

1975 News Releases

NEWS RELEASES

1975

- R-1 EXPRESS BUS SERVICE, WC Sta. & Dublin, New Schedule *Jan 2, 1975*
- R-2 BRD DIRS MTG *Jan. 6, 1975*
- R-3 HEARING on PROPOSED EXPANSION FREMONT STA PARK FACS *Jan 17, 1975*
- R-4 Brd Dirs Mtg *Jan. 21, 1975*
- R-5 FARE POLICY CHANGES (5 changes for 6 mo. trial) *Jan. 27, 1975*
- R-6 BRD DIRS MTG *Feb. 10, 1975*
- R-7 FARE EXCURSION INCREASE (60¢ to \$1.00) *Feb. 10, 1975*
- R-8 BRD DIRS MTG *Feb. 24, 1975*
- R-9 BART-MUNI FARE SCHEDULE TRANSFER SYSTEM *Feb. 26, 1975*
- R-10 WESTINGHOUSE ATC EQUIP., Brd decision not to continue
w/Westinghouse *Feb. 27, 1975*
- R-11 BRD DIRS MTG *March ?, 1975*
- R-12 BART/AC TRANSIT Q-LINE EXPRESS BUS SERVICE, 4 new stops *March 13, 1975*
- R-13 " " DUBLIN AREA, 3 new stops *March 13, 1975*
- R-14 BART SPEAKERS' BUREAU FORMED *March 17, 1975*
- R-15 BRD DIRS MTG *March 24, 1975*
- R-16 BRD DIRS SPECIAL MTG w/OAKL REDEVELOP AGCY to select
artist for sculpture, Oakl City Center *April 8, 1975*
- R-17 HAROLD PARIS, artist selected for sculpture Oakl Cy Center &
12th St *April 10, 1975*
- R-18 DISCOUNT FARES, Plans reviewed by Admin Cmte *April 14, 1975*
- R-19 BRD EXECUTIVE SESSION, Atty-Client Relationship *April 21, 1975*
- R-20 BART/AC TRANSIT EXPRESS BUS SERVICE EXPANDED IN LIVERMORE AREA
April 23, 1975
- R-21 BART/AC TRANSIT EXPRESS D-LINE SERVICE, Sched & Route Adjustments
April 23, 1975
- R-22 " " IMPROVEMENTS, Concord/Pittsburg/Antioch/Martinez
April 23, 1975
- R-23 FRANK C. HERRINGER, APPOINTED GEN MGR *April 25, 1975*

NEWS RELEASES

1975

R-1	EXPRESS BUS SERVICE, WC Sta. & Dublin, New Schedule	2-2-75
R-2	BRD DIRS MTG	2-6-75
R-3	HEARING on PROPOSED EXPANSION FREMONT STA PARK FACS	2-17-75
R-4	BRD DIRS MTG	2-21-75
R-5	FARE POLICY CHANGES (5 changes for 6 mo. trial)	2-27-75
R-6	BRD DIRS MTG	2-10-75
R-7	FARE EXCURSION INCREASE (60¢ to \$1.00)	2-10-75
R-8	BRD DIRS MTG	2-24-75
R-9	BART-MUNI FARE SCHEDULE TRANSFER SYSTEM	2-26-75
R-10	WESTINGHOUSE ATC EQUIP., Brd decision not to continue w/Westinghouse	2-27-75
R-11	BRD DIRS MTG	3-1-75
R-12	BART-AC TRANSIT Q-LINE EXPRESS BUS SERVICE, 4 new stops	3-13-75
R-13	" " DUBLIN AREA, 3 new stops	3-13-75
R-14	BART SPEAKERS' BUREAU FORMED	3-17-75
R-15	BRD DIRS MTG	3-24-75
R-16	BRD DIRS SPECIAL MTG w/OAKL REDEVELOP AGCY to select artist for sculpture, Oakl City Center	4-8-75
R-17	HAROLD PARIS, artist selected for sculpture Oakl City Center & 12th St.	4-10-75
R-18	DISCOUNT FARES, Plans reviewed by Admin Cmte	4-14-75
R-19	BRD EXECUTIVE SESSION, Atty-Client Relationship	4-21-75
R-20	BART/AC TRANSIT EXPRESS BUS SERVICE EXPANDED IN LIVERMORE AREA	4-23-75
R-21	BART/AC TRANSIT EXPRESS D-LINE SERVICE, Sched & Route Adjustments	4-23-75
R-22	" " IMPROVEMENTS, Concord/Pittsburg/Antioch/Martinez	4-23-75
R-23	FRANK C. HERRINGER, APPOINTED GEN MGR	4-25-75
R-24	BRD DIRS MTG	5-5-75

R-25	MARKETING SURVEY	5-16-75
R-26	BRD DIRS MTG	5-16-75
R-27	MEMORIAL DAY SERVICE	5-20-75
R-28	DIR HILL'S RESOLUTIONS	5-22-75
R-29	EMERGENCY DRILL	5-23-75
R-30	EXPRESS BUS LIVERMORE	5-28-75
R-31	" " MARTINEZ	5-28-75
R-32	" " PITTSBURG	
R-33	BIKES ON BART	6-2-75
R-34	AIA AWARDS	
R-35	HANDICAPPED TICKETS	
R-36	AUCTION	6-11-75
R-37	PICK-UP SERVICE ON U L LINE	6-25-75
R-38	HANDICAPPED	7-1-75
R-39	EMPLOYEE FURLOUGH	7-2-75
R-40	COOPER'S SPEECH	
R-41	BICYCLE PROGRAM	7-15-75 ✓
R-42	HILL'S ADVISORY COMM	7-23-75
R-43	WAYS/MEANS COMMITTEE	8-13-75
R-44	COOPER'S STATEMENT ON AB 664	8-13-75
R-45	FARE INCREASE	8-14-75
R-46	LABOR DAY	8-26-75
R-47	PROPERTY TAX RATES	8-28-75
R-48	MARTINEZ EXPRESS BUS ADDITION	8-29-75
R-49	FARE INCREASE - PARKING	9-4-75
R-50	LIVERMORE EXPRESS BUS	9-4-75
R-51	PARKING	9-11-75
R-52	ANNIVERSARY	9-12-75

R-53	A's PLAYOFFS	9-26-75
R-54	AUCTION OF VEHICLES	9-25-75
R-55	MTC NIGHT & WEEKEND SERVICE	9-25-75
R-56	DALY CITY CONSTRUCTION	9-26-75
R-57	GOV. SIGNS 5B 283	9-26-75
R-58	\$16 MILLION IMPROVEMENTS	10-2-75
R-59	EXPRESS BUS SERVICE EXTENDED 6-30-76	10-10-75
R-60	BART & BUSES	10-21-75
R-61	EXTENDED SERVICE	10-23-75
R-62	SOUTH BAY TRANSIT CONNECTIONS	10-23-75
R-63	HERRINGER ANNOUNCEMENT OF AGM-OP GALLAWAY	10-23-75
R-64	FARE INCREASE	10-28-75
R-65	FREMONT PARKING LOT - Glen's Speech	11-3-75
R-66	FREMONT PARKING LOT - ORMSBY	11-6-75
R-67	FREMONT PARKING LOT	11-6-75
R-68	NEW FARE EQUIPMENT	11-13-75
R-69	BIKES ON BART, CONTINUATION OF	11-21-75
R-70	BART/AC EXPRESS BUS FLEET	11-24-75
R-71	NIGHT SERVICE	11-24-75
R-72	" " SB-283	11-24-75
R-73	SEAL'S HOCKEY GAME - NOV. 28	11-24-75
R-74	EMBARCADERO STA ART WORK	11-25-75
R-75	STAFF REORGANIZATION	12-1-75
R-76	SATURDAY CHRISTMAS SERVICE	12-2-75
R-77	D,M, P & U LINES EXTENSIONS	12-3-75
R-78	NIGHT SERVICE FOR RAIDER-DENVER GAMES	12-4-75
R-79	APPS FOR FEDERAL OPERATING ASSISTANCE	12-5-75
R-80	SPORTS WEEK	12-5-75
-	PIO HOURS	12-8-75

NEWS RELEASE



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

R-83
December 29, 1975

Contact: Michael C. Healy
Office of Public Information

FOR IMMEDIATE RELEASE:

For one day only, Wednesday, December 31, BART will resume its pre-holiday operating schedule of 6 a.m. to 8 p.m. Also, for this one day only, BART Express Bus lines will curtail late night service to coincide with last BART trains.

Regular late-night service for BART trains and BART/AC Transit Express Bus lines as a permanent schedule addition will begin on Thursday, January 1, 1976, when funding legislation becomes effective. The permanent late night schedule will be the same as that provided for special holiday night service, with trains operating until approximately midnight.

For further information about service, the public may call the following toll-free BART information numbers any time during the system's operating hours:

From: Fremont/Union City area	793-BART
Hayward/San Leandro area.....	783-BART
Oakland/Berkeley/Orinda area.....	465-BART
Richmond/El Cerrito area.....	236-BART
San Francisco/Daly City area.....	788-BART
Lafayette/Concord area.....	933-BART
Livermore/Pleasanton area.....	462-BART
So. San Francisco/San Bruno area.....	873-BART
Antioch/Pittsburg area.....	754-BART

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

R-82
December 23, 1975

Contact:

David M. Soblin, Acting Manager
Public Information Office

FOR IMMEDIATE RELEASE

Bay Area Rapid Transit District President-Elect Elmer B. Cooper today announced his appointments for committees of the BART Board of Directors.

Committee appointments for the calendar year 1976 become effective immediately.

The announcement followed one week after the BART Board elected San Francisco Director Cooper as president, and Nello J. Bianco of Richmond as vice-president.

There are three Board standing committees; Administration, Engineering and Public Information and Legislation. Chairpersons for these, and the Special Ways and Means Committee are:

Ella Hill Hutch, District 7 - Administration

Harvey W. Glasser, District 4 - Engineering

Richard O. Clark, District 3 - Public Information and Legislation

John Glenn, District 6 - Ways and Means

Other members of the four committees are:

Administration - Richard O. Clark (vice-chairperson) and John Glenn

Engineering - John H. Kirkwood (vice-chairperson) and Robert S. Allen, District 5

Public Information and Legislation - Ella Hill Hutch (vice-chairperson) and

James D. Hill, District 1.

Ways and Means - John H. Kirkwood (vice-chairperson), Robert S. Allen,

Harvey W. Glasser, and James D. Hill

President Cooper and Vice-President Bianco are ex-officio members of all committees.

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

R-81
December 16, 1975

Contact:
Michael Healy
Public Information Office

FOR IMMEDIATE RELEASE:

This Saturday, December 20, will be BART's last day for providing special Saturday service.

BART has been operating trains the past two Saturdays as a convenience this season for Christmas shoppers.

The Saturday schedule calls for trains to operate from 8 a.m. to 6 p.m. at 15-minute intervals throughout the service day. Normal weekday routes, consisting of direct service between Concord/Daly City, Richmond/Fremont, and Fremont/Daly City, are being maintained for the special Saturday schedule.

For further information about the service, the public may call the following toll-free BART information numbers any time during the system's operating hours:

From Fremont/Union City area.....793-BART
Hayward/San Leandro area.....783-BART
Oakland/Berkeley/Orinda area.....465-BART
Richmond/El Cerrito area.....236-BART
San Francisco/Daly City area.....788-BART
Lafayette/Concord area.....933-BART
Livermore/Pleasanton area.....462-BART
So. San Francisco/San Bruno area.....873-BART
Antioch/Pittsburg area.....754-BART

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NEWS RELEASE



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

December 8, 1975

Contact:

David Soblin
Office of Public Information

NOTICE TO RADIO/TV NEWS DIRECTORS AND NEWSPAPER CITY EDITORS

COMMUNICATIONS WITH PART PUBLIC INFORMATION OFFICE - DURING NON-BUSINESS HOURS AND EMERGENCY SITUATIONS:

Within the next few weeks, the BART Public Information Office will establish new procedures to better enable the media to obtain information concerning service conditions, emergency situations and general information. Until this plan is completed, the Public Information Office will be practicing the following procedures:

During NORMAL BUSINESS HOURS (8:15 a.m. to 5:00 p.m.) the office will be fully staffed and all personnel will be available to assist the media.

During NON-BUSINESS HOURS, the Office of Public Information may be contacted by calling the information night line, or calling individual members of the office at their home phones. (We ask that reporters do not call us at our homes unless it is imperative.)

During EMERGENCY SITUATIONS, a special line will be made operative. By calling this number, the media will be able to speak to an information officer working directly out of BART Central Control.

INFORMATION OFFICE DUTY HOURS

7:00 a.m. to 8:00 a.m.- One man on duty. Call night line number 465-4110

8:00 a.m. to 5:00 p.m.- Full compliment of personnel. Call 465-4100.

Extensions are:

Public Information Office (general) - - - - - 566
Acting Manager of Public Information, - David Soblin - 657
Public Information Officer, Mike Healy - - - - - 529
Public Information Officer, Bob Kraehe - - - - - 514

- MORE -

2-2-2-2-2-2

INFORMATION PERSONNEL HOME PHONES:

David Soblin - - - 886-0970
Mike Healy - - - - 383-3137
Bob Kraehe - - - - 387-4757

EMERGENCY CENTRAL CONTROL PHONE:

Call - 452-1770

A handwritten signature in black ink, consisting of a large, stylized 'D' followed by a horizontal line extending to the right.

David M. Soblin
Acting Manager, Public Information

NEWS RELEASE



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

R-80
December 5, 1975

Contact:

Michael Healy
Office of Public Information

FOR IMMEDIATE RELEASE:

"Sports Week" service on BART will be the theme for the week of December 8, with exciting events scheduled at the Oakland Coliseum Monday through Friday evenings.

Beginning with the 6 p.m. Raiders vs. Denver football game Monday BART, for this one night only, will provide extra service. Instead of the abbreviated night operation, trains will continue the normal daytime schedule of 12-minute intervals over the three lines, until all post-game fans at the Coliseum have been transported. After this time (approximately 10 p.m.) trains will begin the two line "X-Service," but maintain the 12-minute headways until closing time.

On Tuesday evening December 9, when the Golden State Warriors meet Detroit, BART patrons attending the game will be treated by the Warriors to a coupon worth one hot dog and one soft drink. The coupons will be given out on the Coliseum walkway from the BART station. Fans attending the game via BART will also receive a free BART ticket protector. Warriors game time is 8 p.m.

On Wednesday evening the California Golden Seals meet Philadelphia and on Thursday evening the Warriors will be working again when they meet Portland.

- MORE -

2-2-2-2-2-2

The BART Sports Week will be capped off with a match between the Seals and St. Louis.

BART Passenger Service Manager Jack McDowell said that fans attending the games on BART should purchase their tickets with enough fare for a round-trip.

He said this would save time upon returning and help avoid possible congestion at entry and exit gates.

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NEWS RELEASE



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

R-79
December 5, 1975

Contact:

David Soblin
Office of Public Information

FOR IMMEDIATE RELEASE:

Two BART applications to the Federal government for capital and operating assistance will be the subject for discussion at a public hearing to be held Monday, December 8, at 3 p.m., in the BART Board of Directors room, 800 Madison Street, Oakland.

The purpose of the hearing will be consideration of two grant applications by the transit district to obtain capital and operating funds from the Urban Mass Transportation Administration (UMTA) in the amount of \$1 million. The funds would be used for preliminary engineering in connection with wayside equipment and train control improvements, development of specifications for second generation transit cars, and operating assistance to allow continued night service from January 1 through June, 1976.

At the hearing, BART will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic and environmental aspects of the projects.

For those interested in preparing oral or written evidence or recommendations on the projects; copies of the grant applications, with an environmental analysis and transit development plan for the area, are available for public inspection in the BART Office of the District Secretary, 800 Madison Street, Oakland, California 94607.

