.

BART Express Buses are the connecting link with the outlying communities in the East Bay serving five BART stations (Walnut Creek, Hayward, Bay Fair, Concord and El Cerrito Del Norte). Approximately 50% of the express bus riders transfer to BART trains at these stations, while the others, including many school children, utilize the express buses for trips between suburban areas.



Fremont Station Now Major Transit Transfer Point

The new eastern entrance at the Fremont BART Station was opened on April 7, 1980, culminating a two-year expansion project at the end-of-the-line station in Southern Alameda County. This entrance and bus driveway will better facilitate traffic flow to and from the station, as well as improve BART and bus connection and patron access.

Fremont Station serves as a transportation crossroads where connection can be made with AC Transit and Santa Clara County Transit, which will use the new bus driveway at the eastern entrance. Santa Clara County Transit instituted a new express service between the Fremont Station and the Southern Pacific Depot in San Jose, stopping at the San Jose Civic Center and in Milpitas. BART patrons will be able to transfer free of charge to this express service, using the BART/AC Transit transfers available inside the station. BART and AC Transit patrons can also transfer free to Santa Clara County Transit express service.

Total cost of the project was \$1 million, which includes the construction of a new 300-space parking lot,



completed in October 1978, a glass-enclosed waiting area and additional fare vending equipment. Better than 80% of the project was funded through the use of Federal Aid Urban (FAU) grants, as well as additional funding from the California Department of Transportation, and State Transportation Funds.

BART Conducts Seventh Passenger Profile Survey

The seventh annual survey of BART patrons was conducted aboard trains and on station platforms in May 1980. For the first time the survey, aimed at acquiring demographic and origin and destination information, asked about flexible work time scheduling.

The survey was conducted by the Department of Public Affairs in conjunction with the Department of Planning and Analysis. Of the 20,000 questionnaires distributed, 12,300 were returned and proved useable. This is the highest response and use rate ever achieved for such a BART survey.

Results will be available during the second quarter of the next fiscal year. The data will assist in developing new marketing strategies, the planning of feeder line bus service, as well as designing improvements for physical access to BART stations.

BART Pays Rewards for Information About Vandalism

BART has a standing reward of up to \$1,000 for any information leading to the arrest and conviction of person(s) involved in tampering or vandalism of District property.

This year, BART for the first time rewarded three citizens and one employee for their efforts in preventing potentially serious situations involving passenger safety and damage to BART property. These rewards were presented to the individuals on January 17 for preventing the burning of a BART car while it was in operation and alerting BART officials of the situation.

Less than four months later, on May 15, BART rewarded another citizen who alerted BART officials concerning the piling up of rocks and gravel alongside and on the track.



Bill Richards, Richmond Yard Tower Supervisor, maintains constant vigil over BART train movements in the yard.



Groundspersons Charley Madsen (l) and Joe Pile (r) help keep BART's parkway areas well groomed.



Victoria Palmer is the Transportation Clerk at the Concord Yard.



Checking on Orinda Station are two of BART Police officers, David Byron (l) and Dona Wilson (r).



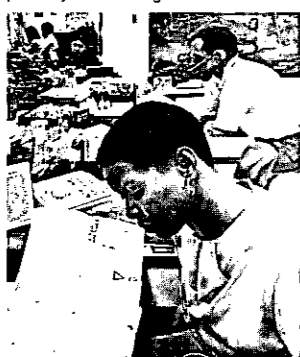
At the Richmond Shops, Donald Birkhimer, Transit Vehicle Electronics Technician, performs maintenance.



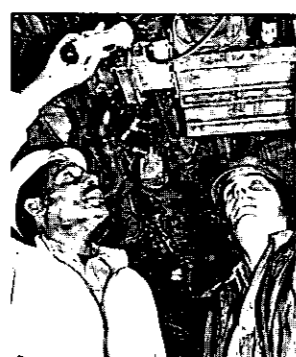
Dorothy Henderson, Process Monitor, works with BART's data collection systems.



Kathi Souza, Emergency Vehicle Operator at Embarcadero Station, inspects heavy equipment.



Two of the voices in BART's telephone information center belong to Vera Lott (l) and Harry Cordellos (r).



At the Oakland Shops, Freeman Hemphill, Auto Mechanic (l), and Barry Empie, Foreman (r).



Marvin Door, Maintenance Worker at the Oakland Shops, tends BART's special railgrinder car.



John Esparza, Union City Station Agent, explains the BART ticket.