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NEWS RELEASE



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

R-78
December 4, 1975

Contact:

David M. Soblin
Acting Manager, Public Information

FOR IMMEDIATE RELEASE:

Due to anticipated high patronage for the Raiders vs. Denver football game Monday, December 8, at the Oakland Coliseum, BART will provide extra night service.

On this one evening, BART trains will continue the normal daytime schedule of 12-minute headways over three lines, until all post-fans at the Coliseum have been transported. After this time (approximately 10 p.m.), trains will continue at 12-minute intervals, but will cease operation on the Fremont-Daly City run; reverting to the BART "X-Service," with transfer points in downtown Oakland.

Normal BART holiday night service consists of 20-minute headways on the two X-routes: Concord-Daly City and Fremont-Richmond.

The normal "last train" schedules and transfer locations posted in all BART stations, will apply to the special Monday night Raiders game service.

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NEWS RELEASE



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

R-77
December 3, 1975

Please contact: Michael Healy
465-4100
Ext. 529

Contact:

FOR IMMEDIATE RELEASE:

Beginning Monday, December 8, BART's Express Bus Service, operated under contract with AC Transit, will be extended to approximately 11 p.m. to provide special holiday night service.

On January 1, 1975, the Express Bus, along with BART trains, will begin permanent late night service when operational funding legislation becomes official. For one day only, December 31, express buses will resume their earlier schedule.

Supplementing special holiday night train service, which began November 28, BART/AC Transit Express Bus operations will be expanded on the D, M, P, and U lines.

D-Line

On the D-line, the last two buses will depart the Walnut Creek BART Station at 8:50 p.m. and 10:50 p.m. and arrive at their final destination in Dublin at 9:28 and 11:28 p.m. The last buses from Dublin will depart at 9:35 p.m. and 11:35 p.m. and arrive at BART's Walnut Creek Station at 10:13 p.m. and 12:13 p.m. These buses serve the Dublin, San Ramon, Danville, Alamo and Walnut Creek areas.

Also on the D-line, a special school-day-only bus will be added to the run between BART's Walnut Creek Station and Dublin and Regional. This extra trip is designed to carry student overflow now being experienced on that run, and is scheduled to leave the BART/Walnut Creek Station at 2:52 p.m., arriving in Dublin at 3:38 p.m.

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M-Line

Final Express Bus departures on the M-line from the BART Concord Station will be 9:17 p.m. and 11:17 p.m. and will arrive in Martinez at 9:55 p.m. and 11:55 p.m. Inbound express buses will depart Martinez at 8:14 p.m. and 10:14 p.m. Two new stops have been added to the M-line at Marina Vista between Pine Street and Berrelleso, and at the juncture of Brown and Alhambra. The M-line serves Martinez, Pleasant Hill and Concord.

P-Line

On the P-line, final buses serving Pittsburg and Antioch will depart BART's Concord Station at 9:17 p.m. and 11:17 p.m., and terminate in Antioch at 10:09 p.m. and 12:09 p.m. While the last express bus from Brentwood will depart at 7:41 p.m., final inbound buses from Antioch will depart at 8:02 p.m. and 10:12 p.m. and arrive at BART's Concord Station at 8:45 p.m. and 11:02 p.m.

U-Line

On the U-line, final express buses will depart BART's Hayward Station only at 9:08 p.m. and 11:08 p.m. and terminate at 1st Street and North Livermore Avenue in Livermore at 9:58 p.m. and 11:58 p.m. Final inbound buses depart from 1st Street and North Livermore Avenue at 8:07 p.m. and 10:07 p.m., with the BART Hayward Station the final destination.

New buses will begin to appear this month to replace the older buses now making up the BART/AC Express bus fleet. The 36 new, luxury buses will seat 45 passengers each and have ceiling as well as floor carpeting to eliminate interior noise. Other features of the new suburban type coaches include recliner seats, large vista windows and automatic climate control which will maintain a comfortable temperature regardless of

3-3-3-3-3

outside weather conditions.

New Express Bus time tables are now available in all East Bay BART Stations.

For information concerning the BART/bus program patrons may call the following toll free numbers:

From Pittsburg, Antioch, Oakley and Brentwood, call	754 B-A-R-T
From Alamo, Danville, San Ramon, Martinez and Dublin	933 B-A-R-T
From Pinole, call	236 B-A-R-T
From Pleasanton, and Livermore call	462 B-A-R-T

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NEWS RELEASE



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

R-76
December 2, 1975

Contact:

David Soblin
Public Information Office

FOR IMMEDIATE RELEASE:

As an added convenience for shoppers this Christmas season, BART is scheduling special holiday service for three Saturdays, December 6, 13 and 20 only.

Supplementing holiday night service, BART's Saturday trains will operate from 8 a.m. to 6 p.m. at 15-minute intervals throughout the three special service days. Normal weekday routes will be maintained with a total of 24 trains operating system-wide.

Estimated cost of providing the special Saturday train service is approximately \$49,000 for each of the three operating days, with anticipated revenues of \$42,000 per Saturday.

BART Passenger Service Manager Jack McDowell said passenger usage is expected to be fairly heavy for these three Saturdays and that patrons planning round-trips should purchase their ticket with enough fare to cover both directions.

"This will save time and avoid possible congestion at entry and exit gates," McDowell said.

Due to scheduling problems, BART/AC Transit Express Bus Service will not be operating on Saturdays. However, the express buses will provide special holiday night service to approximately 11 p.m. beginning December 8.

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2-2-2-2-2

For further information about the new service, the public may call the following toll-free BART information numbers any time during the system's operating hours:

From: Fremont/Union City area.....793-BART
Hayward/San Leandro area.....783-BART
Oakland/Berkeley/Orinda area.....465-BART
Richmond/El Cerrito area.....236-BART
San Francisco/Daly City area.....788-BART
Lafayette/Concord area.....933-BART
Livermore/Pleasanton area462-BART
So. San Francisco/San Bruno area.873-BART
Antioch/Pittsburg area.....754-BART

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NEWS RELEASE



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

R-75
December 1, 1975

Contact:

David Soblin, Public Information Office

FOR IMMEDIATE RELEASE:

BART General Manager Frank C. Herringer today announced a number of organizational changes intended to improve the effectiveness and efficiency of BART's management structure. The changes affect positions reporting to the General Manager and to the Assistant General Manager for Operations, Robert D. Gallaway, who was named to his post by Herringer on November 1.

"The substantial changes are intended to achieve economies, to improve efficiency by combining similar functions, and to highlight certain areas not now receiving adequate attention," Herringer said. Several new Departments have been established, with some current Departments combined or eliminated. The changes will result in a cost reduction resulting from the elimination of two senior management positions. However, the major long-range benefits are expected to emanate from the improved efficiency that the new structure will encourage.

In the positions reporting to the General Manager, the following changes have been made:

1. The analytical, budgeting, and planning functions have been combined under a new Department of Planning, Budgeting, and Research. C. Keith Bernard, formerly BART's Director of Marketing

and Research, will be Director of the new Department. William F. Hein, Director of Planning, and Joan Van Horn, Legislative Assistant, both of whom have reported directly to the General Manager, will now report to Mr. Bernard. Budgeting responsibilities, now scattered among the Directors of Finance, Capital Programs, Marketing and Research, and the Assistant General Manager for Operations, will also be consolidated under Mr. Bernard.

2. The marketing and public information functions, which were part of Mr. Bernard's responsibility in his former position, will be combined in a new Department of Marketing and Communications, reporting directly to the General Manager. In this new Department, increased emphasis will be given to the functions of passenger and employee communications. The position of Director of Marketing and Communications is currently vacant. Until it is filled, William M. McDowell, Manager of Passenger Services, will continue to report to Mr. Bernard, and David Soblin will be named Acting Manager of Public Information, and will report to the General Manager.

3. A new Department of Special Services, reporting to the General Manager, will be established to provide necessary staff and clerical assistance to the Board of Directors and the General Manager. Phillip O. Ormsbee, currently Executive Assistant to the General Manager, will become Director of Special Services.

In addition, several changes have been made in the functions reporting to the Assistant General Manager for Operations:

1. To ensure that the efforts of the task forces working to improve BART's reliability, and to meet the long-range technical needs of the system are not diverted by day-to-day problems, these important functions will be separated from BART's Engineering Department and will report directly to the Assistant General Manager for Operations. The acting head of the new Department of System Development will be Krishna V. Hari, now BART's Manager, Equipment Division.
2. The Transportation Department and the Police Services function, under Acting Chief William Rumford, will be combined in a new Field Services Department. The position of Director of Field Services is now vacant, and until it is filled, the Acting Police Chief, the Manager of Central Operations (Theodore A. Bratz), and the Manager of Line Operations (L. William Breiner) will report directly to the Assistant General Manager for Operations.
3. The reliability engineering function will be transferred from Quality Control to Engineering. The Quality Inspection function, under Wesley W. Clanton, will report to the Assistant General Manager for Operations. The position of Director of Quality Control will be eliminated, and the Quality Inspection function will be reoriented to focus more intensely on the inspection of repaired vehicles.

4-4-4-4-4

Due to the combination of functions and the restructuring of responsibilities, four persons will be leaving BART: Marvin A. Denowitz, Director of Quality Control; David H. Kelsey, Manager of Public Information; Ralph M. Lindsey, Chief of Police; and Alfred E. Wolf, Director of Transportation.

The organization changes are effective today (December 1).

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

R-74
November 25, 1975

DAVID H. KELSEY
MANAGER, PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

The Board of Directors of the Bay Area Rapid Transit District today voted to commission Berkeley artist Stephen De Staebler to execute a major sculpture for the west end-wall of San Francisco's new Embarcadero Station, scheduled to open to the public next Spring.

In companion action, the BART Board deferred acceptance of an east-wall sculpture by Barbara Shawcroft of Berkeley, pending two weeks of engineering tests to determine whether Ms. Shawcroft's materials meet District specifications for fire resistance. The tests will be conducted by independent laboratories, in cooperation with the BART Construction Department and the artist, with results to be reported to the Board at its next regular meeting December 11.

The selection of both Embarcadero Station art works had been deferred from a meeting two weeks ago of the BART Board and officials of the San Francisco Transit Task Force. At that time Alfred V. Frankenstein, chairman of the BART Art Council, had recommended the works of De Staebler and Shawcroft from a group of six finalists. The finalists had been selected from earlier presentations by 47 Bay Area artists.

The budget for the two sculptures is \$114,000. The money is part of \$144,000 originally set aside for art work years ago as part of the overall Embarcadero Station construction contract. Funds for the \$26 million station were obtained through a bond issue by the City of San Francisco and the City's transfer of funds from the budget for constructing San Francisco Municipal Railway's underground Metro line.

2-2-2-2-2

The art works will be placed on the station's massive end-walls, which measure some 50 feet across, and rise through three levels: the BART train platform, Muni Metro platform and the station concourse.

Artists will work on the sculptures off-site, and installation is scheduled to coincide with the completion of the station, now estimated to take place about March 31, 1976.

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

R-73
November 24, 1975

DAVID H. KELSEY
MANAGER, PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

SIDEBAR TO NIGHT SERVICE

BART NIGHT AT THE SEALS HOCKEY GAME

BART night will be the pre-game theme at the Coliseum Friday, November 28, when the California Seals Hockey Club meet the Buffalo Sabres.

To commemorate BART's special holiday night service the Seals will honor District employees at a special pre-game ceremony in which the club will present a "lucky" hockey stick autographed by all of the team players.

Following the presentation, four uniformed BART employees, members of United Public Employees Union, local 390, and Amalgamated Transit Union local 1555, will try their hand at shooting the goal from center ice. The distance will be about 90 feet across the slick surface.

According to Seals executive Ron McGrath, shooting the goal from center ice is no mean feat. The BART participants will only get one chance each. If successful there will be a prize in the offing.

BART General Manager Frank C. Herringer said the Seals game on this first night of extended holiday night service is a symbol of the many new events and opportunities BART will open to Bay Area residents.

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

DAVID H. KELSEY
MANAGER, PUBLIC INFORMATION

R-72
November 24, 1975

RELEASE AT WILL

SIDEBAR TO NIGHT SERVICE

While special holiday night service begins Friday, November 28, January 1, 1976 will signal a new milestone for BART when the system's operating hours will be permanently extended to approximately midnight.

BART General Manager Frank C. Herringer said that commencing permanent late service in January is a major step in the District's efforts toward providing full system operation which will eventually include weekends and direct service between Richmond and San Francisco/Daly City.

Estimated to cost about \$2.3 million for the remainder of the fiscal year, night service was made possible when Governor Edmund G. Brown, Jr. signed into law Senate Bill 283 on September 28. The bill becomes effective January 1, 1976. Authored by Senator James R. Mills (D-San Diego), SB 283 included an amendment by San Francisco Assemblyman John F. Foran enabling BART to apply for federal operating funds for the specific purpose of extending to regular night service. Under the half-cent sales tax legislation passed last year, BART was restricted in applying for newly available federal operating funds in that any such funds received would be deducted from local sales tax revenue.

2-2-2-2-2-2

Following the signing of SB 283, the Metropolitan Transportation Commission, at its October 22 meeting, allocated BART \$1.6 million toward providing late night service.

BART Board President Richard O. Clark said he was gratified that efforts on the part of members of the board and all other parties concerned helped to bring about this new service increment.

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

R-71
November 24, 1975

DAVID H. KELSEY
MANAGER, PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

BART will inaugurate special holiday night service this Friday, November 28, when the system's week-day operating schedule will be extended to approximately midnight through December 30. Regular late-night service as a permanent schedule addition will begin on January 1, when recently passed funding legislation becomes effective.

For one day only, December 31, the system will resume present 6 a.m. to 8 p.m. service.

Under the late-night schedule, train service will convert to 20-minute intervals after the evening rush hour. Final train departures from end-of-the-line stations will vary depending on route and direction, from an earliest of 10:55 p.m. for Fremont-to-Daly City service to a latest of 12:07 a.m. for the last Daly City-to-Concord train. The 20-minute service has been scheduled to conform to the anticipated reduced patronage during the late evening hours, and to stay within the operating budget constraints.

Night train service calls for conversion from three operating routes to two, beginning at 6 p.m. following the evening commuter peak. At that time Richmond-to-Fremont and Concord-to-Daly City trains will begin operating at the scheduled 20-minute intervals, and the last direct round-trip from Fremont to Daly City will depart. By 8:00 p.m., trains 20 minutes apart will operate directly only between Daly City and Concord and between Richmond and Fremont, with transfers between the two lines being made at Oakland's 12th Street Station and MacArthur Station.

LAST TRAIN DEPARTURES

The last departures from East Bay end-of-the-line points to San Francisco and Daly City will be at 11:03 p.m. from Concord directly to the West Bay, and at 10:55 p.m. from Fremont and 10:57 p.m. from Richmond, with transfers required in Oakland. The last train returning eastbound will leave Daly City at 12:07 a.m., directly to Concord and connecting at the 12th Street Station and the MacArthur Station for Fremont and Richmond.

BART Passenger Service Manager Jack McDowell emphasized that westbound patrons making last train connections from Richmond must transfer at MacArthur, and those headed west from Fremont must transfer at 12th Street. Signs reminding passengers of final train departures and specified transfer points will be posted on station agents booths and bulletin boards at every station throughout the system.

McDowell said that patrons planning round-trips should purchase their tickets with enough fare to cover both directions, in order to save time upon returning and to avoid possible congestion at entry and exit gates.

The last train from Richmond direct to Fremont will depart at 12:17 a.m., and the last train from Fremont to Richmond will depart at 12:14 a.m.

In addition to late-night train operation, BART will also extend its express bus service to 10 p.m. beginning December 8. Express buses provide service between several BART stations and outlying areas in Alameda and Contra Costa Counties.

3-3-3-3-3

For further information about the new service, the public may call the following toll-free BART information numbers any time during the system's operating hours:

From: Fremont/Union City area.....793-BART
Hayward/San Leandro area.....783-BART
Oakland/Berkeley/Orinda area.....465-BART
Richmond/El Cerrito area.....236-BART
San Francisco/Daly City area.....788-BART
Lafayette/Concord area.....933-BART
Livermore/Pleasanton area462-BART
So. San Francisco/San Bruno area.873-BART
Antioch/Pittsburg area.....754-BART

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LAST TRAIN SCHEDULE

"C" LINE

CONCORD

TO: Daly City - 11:03 p.m.
 Richmond - 11:03 p.m.
 Fremont - 11:03 p.m.

LAFAYETTE

TO: Concord - 12:50 a.m.
 Daly City - 11:15 p.m.
 Richmond - 11:15 p.m.
 Fremont - 11:15 p.m.

PLEASANT HILL

TO: Concord - 12:56 a.m.
 Daly City - 11:08 p.m.
 Richmond - 11:08 p.m.
 Fremont - 11:08 p.m.

ORINDA

TO: Concord - 12:45 a.m.
 Daly City - 11:19 p.m.
 Richmond - 11:19 p.m.
 Fremont - 11:19 p.m.

WALNUT CREEK

TO: Concord - 12:54 a.m.
 Daly City - 11:11 p.m.
 Richmond - 11:11 p.m.
 Fremont - 11:11 p.m.

ROCKRIDGE

TO: Concord - 12:40 a.m.
 Daly City - 11:25 p.m.
 Richmond - 11:25 p.m.
 Fremont - 11:25 p.m.

CONCORD TO RICHMOND - TRANSFER AT MACARTHUR

CONCORD TO FREMONT - TRANSFER AT 12TH STREET/OAKLAND

"A" LINE

FREMONT

TO: Richmond - 12:14 a.m.
 Daly City - 10:55 p.m.
 Concord - 11:55 p.m.

BAY FAIR

TO: Fremont - 12:54 a.m.
 Richmond - 12:30 a.m.
 Daly City - 11:10 p.m.
 Concord - 12:10 a.m.

UNION CITY

TO: Fremont - 1:06 a.m.
 Richmond - 12:18 a.m.
 Daly City - 10:58 p.m.
 Concord - 12:58 a.m.

SAN LEANDRO

TO: Fremont - 12:51 a.m.
 Richmond - 12:34 a.m.
 Daly City - 11:14 p.m.
 Concord - 12:14 a.m.

SOUTH HAYWARD

TO: Fremont - 1:01 a.m.
 Richmond - 12:23 a.m.
 Daly City - 11:03 p.m.
 Concord - 12:03 a.m.

COLISEUM

TO: Fremont - 12:47 a.m.
 Richmond - 12:37 a.m.
 Daly City - 11:17 p.m.
 Concord - 12:17 a.m.

HAYWARD

TO: Fremont - 12:58 a.m.
 Richmond - 12:27 a.m.
 Daly City - 11:07 p.m.
 Concord - 12:07 a.m.

FRUITVALE

TO: Fremont - 12:44 a.m.
 Richmond - 12:40 a.m.
 Daly City - 11:20 p.m.
 Concord - 12:20 a.m.

"A" LINE - cont.

LAKE MERRITT

TO: Fremont	-	12:41 a.m.
Richmond	-	12:44 a.m.
Daly City	-	11:24 p.m.
Concord	-	12:24 a.m.

FREMONT TO DALY CITY - TRANSFER AT 12TH STREET/OAKLAND

FREMONT TO CONCORD - TRANSFER AT MAC ARTHUR

"K" LINE

MAC ARTHUR

TO: Concord	-	12:37 a.m.
Richmond	-	12:51 a.m.
Fremont	-	12:34 a.m.
Daly City	-	11:28 p.m.

19TH STREET

TO: Concord	-	12:34 a.m.
Richmond	-	12:48 a.m.
Fremont	-	12:37 a.m.
Daly City	-	11:31 p.m.

12TH STREET

TO: Concord	-	12:32 a.m.
Richmond	-	12:46 a.m.
Fremont	-	12:38 a.m.
Daly City	-	11:32 p.m.

"R" LINE

RICHMOND

TO: Fremont	-	12:17 a.m.
Concord	-	12:17 a.m.
Daly City	-	10:57 p.m.

NORTH BERKELEY

TO: Fremont	-	12:26 a.m.
Concord	-	12:26 a.m.
Richmond	-	12:59 a.m.
Daly City	-	11:06 p.m.

EL CERRITO DEL NORTE

TO: Fremont	-	12:20 a.m.
Concord	-	12:20 a.m.
Richmond	-	1:05 a.m.
Daly City	-	11:00 p.m.

BERKELEY

TO: Fremont	-	12:28 a.m.
Concord	-	12:28 a.m.
Richmond	-	12:56 a.m.
Daly City	-	11:08 p.m.

EL CERRITO PLAZA

TO: Fremont	-	12:23 a.m.
Concord	-	12:23 a.m.
Richmond	-	1:02 a.m.
Daly City	-	11:03 p.m.

ASHBY

TO: Fremont	-	12:30 a.m.
Concord	-	12:30 a.m.
Richmond	-	12:54 a.m.
Daly City	-	11:10 p.m.

RICHMOND TO CONCORD - TRANSFER AT MAC ARTHUR

RICHMOND TO DALY CITY - TRANSFER AT MAC ARTHUR

"M" LINE

DALY CITY

TO: Concord	-	12:07 a.m.
Richmond	-	12:07 a.m.
Fremont	-	12:07 a.m.

BALBOA PARK

TO: Concord	-	12:10 a.m.
Richmond	-	12:10 a.m.
Daly City	-	11:54 p.m.
Fremont	-	12:10 a.m.

GLEN PARK

TO: Concord	-	12:12 a.m.
Richmond	-	12:12 a.m.
Daly City	-	11:52 p.m.
Fremont	-	12:12 a.m.

24TH STREET MISSION

TO: Concord	-	12:15 a.m.
Richmond	-	12:15 a.m.
Daly City	-	11:50 p.m.
Fremont	-	12:15 a.m.

16TH STREET MISSION

TO: Concord	-	12:17 a.m.
Richmond	-	12:17 a.m.
Daly City	-	11:48 p.m.
Fremont	-	12:17 a.m.

CIVIC CENTER

TO: Concord	-	12:19 a.m.
Richmond	-	12:19 a.m.
Daly City	-	11:46 p.m.
Fremont	-	12:19 a.m.

POWELL STREET

TO: Concord	-	12:20 a.m.
Richmond	-	12:20 a.m.
Daly City	-	11:44 p.m.
Fremont	-	12:20 a.m.

MONTGOMERY STREET

TO: Concord	-	12:22 a.m.
Richmond	-	12:22 a.m.
Daly City	-	11:43 p.m.
Fremont	-	12:22 a.m.

OAKLAND WEST

TO: Richmond	-	12:29 a.m.
Daly City	-	11:36 p.m.
Fremont	-	12:29 a.m.
Concord	-	12:29 a.m.

DALY CITY TO RICHMOND - TRANSFER AT 12TH STREET STATION

DALY CITY TO FREMONT - TRANSFER AT 12TH STREET STATION



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

R-70
November 24, 1975

DAVID H. KELSEY
MANAGER, PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

Brand new deluxe buses will begin to appear in December to replace the old surplus buses now making up the BART/AC Express bus fleet.

On behalf of BART, AC Transit purchased 36 new buses for the Express Bus program at a cost of \$71,108 each. Total cost of the new equipment including bus stops is \$3.26 million with 80 percent being funded under a federal Urban Mass Transportation Administration grant. The local share was allocated by the Metropolitan Transportation Commission from Transit Development Act funds.

The new buses are designed to carry 45 passengers and have ceiling as well as floor carpeting to eliminate interior noise. Other features of the new suburban type coaches include recliner seats, large vista windows, and automatic temperature control which will maintain a comfortable climate regardless of outside weather conditions.

Under contract with AC Transit BART's Express Bus program serves five routes which connect various BART stations with suburban communities in Contra Costa and Alameda Counties.

BART planner Raymond Ceder, who manages the Express Bus program, said it is hoped the sleek new buses will attract greater ridership. Presently, patronage on Express buses totals about 3,100 a day.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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R-69
November 21, 1975

DAVID H. KELSEY
MANAGER, PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The Public Information and Legislation Committee of the BART Board of Directors will decide on December 3 whether to recommend that the off-peak transportation of bicycles on BART be continued as a permanent policy. The Committee's recommendation will be acted on by the full Board at its regular meeting December 11.

Inspected and registered bikes have been allowed on BART during non-rush hours as a trial program since January, 1975. In that time, 952 permits were issued, and transportation of bikes was without serious incident, according to Passenger Service Officer Kay Shirley, manager of the program. A detailed report of experience during the one-year test will be made at the committee meeting.

BART is interested in soliciting comments from non-bicycling patrons on continuation of the program. Interested patrons are urged to attend the Committee's December 3 meeting in person, or to write or phone Ms. Shirley before the meeting at BART's Office of Passenger Service in Oakland, phone 465-4100, extension 535.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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R-68
November 13, 1975

FOR IMMEDIATE RELEASE:

To facilitate faster entering and existing of the system, BART has installed 60 additional units of automatic fare processing equipment in 22 of its most heavily patronized stations. Further additions are scheduled for early next year with the delivery of 146 more fare machines.

Some of the high-usage stations benefitting from the additional fare equipment are Montgomery, Powell, 16th Street and Mission, 24th Street and Mission, and Civic Center Stations in San Francisco; the Daly City Station; 19th Street Station in downtown Oakland; the Hayward, San Leandro, Bayfair and Coliseum Stations on the southern Alameda line; and the Concord, Pleasant Hill and Walnut Creek Stations in eastern Contra Costa County.

The newly installed equipment consists of 15 ticket vendors, 13 money changers, four addfare machines, and 28 entry and exit gates in the various stations.

The total cost of the 206 new units in the two-stage expansion is approximately \$6 million, funded by a federal capital grant from the Urban Mass Transit Administration (UMTA) of the U.S. Department of Transportation.

The new additions will bring the total number of automatic fare machines in the present BART system to 778. This does not include fare collection equipment for the new Embarcadero Station, which is scheduled to open in the spring of 1976.

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Coincident with implacement of the new equipment, BART has also activated an innovative Data Acquisition System, (DAS), contained in all the system's fare-collection gates. The DAS network now gives BART the capability of obtaining instant information on daily patronage, travel patterns, and revenue, to better enable future operational planning. The cost of the DAS was \$671,000, also funded from an UMTA grant.

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NEWS RELEASE



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

R-64
October 28, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

The first increase in BART fares since the District began passenger operation over three years ago will go into effect Monday morning, November 3.

The new fares--averaging a 21% increase--reflect BART's need to meet an unfunded deficit for this fiscal year, and to sustain continued operations until permanent operating funding is secured through the legislative process. Unlike most other major transportation systems in this country, BART does not now have legal recourse to a permanent tax-supported subsidy to close the gap between fare revenues and spiralling operating costs.

"We recognize that the decision to increase fares, given BART's current service limitations and today's general economic climate, is not a popular one," BART General Manager Frank C. Herringer acknowledged. "However, it is an unavoidable step, in view of BART's financial picture, and is in line with a primary recommendation by California State Legislative Analyst A. Alan Post," he added.

Herringer said that the overall average increase of 21 percent is substantially less than the general rate of inflation that has occurred in the Bay Area since BART fares were first established in 1971. During that period the Bay Area has experienced

a 30 percent rise in the general cost of living. The cost of private transportation has increased 30 percent, while gasoline prices alone have risen 60 percent, with additional increases in the offing.

Further, Herringer noted that the new fare structure also reduces fares to 25 cents for patrons traveling in the downtown central business districts of San Francisco and Oakland and stretches out the minimum 30-cent fare rides in the suburban areas.

"We are hopeful that commuters working in the downtown areas, as well as regular mid-day travelers, will benefit from the reduced short-trip fares, and that suburban patrons will take advantage of the longer 30-cent rides between their communities," Herringer said.

Some of the modifications to the fare schedule include a 10-cent addition to the original 15-cent transbay surcharge for direct service between the Concord and Fremont lines and San Francisco/Daly City, and a 15-cent surcharge for trips between Daly City and downtown San Francisco. The addition to the transbay surcharge will not apply to Richmond-line patrons who do not yet enjoy direct service to San Francisco. Nor will patrons traveling between the East Bay and Daly City have the new Daly City surcharge included in their fares. While the fares result from a single formula applied uniformly throughout the system, the increases vary in amount from trip to trip between specific stations, principally due to a scale of mileage charges which are less for longer trips. The resulting maximum fare, however, rises only from \$1.25 to \$1.45,

3-3-3-3-3

and applies only in the single instance of trips between Fremont and Daly City.

General Manager Herringer emphasized that, the increases notwithstanding, BART remains a good transportation value. A recent study indicates that even with the new fares, the average cost of using an automobile is more than twice as high, and sometimes three times the amount of the same trip on BART. For comparative purposes, the study conservatively estimates out-of-pocket driving costs at seven cents per mile. One half the Bay Bridge toll and downtown Oakland and San Francisco parking charges were used where appropriate in order to show comparisons for one-way trips. The average cost used for a half-day's parking in downtown San Francisco is \$1.25, for the Civic Center, \$.90, and for downtown Oakland, \$.60. Comparative travel times during commute hours were also taken into account in determining relative transportation value.

Using the above assumptions, examples from the study include the following typical trips:

<u>TYPICAL TRIPS</u>	<u>BART</u>	<u>AUTO</u>
Concord - Downtown S.F.	Time 40 min Cost \$1.35 Hdwy 12 min	Time 55 min Cost \$3.67
Concord - Orinda	Time 16 min Cost 30¢ Hdwy 12 min	Time 25 min Cost 91¢
Orinda - Downtown S.F. (Montgomery Street)	Time 24 min Cost \$1.15 Hdwy 12 min	Time 30 min Cost \$2.76
Fremont-Downtown S.F. (Montgomery Street)	Time 40 min Cost \$1.40 Hdwy 12 min	Time 61 min Cost \$3.95

- MORE -

4-4-4-4-4

TYPICAL TRIPS, cont.

	<u>BART</u>	<u>AUTO</u>
Fremont - Downtown Oakland (19th Street Station)	Time 33 min Cost \$1.05 Hdwy 12 min	Time 46 min Cost \$2.28
Hayward - Downtown S.F. (Montgomery Street)	Time 28 min Cost \$1.20 Hdwy 12 min	Time 48 min Cost \$3.32
Richmond-Downtown S.F. (Montgomery Street) (Transfer)	Time 39 min Cost \$1.00 Hdwy 12 min	Time 32 min Cost \$2.69
Richmond - Downtown Oakland (19th Street Station)	Time 20 min Cost 65¢ Hdwy 12 min	Time 21 min Cost \$1.41
Berkeley - Downtown S.F. (Montgomery Street) (Transfer)	Time 27 min Cost 85¢ Hdwy 12 min	Time 29 min Cost \$2.17
Daly City - Montgomery St.	Time 15 min Cost 55¢ Hdwy 6 min	Time 20 min Cost \$1.81
Montgomery - Civic Center	Time 3 min Cost 25¢ Hdwy 6 min.	Time 6 min Cost 97¢

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FLORIAN -
DO WE HAVE
BIOS/PIX OF
GALLAWAY ?



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

R-63
October 23, 1975

FOR IMMEDIATE RELEASE:

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

General Manager Frank C. Herringer today announced the appointment of Robert Draper Gallaway to the vacant position of Assistant General Manager-Operations. As Assistant General Manager-Operations, Mr. Gallaway will be responsible for all aspects of the BART transportation and maintenance functions.