At the 12th Street Station, Robert Omori is one of the many janitors who keep the BART Stations clean.

"BART is... Getting Better."

"BART is... The Convenient Rapid Transit System."

Shuttles and New Parking Lots Improve Access to BART

Improving public access to and from the BART system has emerged as one of the challenges which must be addressed as ridership continues to grow. Basic to BART's adopted Access Plan is the consideration that each of the BART stations present unique problems which must be resolved individually rather than attempting to institute a systemwide solution.

Since responsibility for such improvements is fragmented between BART and local community authorities, BART has assumed a leadership role in coordinating access improvements to the stations on the system.

As the fiscal year drew to a close, six of the projects contained in Phase I of the Access Plan were completed.

At the Glen Park BART Station, a six-month demonstration project was implemented to test the viability of a commuter shuttle service in the Miraloma Park neighborhood of San Francisco. The new shuttle service, The Loma Ranger, a name selected through a contest held for the system's riders, operates two 14-passenger vans.

A second Glen Park Station access project, to develop a 75-space parking lot on BART property near the station, was funded. This parking lot will have the dual purpose of providing midday parking as well as a "kiss/ride" loading area during the commute period. The target date for completion of the Glen Park project will be early 1982.



Construction of a gravel-covered, 75-space parking lot at the Pleasant Hill BART Station was started. This interim parking lot is scheduled for opening early in the next fiscal year. Two additional gravel-covered parking lots were opened at the Concord BART Station, which brings to 1600 the number of parking spaces designed to relieve some of the street parking congestion at this station. This project was developed in cooperation with the City of Concord and the Pacific Gas & Electric Company, owners of the property where the interim parking lots were constructed.

Also at the Concord Station, a change in the BARTpool permit system was instituted in order to further relieve station parking congestion. Under the new program, permits will be issued only to those carpools carrying a minimum of three persons, rather than two, as was the original plan. Those individuals holding the two-or-more-persons permits are allowed to continue using their assigned reserved space. The BARTpool program is another element of the overall BART effort to alleviate



Jerry Arriba receives his BART Bike Permit from Starla Bahem, Passenger Service.

parking congestion at station parking lots by making access to the system as convenient for as many BART patrons as possible.

Included in the Access Plan is the improvement of facilities for feeder bus lines and paratransit services. The Plan also calls for coordinating with local traffic authorities to reduce automobile traffic congestion at the stations on routes to and from the stations. In addition, bicycle lanes, pedestrian routes and handicapped rider facilities are scheduled for improvements.

Elimination of access constraints throughout the system is a vital part of BART's continuous effort to make the system easier to use for all members of the community.

Bikes on BART Permit Plan Proves to be Successful

At this time, BART is the only major mass transit system in the nine Bay Area counties that has extended the privilege of bringing a bicycle on its system. BART hopes to continue to serve the interests of the bicycling community.

A tremendous surge in requests for bicycle permits occurred this past fiscal year, apparently a result of the rapidly rising cost of energy. Up to now, the majority of persons requesting bike permits tended to be students, weekend riders and persons with non-traditional work hours. As commuters abandoned their cars in quest of healthier, more economical and energy-saving means of transportation, new demands were placed on BART to extend and expand its "Bikes on BART" program.

During the first four years of the program bicycle permits were issued two days a week at an approximate

average of 100 per month. By the end of the FY 1979/80 over 7,500 permits had been issued, 1,700 of which were issued in the last year.

On February 2, 1980, BART began opening its bike permit office on the first Saturday of each month to make obtaining a bicycle permit more convenient for persons finding it difficult to obtain a permit during the weekday hours. In addition, BART began an experimental program in April, 1980, to determine the feasibility of allowing bicycles on the system during commute periods in the reverse commute direction on some of its lines.

Hikers and Runners Use BART in First Leg of Event

Last April BART carried the largest single group for a single event since opening in 1972. A few enthusiasts planned a transcontinental hike called HikaNation beginning in San Francisco, and 25,000 people decided to accompany them on the first leg of the trip across the Oakland Bay Bridge.

Special 10-car trains were used to transport the hikers from Oakland West Station to Embarcadero Station in San Francisco where the HikaNation began.

In December 1979, about 1,000 runners entered in the Oakland Marathon and ended their race at BART's Coliseum Station, where they boarded the train to take them back to the starting line near the City Center/12th Street Station in downtown Oakland.