Mr. Gallaway, 41, has been Executive Vice President for Operations of Texas International Airlines, Inc. In that capacity, he was responsible for all pilots, maintenance personnel, and ground support services. Gallaway came to Texas International in 1972 as part of a team of new management that in two years turned a serious operating loss into a profit.

During his career, Mr. Gallaway has served in various operating and financial capacities in the airline industry. He has been Executive Vice President of Frontier Airlines; Chief Executive Officer of British West Indies Airways; and Controller of the Transportation Division of Trans World Airlines, Inc. In addition, he has been President of the Van de Kamp Division of General Host Corporation, and Vice President-Acquisitions of General Host.

General Manager Herringer commented, "BART is indeed fortunate to have attracted a transportation operating executive of Bob Gallaway's experience and ability. Much of his experience in managing and maintaining complex airline operations will be directly transferable to transit, and his sensitivity to passenger service, on-time performance, and safety considerations should be a great asset." Filling of the position of Assistant General Manager-Operations has been a high priority for Herringer during his first months as BART General Manager, and is regarded as the first in a series of major organizational changes at BART.

Robert Gallaway graduated from Yale University in 1955 with an A.B. degree, majoring in Economics. He spent 3 1/2 years in the Marine Corps as a helicopter pilot, was discharged in 1961 and attained the rank of Captain in the Reserves. He attended the Harvard Business School, where he received an M.B.A. degree in 1961.

Gallaway is expected to assume the \$50,000 per year post on November 3, 1975. He currently resides in Houston with his wife Sharon.

NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT
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Telephone (415) 465-4100

R-62
October 23, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Starting Tuesday, October 28, the Peerless Stages Bus running between Palo Alto and the Newark-Fremont area will add BART's Fremont Station to its stops, the company announced today.

The bus now makes three round trips a day, Monday through Friday, from Palo Alto's Peerless-Greyhound Bus Depot, stopping at the VA Hospital in Menlo Park, Newark, and the Fremont Bus Depot. BART will now be the last stop in Fremont before the buses return to Palo Alto via the same Newark and VA Hospital stops.

Departure times from Palo Alto via the new schedule are 9 a.m., 11:45 a.m., and 2:45 p.m. Arrival times at BART's Fremont Station are 9:40 a.m., 12:25 p.m., and 3:15 p.m. weekdays. Fare between Palo Alto and the train station is 95 cents one way or \$1.80 round trip.

Peerless Stages bus schedules are available at the Fremont Station. For information call Peerless in Oakland at 444-2900, or 793-B-A-R-T from the Fremont-Union City area.



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R-61
October 23, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

BART's weekday operating hours will be extended to midnight beginning November 28, the day after Thanksgiving, initially as an accommodation to holiday shoppers until Christmas, and then as a permanent extension of service effective January 1, BART General Manager Frank C. Herringer announced today.

Herringer credited the ability to expand the service to a vote yesterday (Wednesday) by the Metropolitan Transportation Commission which makes \$1.6 million of additional operating funds available to BART during this fiscal year.

Some details of the late-night service to begin November 28 remain unresolved. However, tentative plans call for converting to two operating routes following the evening commuter peak hours, during which three routes will operate as at present. By 8 p.m. trains would run directly between Daly City and Concord and between Richmond and Fremont, with travelers between those two lines transferring at any of three Oakland stations, 12th Street, 19th Street, or MacArthur.

BART Board of Directors president Richard O. Clark stated that he was gratified by the responsiveness of the Metropolitan Transportation Commission in providing additional funds for night service. "This action stemmed from state legislation passed several weeks ago permitting BART to receive new federal funds through MTC for extending hours of service," he said. "Although the Commission had already allocated this year's federal monies before the legislation was

2-2-2-2

signed into law, they have seen fit to make additional funds available. We are certainly appreciative of this.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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R-60
October 21, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

A completely revised edition of BART's comprehensive public transit map and information brochure, "BART & Buses," is just off the press and will become available next week (October 27-31) in all 33 of BART's operating stations. The full-color publication is free as an aid to Bay Area transit patrons.

First introduced three years ago, "BART & Buses" has now been expanded considerably, and now serves as a handy pocket guide for regional and intra-city travelers on both sides of the bay.

The guide actually consists of two separate folding maps, one depicting the BART route and other transit lines serving the East Bay, and the second presenting the same information for the West Bay. Both sections contain full information about how to use BART, complete with travel times and fare schedule, toll free telephone information numbers, and transfer procedures between BART and other transit lines.

The East Bay map section shows AC Transit bus routes, stops and points of connections with BART in Alameda and Contra Costa Counties. It also includes the five routes of BART/AC Express Bus Service to outlying county areas, as well as Concord and Fremont's new local service provided by AC Transit under contract with those cities.

By calling BART's toll free numbers, listed in the guide, travelers in the East Bay can also obtain information on various shuttle services from BART stations. These include special service between the Central Berkeley Station and the University of California campus; between BART's Richmond Station and Marin County; and details of the Walnut Creek shoppers' shuttle.

The West Bay section of the guide also provides large, easy-to-read maps showing the BART line and the stops, routes, and schedules for San Francisco Municipal Railway buses, streetcars and cable cars. In addition, this section of "BART & Buses" contains information on Golden Gate Ferry service, and notes Northgate Transit and Pacifica Municipal Transit, both serving BART's Daly City Station from San Mateo County.

As an additional feature, points of interest such as museums, libraries, major post office branches, public recreation areas, and colleges are also marked on the maps.

The fare charts contained in the new "BART & Buses" issue reflect BART's recently adopted fare increase, which was necessitated by the District's increasing operating deficit. The new fare schedule goes into effect on Monday, November 3. Amounting to an average increase of approximately 21 percent, mainly for long distance trips, the new structure also reduces fares for patrons traveling in downtown San Francisco and Oakland, and stretches out the minimum fare rides in the suburban areas. This is the first fare increase since the system began operation over three years ago.

"Convenient access to public transit is the theme of this definitive brochure, and we believe transit patrons will find it a highly useful tool," said BART Passenger Service Manager Jack McDowell.

3-3-3-3-3

He said the "BART & Buses" brochure can be used to plan trips for work, recreation, shopping or just plain sightseeing, but cautioned that because there is only a limited supply available, patrons should take only what they need, and be careful to retain them for continued reference.

McDowell said patrons should watch for a special BART information booth, which will be set up in select stores and shopping centers, where the "BART & Buses" brochure may also be obtained.

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

R-59

October 10, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

Continued BART Express Bus Service to the residents of suburban areas of Alameda and Contra Costa Counties was assured today, when the Bay Area Rapid Transit District Board of Directors voted to extend the present bus program through June 30, 1976.

The motion to extend the program, instituted in December, 1974, recognized the severe financial problems facing BART, and directed that the express service not be extended past the June 30 date unless sufficient funding could be found for the 1976/77 fiscal year.

The Board directed the BART staff to begin negotiations with the involved communities to develop plans to insure continued funding.

The action followed the recommendations of BART General Manager Frank C. Herringer who, in a letter to the Board, indicated that the continuation and extension of all BART services - rail and bus - is dependent upon developing the necessary financial resources next year. The letter further stated, "While I recommend continuation of the program, there is no question that providing this service represents a substantial claim on the limited funds which BART has available. I hope that we will have the support of the communities served by the buses when legislation is being considered."

2-2-2-2-2

In assessing the program to date, Herringer said, "Ridership on the (bus) system has continued to show modest growth and now exceeds 3,000 passengers a day. Arrival of new buses in November will be a major improvement to the service and should stimulate further growth. There is considerable public support for this program, and I believe that the long-term benefits to BART and the community can be significant."

The 36 new buses expected to arrive in mid-November will be comfortable air-conditioned suburban types with a raised deck, similar to those now operated by the Golden Gate Bridge Transit District, and will accommodate 45 passengers in large, reclining seats.

Operated by AC Transit, under contract to BART, the new coaches will continue to feed BART stations to and from Livermore-Pleasanton-Dublin; Alamo-Danville-San Ramon; Pittsburg-Antioch-Oakley-Brentwood; Martinez-Pleasant Hill and Pinole.

A Federal grant will pay 80 percent of the cost for the new buses, with the other 20 percent paid from sales taxes generated in the area. This grant will also cover the costs of 30 shelters, 30 benches, signs, poles, fare boxes, radio and other necessary items.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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R-58
October 2, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

A public hearing on a \$16 million program of improvements to the BART system will be held this coming Monday (October 6) at 3 p.m., in the District's headquarters building.

The major project in the program is the proposed addition of a third track in the downtown Oakland subway which is expected to improve system maintenance and service reliability between the Oakland "wye" intersection of subway lines and the MacArthur Station. Other projects include anti-vandalism barriers for system overpasses, increased security for subway tunnels, and installation of non-skid floor coverings in heavily-traveled areas.

Four-fifths funding of the program is being sought from the U.S. Urban Mass Transportation Administration. Monday's hearing will provide an opportunity for individuals and organizations to submit recommendations concerning social, economic, or environmental aspects of the proposed project.

The BART headquarters building is located at 800 Madison Street, Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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R-57
September 29, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

Governor Edmund G. Brown, Jr., Sunday (September 28) signed into law a transportation bill which includes a provision enabling BART to make use of Federal operating funds to extend its hours of service.

BART General Manager Frank C. Herringer commented that the provision in Senator James Mills' SB 283 -- when it becomes effective January 1, 1976 -- would permit the District to apply any federal operating funds it may obtain to the specific purpose of providing late-night and weekend service.

Legislation enacted last year to temporarily extend the half-cent sales tax as an interim subsidy for BART operations required that the District reduce its proceeds from the sales-tax by an amount equal to any funds it received from other sources. However Mr. Herringer explained, federal mass transit operating funds cannot be used to reduce taxes. The amendment to SB 283, introduced by San Francisco Assemblyman John Foran, has the effect of releasing BART from the restrictions and thus allowing the receipt of the federal monies.

To receive such funds, BART now has to apply through the Metropolitan Transportation Commission (MTC) which coordinates the allocation of federal operating funds among Bay Area transit operators under section 5 of the National Mass Transportation Assistance Act of 1974.

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"Though the MTC last week did not include extension of BART hours for allocation of fiscal year 75/76 operating funds, we will ask for reconsideration now that SB 283 has been signed into law," said Herringer.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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Telephone (415) 465-4100

R-56
September 26, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

Construction begins Tuesday (September 30) on a two level structure which will double the current 800-car parking capacity at BART's Daly City Station.

To make room for construction equipment, the north half of the west parking lot -- adjacent to the Southern Freeway and the St. Charles Street overpass -- will be fenced off as of Monday morning, September 29. This will eliminate 300 parking spaces and cause station patrons to scramble even harder for parking places at least for two weeks.

Daly City is preparing to open its temporary lot for BART patrons which will replace 250 of the 300 spaces taken up by parking structure construction.

"We're hoping to get the lot opened by the middle of October," said Steven Lowe, Assistant to the Daly City Manager, "but the weather factor could make it somewhat earlier or later."

The short entrance road into the temporary lot is located just over the St. Charles Street overpass, about 100 feet from the Belle Street intersection. The entrance road can be approached off Alemany Boulevard, or from the St. Charles Street overpass through the station parking lot.

BART police officials are advising BART commuters to car pool, or find some means to get to the station other than driving their own car, until the Daly City lot is opened.

2-2-2-2-2

Lowe said the city staff is recommending a 50-cent fee to cover expenses incurred in preparing the temporary lot. The question of a fee will be taken up by the Daly City Council at its October 16 meeting.

The long-awaited station parking structure is being built by C. Overaa Company of Richmond at a cost of \$3.3 million. Source of funding is 92 percent from the U.S. Highway Administration and eight percent from Daly City and San Mateo County transit development funds.

The construction starting Monday is the first phase of the project and is scheduled for completion in about one year. The second phase will see the two-deck structure extended over the remainder of the west lot. When finally completed, capacity of the two decks will equal the 800 parking spaces at ground level.

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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Telephone (415) 465-4100

R-55
September 25, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

The BART Board of Directors today voted unanimously to authorize the District's General Manager, at his discretion, to incrementally extend BART's present operations to include night and weekend service. This would be contingent upon Federal operating funds allocated through the Metropolitan Transportation Commission (MTC).

However, because the MTC voted yesterday, Wednesday, September 24, not to include extension of BART hours in its allocation of Federal operating funds for fiscal year 1975/76, the Board also empowered the General Manager to withdraw the District's concurrence in the MTC allocation program.

"It is our position that these funds belong to all the major transit operators in the region, and that includes BART," said General Manager Frank C. Herringer. "MTC is designated as the coordinating agency only."

Herringer said BART would pursue any options that might be open in order to insure funds for night and weekend service.

The early extension of such service is also contingent upon Governor Edmund G. Brown, Jr. signing into law Senate Bill (SB) 283 which has been passed by the Assembly and Senate and is now on his desk. Authored by Senator James Mills, SB 283 is a transportation bill which includes an amendment by San Francisco Assemblyman John

- MORE -

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Foran enabling BART to apply for Federal operating funds for the specific purpose of extending to night and weekend service.

The bill would become effective on January 1, 1975. However, in anticipation of the bill being signed, BART has already indicated to the Metropolitan Transportation Commission (MTC) that it would be applying for the required funds.

Today's resolution, introduced by BART Director Harvey W. Glasser of Alameda, also specified that the required funds be available and that the proposed service extensions not create additional deficits.

In making his resolution, Director Glasser commended BART Board President Richard O. Clark of Oakland, Vice President Elmer B. Cooper of San Francisco, and Director James D. Hill of Walnut Creek for their efforts on behalf of the District in helping to bring about this important legislation.

Glasser expressed the full board's desire to begin night and weekend service at the earliest possible time.

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800 Madison Street
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R-54

9/25/75

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

Twenty trucks will be auctioned off by BART at 11 a.m. Saturday, September 27, at the District's maintenance shop, 601 East 8th Street, Oakland.

The vehicles may be inspected prior to the auction, beginning at 9 a.m. The vehicles include 14 - half-ton pickups and 4 three-quarter trucks, all 1970 Chevrolet models. Also included are a one-ton flatbed 1966 International truck, and a 1971 three-quarter ton International truck.

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R-53
September 26, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

After three successive years of operating extra hours to get fans home from playoff and World Series games at the Oakland Coliseum, this year a union problem apparently is going to force BART to adhere to its regular 8 p.m. closing time on the evenings of American League playoff games October 7 and 8.

"The Amalgamated Transit Union has informed us it will not relax its ban on overtime so that we can keep the system open to get fans home from the two evening playoff games at the Coliseum," BART General Manager Frank C. Herringer explained. "Since the fans may not be able to get back into the Coliseum Station before the gates close at 8 p.m., we advise them that if they come to the games via BART, they should have some other means of returning home."

Division 1555 of the ATU has banned overtime work by BART train operators and station agents as a protest against the furloughing of 55 transportation employees last July. These employees were originally hired and trained for the advent of extended night service (past 8 p.m.), which was deferred by the BART Directors last June until necessary funding sources could be obtained.

In the past three years, BART has kept the system open to as late as 10 p.m. for all evening playoff and World Series games at the Coliseum. BART has transported more than 10 percent of the total game fans in previous years.

2-2-2-2-2

As an alternative to riding BART home this year, Eastbay gamegoers may take the AC Transit #57 bus directly from the Coliseum to their cars left in downtown Oakland or at BART's MacArthur Station. Patrons planning to return via bus to their parked cars at other BART stations are advised that they will have to transfer to other AC bus lines from the #57 line.

AC Transit reports it will run a special bus service from its Transbay Terminal in San Francisco to the Coliseum for all three home playoff games. Fans will be able to use BART both ways to attend the final playoff game October 9, since it will begin at 12:30 p.m. and conclude well before the system's 8 p.m. closing time.

Should the Oakland Athletics compete in the World Series this year, the four home games at the Coliseum are scheduled on the October 11-12 and 18-19 weekends, when BART will not be operating.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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R-50
September 4, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

Evening peak-hour service will be improved on the BART/AC Transit Express Bus Line from the Bay Fair Station to Livermore, beginning Monday, September 8, it was announced today by BART Director Robert Allen.

A new trip on the UL-Livermore Line will depart the station at 6:04 p.m. The new trip will decrease the current 46-minute interval between the 5:39 p.m. and 6:25 p.m. trips to 25 minutes for peak-hour patrons headed for Livermore.

At the same time, the 6:01 p.m. trip on the UP-Pleasanton Line will be changed to leave Bay Fair Station at 5:54 p.m.

On the US-San Ramon Line, the 5:46 p.m. trip will be discontinued. Passengers may take the UP express bus at 5:54 p.m. for convenient connections at Dublin Boulevard and Regional to D-Dublin Line buses. US buses will continue to leave Bay Fair Station at 5:16 p.m. and 6:14 p.m.

Transfers at Dublin and Regional between D and U lines will continue to allow easy transit access between the Livermore-Pleasanton and Danville-Walnut Creek areas.

New schedules for all U-Line routes are available from AC bus drivers and at the Hayward and Bay Fair stations. For train and bus information, dial 933-B-A-R-T.

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R-49

September 4, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

In a special meeting held Wednesday, September 3, 1975, the Board of Directors of the Bay Area Rapid Transit District sustained an August 14, 1975, majority vote to increase fares an average of 21%.

Wednesday's action ratified the August 14 vote, which was 5 to 2 in favor, with two members of the nine-person Board absent. Six votes (a two-thirds majority of the Board) are required to set rates and charges for service. BART President Richard O. Clark therefore called Wednesday's special meeting for the purpose of re-voting the issue with the full Board in attendance. The fare increases, scheduled to become effective November 3, 1975, were reaffirmed by a 6 to 3 margin.

Parking fees, which at the August 14 meeting had received a 5 to 2 majority vote, were defeated Wednesday by a vote of 4 to 1 against, with four abstentions.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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R-48
August 29, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

Service to Diablo Valley College in Pleasant Hill will be added to the BART/AC Transit Express Bus Line M-Martinez, beginning Monday, September 8, it was announced today by BART Director James D. Hill.

M-Line buses will be routed over Old Quarry Road between Concord Avenue and Golf Club Road and stop at the college entrance at Old Quarry and Golf Club.

M-Line buses operate from 6 a.m. to 9 p.m. weekdays, every 30 minutes during peak commute hours, and hourly on off-peak hours. Passengers riding local AC Transit buses, which begin serving Concord on September 8, may transfer to and from M-Line buses at no additional charge.

M-Line bus schedules are available from AC bus drivers and at the Concord and Pleasant Hill BART stations. Train and bus information is also available by dialing 933-B-A-R-T.

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R-47
August 28, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

Directors of the Bay Area Rapid Transit District today authorized substantial decreases in BART property tax rates for fiscal year 1975/76. New tax rates are set annually in the BART District counties of Alameda, Contra Costa and San Francisco to pay for the system's construction bonds.

The 1975/76 rates are 47.1 cents per \$100 of assessed valuation for Alameda County (down from 54.0 cents last fiscal year), 44.7 cents for Contra Costa County (down from 51.2 cents) and 49.9 cents for the City and County of San Francisco (down from 56.1 cents). These total levies include 5¢ per \$100 valuation toward the costs of administering and operating BART, in addition to the rate required for annual principal and interest payments on the bonds.

The rates vary due to different assessment practices in each county, and are established in accordance with the Revenue and Taxation Code sections dealing with the equalization of property taxes levied by a district in more than one county. The equalization is accomplished by adjusting BART's tax rates in each county to compensate for variations in the ratios of the assessed value to full market value of taxable property. Such ratios for the 1975/76 fiscal year

have been determined by the California State Board of Equalization, and are: Alameda County, 24.8 percent; Contra Costa County, 26.1 percent; and City and County of San Francisco, 23.4 percent. The tax rates adopted today were arrived at by applying the State ratios to the official assessed valuation figures supplied by the auditors of the three counties. Those property valuations within the three counties averaged 14% higher in this fiscal year than last.

The BART directors also established a new 1975/76 tax rate of 19.2 cents to be levied on Berkeley residents for interest and principal payments on a special bond issue used to construct a subway through that city. Last year's rate was 22.2 cents.

The new tax rates, effective for the period from July 1, 1975, to June 30, 1976, will be used to fund a debt service budget of \$43,341,687 for BART's general construction bonds, and \$696,675 for the Berkeley special issue.

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NEWS RELEASE



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800 Madison Street
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Telephone (415) 465-4100

R-46
August 26, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR RELEASE AT WILL:

The Bay Area Rapid Transit District (BART) will operate on a reduced holiday schedule Labor Day, Monday, September 1, it was announced by BART General Manager Frank C. Herringer.

Herringer said the holiday schedule calls for trains to operate at 15 minute intervals, from 6 a.m. to 8 p.m., on two routes only -- between Concord and San Francisco/Daly City, and Richmond and Fremont.

The holiday schedule will not include direct service between Fremont and San Francisco/Daly City, which is provided on regular operating days.

On Labor Day, patrons desiring to travel across the Bay from points north and south along the Richmond/Fremont line may transfer at MacArthur, 19th Street, or 12th Street City Center Stations in Oakland.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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R-45
August 14, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Oakland, California -- August 14, 1975

The Board of Directors of the Bay Area Rapid Transit District today voted to increase passenger fares and initiate parking fees in the system's 23 parking lots. According to BART president Richard O. Clark, the new fares will go into effect in November of this year; parking charges, however, will be deferred until July 1976, and implemented then only if additional new funding sources to BART are not secured.

BART General Manager Frank C. Herringer stated that adoption of the new fare and parking policy is required to meet a major unfunded deficit in this current fiscal year, and was a primary recommendation in a report June 16 by California State Legislative Analyst A. Alan Post. "The fare structure adopted today is the product of extensive research by the BART staff, considerable input by the public-at-large and lengthy discussion by the Board of Directors," Herringer said. "We recognize that the decision to increase fares, given BART's current service limitations and today's general economic climate, is not a popular one, but it is a step that must be taken to insure the system's continued operations. Moreover, the new fare structure is not entirely one-sided; it will benefit some of our passengers."

The BART Board acted today after receiving more than two hours of public testimony at a hearing Tuesday, August 12. Based on comment



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Memorandum to: Assignment Editors

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

Subject: BART/Marine World-Africa USA Promotion

As a special treat for BART's Labor Day riders, Marine World, Africa USA will have several animals on display at the Lake Merritt Station in Oakland. The animals scheduled for the visit will include a tiger cub, lion, llama, chimpanzee, and perhaps some others. They will be located around the fountain on the stations concourse level. The animals should be arriving shortly before 11 a.m. by truck.

Billed as "BART Seafari," Marine World will also have the animals, which are "affection trained" from birth, on display at other stations on the dates given below:

The schedule is as follows:

September 1 - Lake Merritt Station between 11 a.m. and 1 p.m.
September 3 - Fremont Station between 11 a.m. and 1 p.m.
September 5 - Powell Station (Hallidie Plaza) 11 a.m. to 1 p.m.

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at that meeting and additional calculations by the BART staff, the Board modified an earlier fare proposal downward for many key trips. A major result of this modification is reduction of a previously proposed maximum fare from \$1.60 to \$1.45. The present maximum fare is \$1.25.

"A number of fares for commute trips were reduced by at least 5 cents from the initial proposal," said General Manager Herringer, "and Richmond line transbay fares specifically were kept 5 - 10 cents lower than initially proposed, pending the start of direct transbay service from the line."

Other modifications include the establishment of a lower fare in downtown sections of San Francisco and Oakland to promote short, off-peak trips in the central business districts; and longer 30-cent minimum fare zones on the suburban lines, also to promote local travel during under-utilized off-peak hours.

Implementation of parking charges, which were strongly opposed at the public hearing by city officials and private citizens alike, were set to take effect much later than initially proposed, and then only if BART is unable to secure sufficient additional funding sources during the present fiscal year.

The action, deferred at least until mid-1976, provides that limited parking for off-peak passengers would be free. The fees set by the Board for regular commuter parking, if implemented, will be 50-cents a day at fully utilized lots and 25-cents a day at the others.

According to BART staff estimates the increased fares are projected to result in an annual patronage loss of 2 to 2.5 million trips from the present annual total of 35 million, and in an annual revenue gain of \$3.3 to \$3.6 million.

If implemented, parking charges are expected to cost the system another 500,000 passengers annually, but would produce approximately \$600,000 of additional revenue.

In adopting the 1975/1976 budget six weeks ago, the BART Board made cuts of approximately \$6 million, in addition to the proposal for fare increases and parking charges. These actions were taken to sharply reduce a projected deficit of about \$13 million, and were responsive to recommendations by the State Legislative Analyst's office, which argued that the BART Board of Directors must exercise all possible statutory means at its disposal to solve the transit district's financial problems. The Analyst is expected to make further recommendations to the California State Legislature this November on ways of providing permanent sources of operating funds to BART.

The approximately \$4 million deficit remaining this year after implementing all of the Board's fiscal actions would be met by temporary advances from BART's capital funds, with repayment to be made from future sales-tax collections.

Herringer stated that raising fares at this time will help to offset myriad inflationary cost increases, and assure the District's financial soundness long enough to secure the needed permanent funding. He pointed out that, "since BART fares were established in 1971, the

4-4-4-4

cost of private transportation in the Bay Area has increased 30%. The cost of living has also risen 30% during the same period, and gasoline prices have gone up 60%, with further increases imminent." He continued, "In contrast the adjustment in BART fares averages only 21% and many fares for local trips on the system will actually be reduced as a result of the new structure."

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R-44
August 13, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Statement on AB 664 by
Elmer B. Cooper, Vice President
San Francisco Bay Area Rapid
Transit District on August 13, 1975

The Bay Area Rapid Transit District has endorsed AB 664, authored by Assemblyman John Foran of San Francisco. This legislation, which was heard before the Senate Transportation Committee on Tuesday, August 12, would permit surplus bridge tolls to be used for transit development on the transbay corridors and their vicinities.

The residents of the Bay Area have for many years recognized the critical need for alternatives to the automobile and have committed a large share of their financial resources to public transportation. Nonetheless, these limited resources, severely strained by the effects of inflation, are insufficient to maintain a minimum level of service much less to improve or expand transit services.

Passage of this bill would open up an important source of revenue, now reserved for highway and bridge-related purposes only, and allow the Bay Area to begin some long identified and much needed transit projects.

The Metropolitan Transportation Commission, charged by the Legislature with the responsibility for transportation planning within the nine Bay Area counties and for developing a multi-modal capital

2-2-2-2-2

program, is the appropriate agency to set bridge tolls and allocate revenues. Surplus revenues should be allocated on a priority basis with all transportation projects, including public transit, competing for available funds. Local priorities will assure a transportation system which best meets the needs of the residents of the Bay Area.

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R-43
August 13, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART President Richard O. Clark today announced the names of those directors who will comprise the District's new special committee, the Ways and Means Committee.

Chairperson of the Committee will be Director James D. Hill of Walnut Creek with Director John H. Kirkwood of San Francisco serving as Vice Chairperson. Other members are Directors Nello Bianco of Richmond, Ella Hill Hutch of San Francisco, and John Glenn of Fremont.

Clark said, "This Committee was established to investigate every avenue of funding available to BART in an effort to solve our short- and long-range operational and capital funding problems. The Committee will coordinate recommendations to local, state, and federal agencies in the search of such funds, and will clearly delineate our financial situation to those agencies."

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NEWS RELEASE



BAY AREA RAPID TRANSIT DISTRICT
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R-42

July 23, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The first meeting of BART Director James D. Hill's Community Advisors was held on Wednesday, July 9, at Diablo Valley College with 18 advisors, alternates and observers in attendance.

A 14-item agenda -- ranging from parking fees and increased fares to the District's budgetary problems and technical difficulties -- were discussed during the two-hour-long session.

Hill said, "I was most pleased with the turnout for this first-ever BART Community Advisors' meeting. All of us are taxpayer-owners of this system, and I feel it important that the wishes of those communities in my District should be articulated to me so that I can make District One's position on certain matters known to my colleagues on the BART Board."

Hill stressed that it was his desire that the committee assist him in developing long-range funding proposals to erase BART's perennial financial crisis.

Those in attendance included James Lubin of Orinda, Ray Palacio of St. Mary's College, Robert Corsiglia of Orinda, Janet Folletta of Clayton, Daniel Helix of Concord, Robert McNulty of Moraga, Jerry Borrman of Lafayette, David Lubkert of Pleasant Hill, Coral DePriester of Moraga, Hale K. Warn of Walnut Creek, Robert Olney of Pleasant Hill, Donald Huggings of Walnut Creek, Tom Catterton of Diablo Valley College, Robert L. Galley of Concord, Lee DeCovnick of Alamo, Jim Ash of Pleasant Hill and Phil Ormsbee of the BART staff.

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800 Madison Street
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R-41

July 15, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

Bicyclists seeking permits to bring their bicycles onto BART trains will now find it much more convenient to obtain their permits than in the past according to BART Passenger Service Officer Kay Shirley.

Ms. Shirley, who manages the "Bikes on BART" program, said that bike riders may now pick up a permit without prior appointment at one of two BART issuing centers which will be open at specified times on Monday, Wednesday and Friday only.

The East Bay BART Issuing Center is located on the concourse level of the Lake Merritt Station, 800 Madison Street, Oakland, and is open from 9:30 a.m. to 11:30 a.m. The San Francisco center is in the Civic Center Station, 7th and Market Street, and will process applicants from 1:30 p.m. until 3 p.m.

Ms. Shirley cautioned that bicyclists interested in the program should contact BART's office of Passenger Service to request an application and complete information kit outlining the program's requirements before attempting to obtain a permit. Also included in the packet will be a temporary bike permit that will allow an applicant to take his or her bicycle on a train to either of the two issuing centers for inspection.

The "Bikes on BART" program allows non-collapsible bicycles to be taken onto BART trains during non-rush hour travel only, between 9:30 a.m. and 3:30 p.m., and 8 p.m. A fee of \$3.00 will be charged for permits in order to defray the administrative cost of the project. Youths under the age of 14 who wish to register must be accompanied by an adult also seeking a permit.

Ms. Shirley said that over 400 permits have been issued since the trial program commenced January 2, 1975.

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

R-40

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR P.M. RELEASE: WEDNESDAY, JULY 16, 1975

BART Board Vice President Elmer B. Cooper today in speech entitled "Future of Transit in the Bay Area" given before the Bay Area Publicity Club, called for certain portions of San Francisco's downtown area to be closed off to the automobile.

Under Cooper's plan, Market Street between Eighth Street and Embarcadero would be closed off to automobile traffic, allowing for cross street access only, and designated as a pedestrian mall.

Cooper said that Powell Street between Market and Sutter Streets, and Grant Avenue between Geary Avenue and Bush Street should also be closed off for the same purpose.

"I believe this would be a major step toward revitalizing the downtown business district as well as creating a safer condition for the pedestrian flow in these areas," Cooper said.

Cooper pointed out that the concept of creating downtown shopping malls, prohibited to automobiles has been tried in other cities and has proved to be a boon to business in the affected business districts. He cited Minneapolis, Minnesota as one example of where this concept was tried and has proven to be highly successful.

"Other benefits from creating malls in the downtown area would include a higher usage of our public transit facilities, which I think are among the best in the world, and perhaps help make a small dent in the growing smog problem as well as some saving of energy resources," Cooper said.

MORE

He said that streets closed off to general automobile traffic should, however, be open to all forms of public transit such as cabs and buses, and also to bicycles.