BART Employees Receive \$11,025 for Suggestions

During the past fiscal year, \$11,025 was awarded for 23 suggestions, including those which had tangible as well as intangible benefits for the District. These suggestions resulted in annual savings to the District of \$110,025.

Each year, under its Employee Suggestion Program, BART awards employees who have made suggestions resulting in savings and benefits to the District.

In March, \$5,836—the highest amount ever to be awarded an employee for a single suggestion—was given to Gilbert Paiva for his suggestion of a method of repairing transit vehicle A/C compressor castings. Substantial savings to the District have resulted from Mr. Paiva's suggestion.

In addition to awards given under the Employee Suggestion Program, BART presented service awards to 307 employees over the past year. Of these awards, one was given for 20 years of employment with the District; six were given for 15 years of employment; 63 were given to employees who had ten years of employment; and the remaining 237 were given to employees who had five years of employment with the District.

From time to time, commendations are given in recognition of special efforts or actions undertaken by BART employees. On August 15, 1979, BART Train Operator William Koenig received a commendation for his actions in handling a fire which occurred on his train June 24, 1979. On January 6, 1980, Train Operator Ed Bally was awarded \$333 for his part in the capture of an arsonist who attempted to start a fire on his train.

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



Transit Vehicle Mechanic Gilbert Paiva (l) receives an award from Keith Bernard, BART General Manager.

Commendations were also given to BART police officers Laura Bacigalupi, Robert Villa and Helen Lopez for their efforts in apprehending suspects under unusual circumstances.

Labor/Management Council Provides Dialog Base

In an effort to provide an ongoing, productive approach for union-management dialog on overall BART matters, the Union Presidents' Council was established this past year.

The Union Presidents' Council provides a forum for discussion of non-contract and non-grievance matters between BART and its employee labor organizations. This council, which is unique in the public transit industry, met several times

during the fiscal year. Among other matters, the discussions covered BART's planning for expansion of service, the District's Emergency Preparedness and Life Safety Program, and capital projects for the short and long-range term were reviewed and discussed. These meetings resulted in a better understanding on the part of both management and labor of what is required for the successful operation of BART.

The Council is composed of BART's General Manager; the Director of Employee Relations; Presidents of the United Public Employees Union, Local 390; Amalgamated Transit Union—Division 1555; BART Police Management Association; BART Police Officer Association; and the BART Supervisory and Professional Association.

BART Employees Receive Comprehensive Training

BART's Training Division is divided into three sections: Maintenance Training, Operations Training, and General Training.

A primary function of the Training Division is to conduct certification training and testing of certain employees as mandated by the California Public Utilities Commission.

During the past fiscal year, the Training Division has recertified 216 train operators, 170 station attendants, and 50 tower operators. It initiated a new certification program which trained 460 maintenance personnel, and provided employee orientation, communications, CPR, first-aid, defensive driving supervision and passenger relations training to some 500 BART District employees.

Progress Achieved in BART's Affirmative Action Program

BART continued to improve upon its policy and practice of assuring equal employment opportunity and taking affirmative action to maintain a workforce representative of its service area, as well as to facilitate minority business enterprise (MBE) participation in District activities.

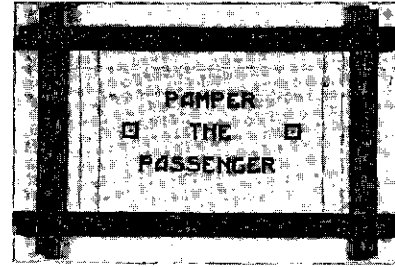
To facilitate greater employee participation in the affirmative action efforts of the District, an Affirmative Action Council was established in June, 1980.

This past year's goal for minority business enterprise participation was set at 10%. The District was successful in achieving a 16% level of minority business enterprise participation.



In training are (seated l/r) Ed Herrera, Harvey Price, and John Berlin. Steve Abel, BART Instructor, is standing.

BART's Central Control... Nerve Center of the System.



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

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

BART Central maintains radio communication with all trains as well as the maintenance crew on the system and provides a direct link to BART Police Services Dispatch Center which is located directly off Central Control.

From his position on a raised platform and shown at the bottom of the picture, BART's Central Supervisor is charged with the responsibility for the safe and efficient operation of the entire BART system.

Underlying all functions of BART Central Control is the motto... "Pamper the Passenger"... which hangs in the control room. This motto epitomizes the prime concern of all BART employees as they work for the safety, comfort and convenience of BART passengers.