"People flow, is the main objective" he said.

Cooper said that he plans to forward his proposal, and a request that it be implemented at least on a test basis, to the Streets and Transportation Committee of the San Francisco Board of Supervisors, the city Department of Public Works, Mayor Joseph L. Alioto, and the mayor's Transit Task Force.

Representing San Francisco's eighth district, Cooper was elected to the BART Board of Directors on November 5, 1975. He is currently serving as president of three national organizations in the field of urban planning and education, and has long been an advocate of finding ways to reduce the necessity for the use of the automobile, especially in urban areas.

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

R-39

July 2, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District today began a process whereby 87 current employees will be furloughed effective July 18. The staff reductions implement budget cuts adopted last week by the Board of Directors.

The furloughed positions represent an approximate annual labor savings of \$1.6 million. In all, the BART Board last week voted a total of about \$6 million in labor and non-labor budget cuts, including a freeze on hiring for vacant positions. In addition, fare increases and parking charges totaling roughly another \$2.5 million in additional revenue were proposed.

Affected employees were notified of the furlough action early today. Meeting at the same time with representatives of the District labor organizations, new BART General Manager Frank C. Herringer said he intended to explore alternative cost-cutting options possible between now and July 18 which would reduce the budget the necessary amount in lieu of actually effecting layoffs.

One alternative present by Mr. Herringer was a suggestion that all District employees join together to accept a reduced adjustment to wages and salaries effective July 1 in an amount required to fund the positions designated for layoff. Representatives of organized labor indicated they would consider the General Manager's proposal but might also present to BART several alternate proposals to achieve the same end.

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

R-38

July 1, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The final phase of BART's new discount fare program became effective today, as over 300 Bay Area bank branches began the sale of cut-rate rapid transit tickets to senior citizens and the physically handicapped.

As of today, the 75 percent discount already offered to those 65-years-old and over is increased to 90 percent; and, for the first time, certified handicapped persons are eligible for a 75 percent discount.

The handicapped discount program is part of a coordinated effort by the Bay Area's major transit agencies. Under this program applicants for the handicapped discount must first obtain necessary certification by a licensed physician or other authorized official. After obtaining this certification the applicant then may bring the signed form to one of two BART issuing centers, where the special identification card will be issued. The centers are open Monday, Wednesday and Friday.

The East Bay BART Issuing Center is located on the concourse level of the Lake Merritt Station, 800 Madison Street, Oakland, and is open from 9 a.m. to 11:30 a.m. The San Francisco center is in the Civic Center Station, 7th & Market Streets, and will process applicants from 1:30 p.m. until 3:30 p.m.

Florence Anderson, who manages the two centers, indicated that over 8000 applications have already been received since she began issuing identification cards June 16.

While expressing encouragement from initial response, she cautioned prospective applicants to first obtain their certification forms before visiting the issuing center. She emphasized that these forms must be signed by the appropriate doctor or public official before any card could be issued.

Ms. Anderson further stated that the forms may be obtained by contacting the main offices of any of the participating transit agencies, and that they may be picked up in person or will be mailed upon telephone or written request. The BART department handling such requests is the Office of Passenger Services.

Other participating transit agencies are AC Transit, San Francisco Municipal Railway, Golden Gate Transit, Santa Clara Transit District and Santa Rosa Municipal Transit.

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NEWS RELEASE



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

R-37

June 25, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART Director Robert S. Allen announced today that at the request of the Livermore City Council, BART's express bus line 'UL' will provide local pick-up service for patrons traveling between Livermore and the Lawrence Livermore Laboratory and Sandia Complex. This new service is effective today, Wednesday, June 25.

Director Allen stated that there will be 13 bus stops on the 'UL' line in Livermore providing convenient access to the laboratories. Arrival times at the laboratories are 6:50 a.m., 7:20 a.m., 7:53 a.m. and 8:20 a.m. Departures from the laboratories are at 4:08 p.m., 5:00 p.m. and 5:35 p.m. The fare is 25¢.

Previously, the BART buses did not offer local service at the request of the City, so as to not compete with a private bus line. However, the private carrier has now suspended operations.

Bus schedules are available from bus drivers and BART station agents at Bayfair and Hayward stations, or by phoning 462-BART.

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

R-36

June 11, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The Bay Area Rapid Transit District (BART) will hold a public auction of accumulated unclaimed lost and found articles, Saturday, June 14, from 10 a.m. to 3 p.m. at its Oakland West Station. The station is located at the intersection of Seventh and Chester Streets in Oakland.

The auction is the first the District has held since opening for service in 1972, and will encompass 240 separate lots, many containing an assortment of items. Among articles to be auctioned are bicycles, books, handbags, suitcases, clothing, cameras, watches, radios, and many other pieces of unclaimed property.

BART has retained Ross-Dove Company, a San Francisco based auctioneer, to conduct the auction in behalf of the District. Proceeds generated from the auction will go into BART's general operating fund.

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MEMO TO ASSIGNMENT EDITORS

For
R-35

A demonstration of the procedure handicapped individuals will follow to obtain the new regional transit discount identification card, will take place on Friday, June 13, at 1:30 p.m., in the discount card center, on the concourse level of the BART Lake Merritt Station, 800 Madison Street, Oakland.

Following the demonstration, a presentation of the first BART handicapped discount card will be made to Mr. Harold Willson, long-time advisor to BART, and other public agencies and the Federal government on matters concerning mobility for the disabled. Mr. Willson, an executive with Kaiser Foundation Health Plan, has been, himself, confined to a wheelchair for many years.

BART staff members directly involved in the development and implementation of this historic program will be present to answer any questions.

The demonstration will include the processing of required papers, photographing of the applicant, and issuance of the multi-colored, laminated identification card.

For additional information:

David Soblin, BART Public Information Officer
465-4100 x-657



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

R-35

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR RELEASE FRIDAY, P.M., JUNE 13, 1975

In a brief ceremony today at the Oakland headquarters of the Bay Area Rapid Transit District, BART presented its first regional transit discount card for the handicapped to Mr. Harold Willson, long-time advisor to BART and other governmental agencies on matters concerning mobility for the disabled.

The presentation inaugurated the first transportation program in Bay Area history to be cooperatively conceived by most of the region's public transit properties for the benefit of a particular segment of the public. Under this program, a single identification card will enable certified handicapped people to receive reduced transit fares on BART, AC Transit, San Francisco Municipal Railway, Golden Gate Transit, Santa Clara Transit District and Santa Rosa Municipal Transit.

While the agreed starting date for handicapped discounts is July 1, BART will begin issuing identification cards in Oakland and San Francisco on Monday, June 16.

Under the direction of BART handicapped program representative Florence Anderson, both offices will be open every Monday, Wednesday and Friday between now and the July 1 startup date. The East Bay center is located on the concourse level of BART's Lake Merritt Station, 800 Madison Street, Oakland; operating from 9 a.m. to 12 noon. The San Francisco center

is in the BART Civic Center Station, at 8th & Market Streets, and will be open from 1:30 p.m. to 4 p.m. After July 1, the discount center schedule will be modified.

Ms. Anderson advised that handicapped persons desiring the discount card should not visit the issuing centers until they have first obtained necessary handicapped certification forms, to be completed by a licensed physician or other designated official representative. The signed form will constitute eligibility for the issuance of a discount card. These forms may be obtained at the main offices of any of the participating transit systems. The forms and other information may be picked up in person, or will be mailed upon telephone or written request. The BART department handling such requests is the Office of Passenger Service.

Once the eligibility certificate has been signed, the applicant should visit one of the two issuing centers, where a photograph will be taken, and the laminated multi-colored discount card issued in a few minutes.

The amount of discount and time of day the reduced rates are in effect may vary with each transit system. In the case of BART, the discount will be 75 percent off the regular fare, and will be honored throughout BART's operating hours.

Once they have obtained their identification card, qualified individuals may purchase special red-colored discounted tickets at all regional bank branches now offering BART discount and high-value tickets. Typically, a ticket good for \$6 worth of rides will be sold for \$1.50. "However," Ms. Anderson pointed out, "for the first few weeks of the program, some bank branches may still be equipped only with \$10 tickets at a discounted price of \$2.50. This is due to the fact that some banks now have a supply

3-3-3-3-3

3-3-3-3-3

of the higher value tickets and must sell these before restocking with the \$6 ticket." She suggested that any disabled person planning to purchase a ticket at the start of the program first call their bank to determine which price ticket is available.

The new plan, which was developed through the joint efforts of the Bay Area transit agencies, the Metropolitan Transportation Commission and several organizations representing the handicapped, will be re-assessed after six months. At that time any indicated changes will be made before putting the identification program into permanent effect.

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

R-34

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

FOUR BART FACILITIES RECEIVE AIA HONOR AWARDS

Four facilities of the Bay Area Rapid Transit District (BART) were recently designated as Honor Awards Winners by the Bay Area Chapters of the American Institute of Architects. The AIA honor awards, given only once every five years, are in recognition of outstanding design in the nine-county Bay Area region.

The four awards to BART facilities and their individual architects were for the Orinda station, designed by the joint venture of Esherick, Homsey, Dodge & Davis, together with the firm of Gwathmey, Sellier & Crosby; the Van Ness station in San Francisco, Reid & Tarics Associates; the Hayward station, Wurster, Bernardi & Emmons, Inc.; and BART aerial structures throughout the BART system, also by Wurster, Bernardi & Emmons, Inc.

In this most recent competition, all design projects considered had to have been completed since January 1, 1969. A total of 21 projects received honor awards.

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

R-33

June 2, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The BART Board of Directors has authorized the extension of the "Bikes on BART" trial program which was scheduled to conclude June 31, for an additional six months, through December 31, 1975.

Commencing on January 1, 1975, the bike program initially was designed as a six-month trial study to determine the feasibility of transporting regular non-collapsible bicycles on BART trains. After careful evaluation by a monitoring committee made up of representatives from the East Bay Bicycle Coalition; San Francisco Bicycle Coalition; and the BART staff, it was recommended that the program be extended.

"This would give more bicyclists an opportunity to evaluate the program during a potentially high usage period," said BART Passenger Service Officer Kay Springer Shirley, who is managing the program.

Ms. Shirley said that all permits issued since the program first began would be valid through the extended period.

Currently the program calls for permits to be issued by appointment only and allows non-collapsible bicycles to be taken onto BART trains during non-rush hour travel only, between 9:30 a.m. and 3:30 p.m., and 6:30 p.m. and 8:00 p.m. A fee of \$3.00 will be charged for permits in order to defray the administrative cost of the project. Youths under the age of 14 who wish to register must be accompanied by an adult also seeking a permit.

-MORE-

2-2-2-2-2-2

2-2-2-2-2

All requirements are detailed in a packet which will be mailed to potential registrants upon request. Anyone interested in the program should contact BART's office of passenger service.

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NEWS RELEASE



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

R-32

May 28, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART Director Nello J. Bianco announced today that one additional stop will be added to the BART/AC Transit Express bus service in Pittsburg beginning Monday, June 2, 1975.

The new stop on the "P" line will be at East 12th and Columbia in Pittsburg, providing service to the U. S. Steel Plant near that location.

In addition, on the "P" line in Pittsburg, Caltrans has provided new bus pads on the Hiway #4 onramps at Railroad Avenue and the Bailey Road onramps. Existing stops near these locations will be moved to the onramp locations on Monday, June 2, 1975.

Bus schedules are available from bus drivers and at the Concord BART station. For train and bus information call 754-B-A-R-T.

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NEWS RELEASE



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

R-31

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART Director Nello J. Bianco announced today that three additional stops will be added to the BART/AC Transit Express Bus service in Martinez beginning Monday, June 2, 1975.

Three new stops will be added on the "M" Martinez bus line. The new stops are as follows:

- Alhambra at G Street
- Muir Road at Martinez Health Center
- Center and Glacier

Bus schedules are available from bus drivers and at the Concord BART station. For train and bus information call 933-B-A-R-T.

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NEWS RELEASE



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

R-30

May 28, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART Director Robert S. Allen announced today that two new stops would be added to the 'UL' bus line in Livermore, effective Monday, June 2, 1975.

The two new stops are located at Charlotte Way and East Avenue, and at Mitra Street and East Avenue.

Director Allen stated that these two additional stops will provide better access for patrons traveling from East Livermore to BART during peak commute hours.

Bus schedules are available from bus drivers and BART station agents at Bayfair and Hayward Stations. For train and bus information call 462-B-A-R-T.

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NEWS RELEASE



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

For Further Information
Contact Michael Healy
BART Public Information Office
465-4100

R-29

May 23, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

As an exercise in emergency response, BART will conduct a full-scale simulated disaster on its southern Alameda line Saturday, May 31, between 8:30 a.m. and 11 a.m.

This important drill, which will be staged in cooperation with the City of Hayward; the Hayward Fire and Police Departments; several hospitals, the Alameda County Office of Emergency Service; and the Alameda County Ambulance service, is designed to test and evaluate BART's emergency response plan, and to observe how the District may coordinate with various outside agency organizations. Approximately 50 BART personnel will participate.

Using a three-car train on a northbound route, the exercise will take place north of the South Hayward BART station near Sycamore and Groom Streets, and will follow a step-by-step procedure. The train will be dispatched at 8:30 a.m. from the South Hayward Station under automatic control until it reaches a designated spot approximately two miles up track. At this time the train attendant will stop the train manually with his emergency stop button and notify BART central that the emergency drill is commencing and follow with the announcement that there has been a derailment. BART Central will immediately shut off third rail power and proceed to notify all appropriate parties.

One hundred and fifty student volunteers from the Hayward Unified School District will participate in the role of passengers for the exercise.

BART's Police Services will be responsible for maintaining crowd control

and overseeing much of the drill activity from an on-site command post to be set up immediately following notification from BART Central that the exercise has begun. From the command post a communications network will be established with all concerned personnel. BART's Transportation Department will assume overall control of the exercise.

Also participating in this coordinated effort will be members of BART's Safety, Maintenance, and Public Information Departments. According to the overall plan, each participating department will follow a specific scenario relating to individual department functions. Some of those functions will include detailed attention to all safety aspects, on-site maintenance, crowd control, and coordination in evacuating passengers.

"This will be the first time BART has conducted a test of its emergency response plan, which was completed last year," said operations executive E. John Ray who will be overall coordinator for the exercise.

He said BART, as well as many official observers will be following the drill closely to see how effective the plan is in practice, and where, if necessary, improvements might be made.

Official observers will include representatives from Governor Edmund G. Brown, Jr.'s office, California Public Utilities Commission Transportation division, the offices of Emergency Services for Alameda, Contra Costa and San Francisco Counties, and the cities of Hayward and Alameda.

Following the exercise there will be a critique held in the BART Board room at BART's Lake Merritt administration building.

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

R-28

May 22, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The BART Board of Directors, on a motion by Director James D. Hill of Walnut Creek, today unanimously adopted a policy of publicly announcing amounts transferred to settle lawsuits or satisfy judgements, and matters discussed by the Board in executive sessions, to the extent the District's General Counsel advises may be appropriate.

The policy represents a voluntary expansion of the Board's public-information practices.

Hill said, "I'm sure most people realize that the Directors and staff of any public agency are required to keep certain information confidential in the proper performance of their duties. This requirement generally surrounds personnel matters where an individual's right of privacy is involved, and in litigation where the financial interests of the agency and its taxpayers are concerned. However, when confidential matters result in the disbursement of public funds, I believe those disbursements should be made public as soon as possible."

Specifically, Hill's resolution provides that:

"Any transfer of funds made to compromise litigation or satisfy a judgment be listed on the calendar of business of the next regular meeting of the Board of Directors following such transfer."

Further, "That any matter discussed in an executive session of the Board of Directors that the General Counsel advises may be appropriately made public shall

be identified publicly following the executive session or at the first regular meeting of the Board following the date which the General Counsel identifies as that on which the matter may be made public."

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
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Telephone (415) 465-4100

R-27

May 20, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART TO RUN ON HOLIDAY SCHEDULE MEMORIAL DAY

BART will operate on its regular holiday schedule Memorial Day (Monday, May 26), from 6 a.m. to 8 p.m., with train headways 15 minutes on all lines throughout the day, including the San Francisco line.

The Concord-Daly City and Richmond-Fremont routes will have direct service. Transfers will be required at MacArthur Station on the Richmond-Daly City route, and at Oakland City Center/12th Street Station on the Fremont-Daly City route.

"We are not anticipating heavy patronage on Memorial Day as it will not be a major downtown shopping day," said BART's Passenger Service Manager Jack McDowell.

"We will be running 17 trains - five and six cars each - on the system and can rapidly increase train lengths as necessary."

"This should be an excellent day for Bay Area families and visitors to the area to take \$1 excursion rides around the entire system. Seats should be available for everyone, and our station agents should have more time than usual to answer questions from first-time BART riders," said McDowell.

He advised holiday riders to buy round-trip tickets and to make sure each person in their party has his or her own ticket. Children under five ride free. Patrons should be prepared to buy tickets with change or one dollar bills as change machines cannot change larger bills.

For train and connecting bus information, dial the toll-free B-A-R-T with local prefixes: San Francisco 788, Oakland-Berkeley 465, Fremont-Union City 793, Walnut Creek-Concord 933, Hayward-San Leandro 783, Richmond-El Cerrito 236, Livermore-Pleasanton 462, and Pittsburg-Antioch 754.

NEWS RELEASE



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

R-26

May 16, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, May 22, 1975, in the Board Room of the administrative offices, 800 Madison Street, Oakland.

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NEWS RELEASE



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

R-25

May 16, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

On Thursday, May 22nd, BART will ask its passengers to help with the District's operating and marketing decisions by completing a brief questionnaire on why and where they are travelling.

The one-day study will be the third time BART has directly sought its patrons' comments on how they use the system, and it's hoped the project will receive the public's full cooperation. The first two studies, conducted in May 1973 and 1974, provided passenger-profile knowledge basic to BART's marketing plan and to the Metropolitan Transportation Commission's federally funded, long-range assessment of BART's impacts on the Bay Area.

Results of this year's survey, and future ones to be conducted at least annually, will be used to develop long-range operating and marketing programs, and to identify such immediate service needs as areas of high feeder-bus and bicycle-storage demand.

On Thursday, between 6:30 a.m. and 7:00 p.m., BART's Marketing and Research Department will have interviewers stationed at fare gates in all 33 operating stations to hand out questionnaires to all entering passengers high school age or older. Passengers will be asked to complete their questionnaires during their trips, and to deposit them in containers near the fare gates where they exit.

The questionnaire takes only a few minutes to complete, and contains such questions as trip origin, destination, purpose, and method of getting to and from the station.

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BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
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R-24

MAY 5, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, May 8, 1975, in the Board Room of the administrative offices, 800 Madison Street, Oakland.

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

R-23

April 25, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The Board of Directors of the San Francisco Bay Area Rapid Transit District today announced the appointment of Frank C. Herringer, 32, as BART's new general manager.

He comes to BART from the Urban Mass Transportation Administration of the United States Department of Transportation, where he has been Administrator since 1973. Mr. Herringer will assume his duties as head of the 75-mile rapid transit system July 1, at a salary of \$68,500.

Vice President Elmer B. Cooper, Chairman of the BART Board's General Manager Selection Committee, said, "We feel very fortunate to have obtained the services of a man of Frank Herringer's stature. We were elated that he was available for the job. His background in corporate management and his experience in mass transportation at the federal level will be invaluable to the District."

More than 160 candidates from the United States and abroad were interviewed by the Selection Committee, Cooper said, in a process that commenced early in January.

Appointed UMTA Administrator by the President of the United States, Herringer was unanimously confirmed by the U.S. Senate in February, 1973. In that position, he has commanded a staff of 350 and has administered an annual budget of some \$1.5 billion in mass transit and related projects. Working with the transit industry, state and local agencies, he provided the main thrust

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behind the Federal Mass Transportation Assistance Act of 1974 which allocates \$11.8 billion in Federal assistance to urban transit projects over the next six years. That act for the first time provides operating assistance to transit properties, as well as continuing Federal capital grant support.

Mr. Herringer realigned the UMTA staff and field offices to make the agency more responsive to the needs of the transit community. He was largely responsible for implementation of the 1973 Highway Act which allocates highway funds for mass transit at local option.

An advocate of the application of advanced technology to mass transit, Mr. Herringer has directed the development of state-of-the-art demonstration buses and rail vehicles.

For six years until 1971 Mr. Herringer was a principal in the internationally-known management consulting firm of Cresap, McCormick & Paget, Inc., based in New York. He then served for fifteen months as an advisor on personnel matters on the White House staff before assuming his duties as UMTA Administrator.

Mr. Herringer succeeds Lawrence D. Dahms, who has served as the District's Acting General Manager since July 1, 1974. Mr. Cooper said, "The entire Board of Directors of BART joins me in extending our sincere gratitude to Larry Dahms for his strong managerial direction of the District during this difficult period of BART's development."

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

R-22

April 23, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART Director Nello J. Bianco announced today that BART/AC Transit express bus service to the Concord Station will be substantially extended and improved in the Concord, Pittsburg, Antioch, and Martinez areas, beginning Monday (April 28).

"There is clearly a demand for expanded service to more people and places in Contra Costa County, and the new routes will make bus-to-BART service convenient to many more people in the county," said Bianco.

P-line buses will be routed to the Concord Naval Weapons Station and Shoreacres section of West Pittsburg via Port Chicago Highway, Willow Pass Road, and Bailey Road to the present Highway 4 route.

P-X-line buses will use the present route to Highway 4 and Railroad Avenue, and from there a new route to the Buchanan Park section of Pittsburg via Railroad Avenue, Buchanan Road, and Loveridge Road back to the present route.

Both P and P-X-line buses will continue to run at 30-minute headways during peak commute hours, which results in 15-minute headways where both lines share the same route. The basic P-line will continue to operate hourly during midday service. Nine P-X-line trips daily will serve the Wilbur-Bridgehead industrial section.

P-1-line buses will be routed along Wilbur Avenue, instead of East 18th Street, between Antioch and Bridgehead Road to serve the Antioch industrial area. One new afternoon trip has been added for Oakley and Brentwood patrons.

2-2-2-2

Improvements in M-line schedules from BART's Concord Station include an adjustment to accommodate the 8 a.m. shift at the Veteran's Hospital in Martinez. M-line buses will remain on their present route through Martinez, Pacheco, and the Sun Valley Shopping Center.

All lines have new trip schedules available from bus drivers or BART station agents. For train or bus information, dial 933-BART for M-line areas, and 754-BART for P-line areas.

###

NEW M AND P SCHEDULES ATTACHED



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

R-21

April 23, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Beginning Monday (April 28), schedule and route adjustments will become effective for BART/AC Transit express D-line service between BART's Walnut Creek Station and Dublin. Service adjustments are based upon present patronage levels indicating fewer trips are required.

The new schedule calls for 30-minute peak headways during the morning and evening peak period, with 60-minutes service during the balance of the day.

The D-X schedules have also been removed and all D-line service will serve all stops between Walnut Creek and Dublin.

The new bus schedule, effective April 28, is available from bus drivers and the Walnut Creek Station. For train and bus information dial 933-BART

NEW D SCHEDULE ATTACHED

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

R-20

April 23, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART Director Robert S. Allen announced today that BART/AC Transit express bus service will be substantially expanded in the Livermore area, beginning Monday (April 28).

Outbound U-L-line buses will be routed from Interstate 580 over Portola Avenue, Murrieta Boulevard, 4th Street, and East Avenue non-stop to the Sandia Corporation Terminal and Lawrence Radiation Laboratory.

Ten new bus stops have been added in Livermore, providing additional access to the bus for BART patrons.

The U-L-line to the Radiation Laboratory will not make pickups in Livermore. However, patrons traveling to Livermore will be able to get off at the new stops.

Only buses inbound to BART - not outbound to the Radiation Laboratory - may be boarded at the new Livermore stops. The new stops are as follows:

- East Avenue at Hayes
- East Avenue at Dolores
- East Avenue at South Livermore
- 4th Street at South M Street
- Murrieta at Holmes
- Murrieta at Stanley
- Murrieta at Olivina
- Murrieta at Las Positas
- Murrieta at Del Norte
- Murrieta at Portola

2-2-2-2-2

"The Livermore area clearly merits improved bus service to BART," said Allen. "I'm pleased to announce that service has been extended to the eastern and southern parts of Livermore, as well as the Sandia Corporation and Radiation Laboratory with some 7,000 employees."

U-line local service to Livermore will also be routed to serve broader areas in that city. Inbound buses will travel Stanley Boulevard, Murrieta Boulevard, 4th Street, North L Street, and Railroad to the Livermore City Hall. U-line buses will continue to run on hourly headways in midday service.

Evening commute U-P-line service to Pleasanton will be lengthened with the last trip to leave BART's Bay Fair Station at 6:31 p.m. Evening service to San Ramon has also been lengthened with the last U-S line bus to leave the Bay Fair Station at 6:44 p.m. Both U-P and U-S-line buses connect with the basic U-line at Regional Street in Dublin for through service to Pleasanton and Livermore.

New bus schedules, effective April 28, containing changes in trip times on the various U-lines, are available from bus drivers and BART station agents at Bay Fair and Hayward Stations. For train and bus information, dial 462-BART.

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NEW U SCHEDULE ATTACHED



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

R-19

April 21, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 10:00 a.m., following a 9:00 a.m. executive session meeting, on Thursday, April 24, 1975, in the Board Room of the District Offices, 800 Madison Street, Oakland. The Board will meet at 9:00 a.m. in executive session with the General Counsel to consider litigation matters within the attorney-client relationship.

A special meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 1:30 p.m. Monday, April 28, 1975, in the Board Room of the District administrative offices, 800 Madison Street, Oakland, in connection with the management audit of the District recently conducted by Cresap, McCormick and Paget, Inc.

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

R-18

April 14, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR 9 A.M. RELEASE TUESDAY, APRIL 15, 1975

The BART Board's Administration Committee chaired by Ella Hill Hutch reviewed plans for increasing the current senior citizens discount to 90 percent and extending 75 percent fare discounts to handicapped patrons.

Previously approved in concept by the BART Directors, the new discount policies could go into effect as early as June 1 if staff implementation plans receive approval of the full Board by the end of April. BART Director of Marketing and Research, Keith Bernard, explained that both policies involved extensive administrative preparations. "The banks who issue all BART discount tickets through 300 branch outlets have requested 30 days lead time," he said. "We will also need this lead time ourselves to print and distribute new discount tickets, and to inform the public and appropriate agencies on the new procedures."

As explained to the committee, the proposal calls for issuing new green tickets to (over 65) senior citizen patrons, pre-encoded for \$6 ticket values at a cash purchase price of 60 cents. Currently, senior citizens and under 13-year-olds both use red tickets sold by banks in \$10 denominations for \$2.50 cash.

- MORE -

Handicapped patrons would use the 75 percent discount red tickets. The proposal calls for issuance of "discount cards" to handicapped patrons certifying their eligibility to the discount fare. "We realize fair and equitable criteria must be established to determine such eligibility," said Barbara Neustadter, coordinator of the BART Task Force on Handicapped Access. "We have worked on this with many service organizations and members of the handicapped community to achieve consensus on the proposed eligibility criteria."

Ms. Neustadter outlined procedures for issuing the discount cards by setting up facilities at BART headquarters in Oakland and another facility in San Francisco. Eligibility -- including patrons with temporary disabilities -- would be certified for card issuance by physicians or appropriate agencies and organizations. She said it is envisioned the cards could eventually be used by all Bay Area transit lines to implement uniform fare discounts for the handicapped on a regional basis.

Implementation of the two new discount policies would complete staff work on all six policy changes approved by the BART Board last January, each based on six-month trial programs pending final approval.

Fare policy changes implemented shortly after Board approval include free train rides for all children under five; an increase in the excursion fare from 60 cents to \$1; and 75 percent fare discounts for junior and senior high school students on school field trips.

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R-17

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

April 10, 1975

For Further Information
Call David M. Soblin,
Executive Secretary,
BART Art Council
Phone 465-4100, Ext. 657

FOR IMMEDIATE RELEASE

The Board of Directors of the Bay Area Rapid Transit District has commissioned Bay Area artist Harold Paris to execute a major sculpture adjacent to a new entrance at BART's Oakland City Center/12th Street station, it was announced today by BART president Richard O. Clark.

The selection of the Oakland sculptor was made today at a joint-agency meeting of the BART board and the Commissioners of the Oakland Redevelopment Agency, held at the Oakland Museum.

At the meeting, the BART directors and Oakland Redevelopment Agency commissioners heard a presentation by Alfred V. Frankenstein, chairperson of the BART Art Council, consultants to the BART board on matters dealing with all visual aspects of the system. Other members of the council taking part in the presentation were Oakland Museum curator Ben Hazard and University of California, Berkeley, Professor of Art History Peter Selz.

Dr. Frankenstein explained each of five sculpture models, which had been selected through a previous competition of 18 artists, and indicated the BART Art Council's recommendation of Mr. Paris for the commission. The other finalists were Stephen DeStaebler, James Prestini, Brian Wall and Gerald Walburg.

Of Mr. Paris' work, Frankenstein stated, "This is not a single piece sculpture, but a group, with the variety and diversity of a sculpture garden. Except for one element, all the components are of polished bronze.

"Mr. Paris was much concerned to make his work human in scale. Except for one large, portal-like piece, none of the pieces is taller than a man's head, and some of them could be used as benches or other resting places for people. In the opinion of the Art Council, nothing like it exists, and we are convinced that this is the best and most appropriate work submitted."

The budget for the sculpture is \$60,000, with one-half of the funding supplied from a grant by the National Endowment for the Arts, and matching funds coming from the Oakland Redevelopment Agency.

The sculpture will be located in the lower plaza of the Oakland City Center, just outside a new entrance to BART's 12th Street station. Actual placement of this work will be scheduled to coincide with the completion of the plaza area and the station entrance in early 1976.

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

R-16

April 8, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A special meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, April 10, 1975, in the High Bay of the Great Hall, Oakland Museum, 1000 Oak Street, Oakland, California. This will be a joint-agency meeting with the Oakland Redevelopment Agency Board of Commission for the purpose of selecting an artist for a major sculpture at the Oakland City Center/12th Street Station.

A regular meeting of the BART Board of Directors will commence following the special meeting, at such time thereafter as Board may assemble, in the Board Room of the District administrative offices, 800 Madison Street, Oakland, California.

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

R-15

March 24, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, March 27, 1975, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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

R-14
March 17, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

BART Speakers Bureau for Community Organizations

The Bay Area Rapid Transit District (BART) has formed a Speakers Bureau to provide personalized information and audio-visual presentations to Bay Area community organizations.

Comprised of BART employees who are knowledgeable about the transit system's history and current activities, the Speakers Bureau offers local groups the opportunity to view motion pictures and slide presentations, as well as to discuss BART on a person-to-person basis.

W. M. McDowell, Manager of BART's Office of Passenger Service, which coordinates the Speakers Bureau, said the bureau currently receives several speech requests each week, mostly from large, well-known business, civic and professional organizations. He added, however, that "we are particularly interested in letting the many smaller, community and neighborhood groups know that BART people are available to meet with them. The problem is knowing who and where these groups are -- and the only way we can reach them is to urge that they get in touch with us." McDowell also noted that some of the BART speakers are fluent in various foreign languages, and these people can be scheduled on a first-come, first-serve basis.

Any group wishing to have a BART speaker attend its meetings should write, at least two weeks in advance, to the BART Office of Passenger Service, 800 Madison Street, Oakland, California 94607

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

R-13
March 13, 1975

For Details Contact:
Michael C. Healy, BART
Public Information Office
Extension 529

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Beginning Monday, March 17, three new stops will be added to the BART/AC Transit Express Bus lines serving the Dublin Area, it was announced today by BART Director Robert S. Allen of Livermore.

Two of the new stops will be added to the U-S-line, which is part of the basic U-line service, and connects San Ramon and Dublin directly with BART's Bay Fair Station. The two new stops for the US-line, which will be observed in both directions, will be located at the junctions of Village Parkway and Brighton, and Village Parkway and Tamarack. These stops will also be served by the D-line express bus, which will also have an additional northbound stop on Amador Valley Boulevard at Regional Street. The D-line connects Dublin, San Ramon, Danville and Alamo with BART's Walnut Creek Station.

Allen said that these adjustments are a result of BART's on-going review of its express bus service with an aim to providing improved public transportation for the local communities.

"We believe the addition of these new stops will improve service distribution throughout the community by offering much better access to Dublin residents for commuting, and walkers from the major business area," Allen said.

He said these adjustments should also result in helping to ease off-street parking.

The U-S-line express buses operate between San Ramon and Dublin, and BART's Bay Fair station only during the morning and evening commute hours with no mid-day service. The D-line, connecting Dublin, San Ramon, Danville and Alamo with BART's

Walnut Creek Station, operates throughout the day between the hours of 5:30 a.m. and 9 p.m. Intervals between buses vary according to route.

For exact schedules patrons may call the following toll free numbers:

From Alamo, Danville, San Ramon and Dublin - - - 933 B-A-R-T

From Pleasanton and Livermore - - - - - 462 B-A-R-T

Express bus time tables are available in all east bay BART stations.

Bulletins with exact information and schedules for the three new stops in Dublin will be available on express buses.

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

R-12

March 13, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

Beginning Monday, March 17, four new stops will be added to the BART/AC Transit (Q-line) Express Bus Service, it was announced today by BART Director Nello J. Bianco of Richmond.

The Q-line, which previously had seven stops, serves the area between Pinole and BART's El Cerrito Del Norte station.

The four new stops will be located at junctions along Simas where Savage and Ramona intersect, at Simas and Lassen Drive, on Pinole Valley Road at Henry Avenue, and on Appian Way at Marlesta Road.

Bianco said a recent review of present patronage on this line indicated that most users are walking to their stops rather than driving. As a result, the new stops are being added to provide better access for patrons living in neighborhoods where previously it might have been a particularly long walk to the closest stop.

"We also hope this new convenience will be an incentive for others who may not have found it convenient in the past to use the Express Bus Service," Bianco said.

Buses on this line operate approximately every 24 minutes between 5:40 a.m. and 9 a.m., and from 3:40 p.m. to 7 p.m. Express Bus Service for Pinole is limited to peak hour travel only, with no mid-day service.

BART Express Bus schedules may be obtained at the El Cerrito Del Norte station, or from BART by calling 236-B-A-R-T. Bulletins with exact information and schedules for the four new stops will be available on express buses.

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

R-11

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, March 13, 1975, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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

R-10
FEBRUARY 27, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

The Board of Directors of the Bay Area Rapid Transit District today (Thursday) decided not to seek Westinghouse Electric Corporation's bid to supply additional automatic train control equipment for BART cars, and directed that work begin immediately to design and procure equipment for a fleet-wide replacement of the Westinghouse system.

The Board sharply expressed dissatisfaction with both the performance of Westinghouse's on-board ATO (automatic train operation) equipment, and with the company's lack of cooperation in providing the technical information necessary to fix it.

The decision occurred during a two-hour closed meeting of Directors and District management with BART attorneys.

In announcing the decision, Dr. Harvey W. Glasser, chairman of the Board's Engineering Committee, noted that "Westinghouse's equipment has one of the highest failure rates of any vehicle subsystem, and is one of the major reasons why we can consistently field only 50% of our available cars." At the start of Thursday's service day, BART had 162 operational cars out of a total delivered fleet of 386.

Acting General Manager Lawrence D. Dahms told the Board that BART will begin immediately to redesign and prepare specifications for the on-board train controls, and estimated that it would be "late 1977 or early 1978" before the new equipment could be in use system-wide.

The Board's decision to opt for redesigned train controls rather than continue with Westinghouse equipment is not expected to affect present plans to add nights, weekends, and direct transbay service from Richmond, Dahms said. Sufficient A-cars (lead cars with control cabs) are already on hand to support such service, he said, provided their serviceable numbers can be increased.

However, Vice President Elmer B. Cooper acknowledged the decision would delay the start of more frequent train intervals during peak periods, currently scheduled for July 1976, since more cars would be required for such service, and new controls for them could not be ready by that time. "We have decided we must forgo shorter headways in order to get better performance," Cooper said. "The BART Board now believes quality service is more important than quantity service, and the first step in achieving that is to develop new sources of vital equipment that we can rely on."

Director John H. Kirkwood of San Francisco termed the Board's action "a conscious change in policy from BART's earlier emphasis on expanding service first and improving it later. BART's first responsibility is now to smooth out the service we've got, and if expansions have to wait, well, that's squarely on the heads of the major suppliers, especially Westinghouse."

The Board's action was the culmination of deliberations over the past month on what to do about a \$1.5 million follow-on contract for automatic train controls for BART's final 26 "A" cars. These lead cars are now under construction by Rohr Industries, Inc., and scheduled for delivery this fall.

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3-3-3-3-3

Eighteen other suppliers previously had declined to bid on the relatively small, one-time piece of business, while Westinghouse, in a squabble over warranties, liability and other protective clauses in the contract specifications, submitted a legally unacceptable bid.

In early February, the quandary was submitted to the Board's Engineering Committee for its recommendation whether to give in to Westinghouse's demands for less stringent contract provisions in the interest of rapidly acquiring the vital equipment, or to knowingly incur a substantial delay by redesigning the equipment to interest other suppliers.

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

R-9
FEBRUARY 26, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR P.M. RELEASE WEDNESDAY,
FEBRUARY 26, 1975

BART and the San Francisco Municipal Railway jointly announced today that their long-awaited transfer system, cutting bus fares in half for regular BART-Muni combination riders, will begin on March 10.

Moving quickly on approval today of \$1 million federal subsidy by the Metropolitan Transportation Commission, both agencies immediately began working on equipment checkout, personnel briefing, and public information campaigns in preparation for the starting date.

"I'm extremely pleased that we are getting this cooperative effort underway with the Muni, as it should further increase the value of public transit to the people of San Francisco," said BART Vice-President Elmer B. Cooper. All three BART Directors from San Francisco -- Cooper, John H. Kirkwood, and Ella Hill Hutch -- have participated in discussions of funding for the transfer discount, and are closely monitoring implementation of the new system.

"The system will probably take a few days to get used to," said Cooper, "but the procedures will quickly become a matter of habit with the regular BART-Muni combination riders it is primarily designed to benefit."

Heading the two-agency coordinating committee which designed the new system to fit into both BART and Muni operating procedures is John Crowley, General Manager of the San Francisco Public Utilities Commission.

"The machines are already installed in the paid areas of all eight stations on the San Francisco line. They will issue two-part tickets, good for two bus rides to or from BART stations, for the price of one regular 25-cent Muni fare," said Crowley.

He emphasized that the discounted tickets can only be purchased in the paid areas of the stations, and also that regular transfers (issued on the buses) will continue to be used by BART patrons who ride the Muni at both ends of their BART trip.

Muni bus drivers and BART station agents will be thoroughly briefed and able to answer patrons' questions on the new procedures for discounted bus rides. Pamphlets will be widely distributed on buses and in stations with step-by-step instructions for use of the tickets for Muni-BART, BART-Muni, and Muni-BART-Muni trips. BART and Muni advertising will call attention to the new discount tickets. The public is encouraged to consult BART station agents, prior to the March 10 start date, with any questions they may have on procedures.

The 40 machines which will issue the discount tickets were installed late last year by BART in station paid area with approximately \$200,000 of Transportation Development Act funding (state sales tax receipts for local transit use). The initial \$1 million federal allocation approved by the MTC today - and subsequent allocations - will be used to fund the estimated \$2.3 million annual cost of the discounted tickets to the Muni.

The federal subsidy recently became available under allocations to the Bay Area provided by the \$11.8 billion National Transportation

3-3-3-3-3-3

3-3-3-3-3-3

Assistance Act of 1974 for aid to U.S. transit construction and operations. The MTC is expected to approve subsidies for discount transfers or tickets from these federal funds on a continuing high priority basis.

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

R-8
FEBRUARY 24, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, February 27, 1975, in the Board Room of the District administration offices, 800 Madison Street, Oakland.

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

R-7
February 10, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

As of today (February 10) the Bay Area Rapid Transit District will begin a program to increase its excursion fare from 60-cents to \$1.00.

"The increase will be implemented in stages, and will not be in effect in all stations immediately," reported BART Acting General Manager, L. D. Dahms.

"The process of modifying our automatic fare collection equipment for the excursion fare increase can only be accomplished over a period of time," Dahms explained. "We are, therefore, beginning our adjustments at stations where the excursion fares are most frequently utilized, and will phase in other stations on that priority basis." Dahms said that the \$1.00 excursion fare would be standard throughout the entire BART system on or before March 8, 1975.

Stations already charging the \$1.00 excursion fare are Powell Street, Montgomery Street, Walnut Creek, 19th Street Oakland, Concord and Berkeley.

By the end of the week all San Francisco stations plus Oakland's Fruitvale station will have received modifications.

Tentatively scheduled for the week of February 17 will be the Daly City, Oakland West, Lake Merritt, Coliseum,

San Leandro, Bay Fair and Hayward stations.

During the last week in February equipment should be adjusted in South Hayward, Union City, Pleasant Hill, Lafayette, and Oakland's City Center/12th Street and MacArthur stations. And, following in the first week of March will be the Orinda, Rockridge, Richmond, El Cerrito Plaza and Del Norte, North Berkeley and Ashby stations.

Acting General Manager Dahms stated that signs announcing the fare changes will be prominently displayed at the information booths of all affected stations as the changes occur, and that station agents will make frequent public address announcements at appropriate locations. He urges all BART passengers to consult with their station agent if in doubt.

The excursion fare increase is part of a new six-point policy on BART's fare structure recently adopted by the BART Board of Directors. Already instituted is extending travel without additional charge to all chaperoned children 4-years-old and under. Effective dates for additional fare changes, which include additional discounts for senior citizens, student tour groups and the handicapped, will be announced in the future.

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

R-6

February 10, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, February 13, 1975, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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

R-5
January 27, 1975

DAVID H. KELSEY
MANAGER OF PUBLIC INFORMATION
FOR IMMEDIATE RELEASE

On Friday, January 24, the BART Board of Directors adopted five changes to BART's existing fare policy for a six month trial period.

Each of the five changes will be implemented as soon as possible on varying schedules within a three month period.

Beginning immediately the first of the five changes will go into effect when children four years of age or under will be allowed to ride BART trains free of charge.

"Children falling into this age group should be accompanied by a chaperone who is at least 12 years of age or older," said BART's Acting General Manager Lawrence D. Dahms.

Other trial changes to the fare policy will include a 90 percent discount to senior citizens 65 years of age or older; a 75 percent discount to the handicapped; a 75 percent discount for junior and senior high school students who are part of an organized school tour; and an increase of the present 60¢ excursion fare to \$1.00.

The excursion fare is designed to allow a passenger to travel throughout the system for as long as three hours and return to their station of origin for exiting.

Dahms said details on each change will be announced as they are put into effect during the next three months, and that the length of the program would be six months from the time the last change is implemented.

Following the six month trial period, the BART Board will evaluate the program to see if it should be continued on a permanent basis.

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

R-4
January 21, 1975

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, January 23, 1975, in the Board Room of the District Offices, 800 Madison Street, Oakland.

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

R-4
January 21, 1975

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, January 23, 1975, in the Board Room of the District Offices, 800 Madison Street, Oakland.

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

R-3
January 17, 1975

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

BART will sponsor a public hearing on proposed expansion of its Fremont Station parking facilities Thursday, January 23, 7:30 p.m. at Fremont Main Library located at 39770 Paseo Padre Parkway.

The hearing, to be presided over by BART Director John Glenn, has been scheduled to present, for public discussion and participation, the environmental and design aspects of the project, and a timetable for right-of-way acquisition.

If approved, the project would call for construction of an additional 361 parking stalls on property directly adjacent to the present 700 stall Fremont Station parking lot. The land is owned by the Alameda County Flood Control District and is currently used as a retention pond for flood prevention.

Total cost of the project is estimated to be \$540,000 of which it is anticipated \$448,200 would be funded under the Federal Urban Aid Program. The balance of \$91,800 would constitute the local share.

All written and oral statements from members of the public or from interested groups regarding the proposed project may be entered

(more)

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into the official transcript at the hearing, or may be sent directly to BART care of Richard J. Shephard, the District Secretary, 800 Madison Street, Oakland, California 94607. The record will be kept open until February 3, 1975.

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

R-2
January 6, 1975

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE

A regular meeting of the Board of Directors of the Bay Area Rapid Transit District will be held at 9:00 a.m. on Thursday, January 9, 1975, in the Board Room of the District administrative offices, 800 Madison Street, Oakland.

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

R-1
THURSDAY, January 2, 1975

For Information Contact:
MIKE HEALY
District Press Officer

DAVID H. KELSEY
DIRECTOR OF PUBLIC INFORMATION

FOR IMMEDIATE RELEASE:

Beginning Monday, January 6, BART/AC Transit (D-line) Express Bus Service between BART's Walnut Creek Station and Dublin will be on a new local schedule during evening commute hours only.

The new schedule will provide full service on 15 minute intervals for patrons making a connection from BART trains to buses between 5:30 and 6:45 p.m. All Express runs, during the evening commute hours, on the D-line will be converted to local stop service.

As a further convenience to patrons all buses will now serve the junction of San Ramon Valley Boulevard and Crow Canyon Road. Prior scheduling called for some buses to terminate at the junction of San Ramon Valley Boulevard and Greenbrook Road.

BART Planner, Ray Ceder, who is managing the BART/AC Transit Express Bus program, said that these schedule changes are part of a continuing process to improve service during the six-month adjustment period of the program.

"We feel this new adjustment on the D-line service will offer a much better option for evening commuters who travel between BART's Walnut Creek Station and Dublin," Ceder said.

(more)

2-2-2-2-2-2-2-2-2

The schedule for morning express bus runs on the D-line will remain as it is, with certain buses continuing to make express runs. During the mid-day and late evening hours, all buses will provide full service on an hourly basis.

Flyers indicating exact schedules will be available on buses and in the Walnut Creek Station. Patrons may also call the following toll free numbers for information on schedules:

From Pittsburg, Antioch, Oakley and Brentwood	745 B-A-R-T
From Alamo, Danville, San Ramon, Martinez and Dublin	933 B-A-R-T
From Pinole	236 B-A-R-T
From Pleasanton and Livermore	462 B-A-R-T

Express bus time tables are available in all east bay BART stations.

Fare are on a two-zone basis, 25 cents for the first zone of approximately eight miles and an additional 25 cents for longer trips, for a maximum one-way cost of 50 cents. Fares for senior citizens 65 years of age and over, and youths 12 and under are discounted to 10 cents per zone, or 20 cents maximum for two zones. Exact Change is required for express bus rides, however, AC Transit ticket books will be honored.

The Express Bus service is operated by AC Transit under a cost-reimbursement contract agreement with BART. During the six-month trial period of the program on-going adjustments in service will be made to reflect the desires of the communities being served.

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