

Chronology of the Transit Planning Process

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| 1900 | San Francisco ratified a city charter with authorization for public ownership of utilities, including public transportation. | | Voters approved the most recent successful Muni bond issue (\$20 million), to be used primarily for rolling stock, |
| 1911 | San Francisco Municipal Railway (Muni) was established and began operating streetcar routes. It is believed to be the first publicly owned transit system in the country. | | On January 25, the Joint Army-Navy Board published a report recommending an underwater transit tube beneath San Francisco Bay to completely integrate rapid transit systems on both sides of the Bay. |
| 1920 | The Commonwealth Club supported the San Francisco Bay Regional Plan Association in developing a land use and transportation plan, including a rapid transit plan for six counties. | 1948 | In November, the <i>Transportation Plan for San Francisco</i> , prepared by DeLeuw, Cather & Company, and Ladislaw Segoe and Associates, recommended an extensive freeway system, a “rapid transit bus operation” on freeways, and a bus subway on Post Street. These recommendations later were incorporated into the city’s master plan. |
| 1928 | The Golden Gate Bridge and Highway District was formed to finance, construct, and maintain the Golden Gate Bridge. | | |
| 1929 | The California State Legislature authorized construction of the Bay <i>Bridge</i> (it was completed in 1936). | 1949 | The California legislature authorized Bay Area local governments to form a rapid transit district, but provided no funds or requirements. No action was taken until the legislation was amended in 1951. |
| 1937 | In November, San Francisco voters rejected a \$49 million subway plan recommended by the city’s Public Utilities Commission. | | |
| 1939 | In January, rail service was begun by both the Southern Pacific and the Key System on the Bay Bridge from the East Bay to San Francisco. | 1950 | A study called <i>The Transit Problems in the East Bay</i> , prepared by John G. Marr for the Oakland Planning Commission, led to the conclusion that public takeover in the East Bay was needed, but no action was taken. |
| 1946 | Public hearings were held on about 20 alternative configurations for new Bay crossings developed by the Joint Army-Navy Board.

National City Lines acquired the Key System and began converting streetcar lines to bus routes. | 1951 | On July 25, the California legislature created the San Francisco Bay Area Rapid Transit Commission (BART Commission) to study rapid transit problems in the nine-county area and provided \$50,000 for the study. |
| 1947 | Harland Bartholomew and Associates published <i>Transit Facilities and Mass Transportation in the Oakland Metropolitan Area</i> , recommending an extensive system of rail rapid transit for the East Bay. | 1953 | In January, after a 6-month study by DeLeuw, Cather & Company, the BART Commission submitted its preliminary report, which recommended development of a master plan for Bay Area rapid transit by one central agency. The |

- legislature loaned the Commission \$4000,000, to be matched by \$350,000 from the nine counties, to carry out these recommendations.
- In August, a subcommittee of the BART Commission selected Parsons, Brinckerhoff, Hall and MacDonald (PBHM) to do a 2-year comprehensive rapid transit master planning effort.
- 1956 On January 5, PBHM submitted its Regional *Rapid Transit* report to the BART Commission, recommending a long-range nine-county master plan for a high-speed rail system, with a first-stage five-county 123-mile system. The “optimum plan” (tube under the Bay instead of use of Bay Bridge) was estimated to cost \$716 million.
- In March, Stanford Research Institute (SRI) report called *Organizational and Financial Aspects of Proposed San Francisco BART System* was presented to the BART Commission and the legislature, recommending the establishment of a regional agency to build and operate the system, and the use of tolls, property taxes, and sales taxes to finance its construction.
- After the legislature had authorized the establishment of the Alameda-Contra Costa Transit District (AC) in 1955, voters approved its formation, with taxing powers and a directly elected board, and authorized it to take over the failing Key System and operate public transportation throughout the urban portion of the two East Bay counties and into downtown San Francisco. No funding was provided, however, to implement these powers.
- 1957 On January 17, the nine-county BART Commission submitted its final report to the legislature. The report recommended creation of the Bay Area Rapid Transit District, based on recommendations of PBHM and SRI.
- On June 4, the California legislature created the five-county Bay Area Rapid Transit District (BARTD) to plan, build, and operate a rapid transit system, provided ample funding for staff and consultants, and established a mechanism for issuing bonds.
- 1958 The Key System discontinued the last Bay Bridge interurban electric rail service. The bridge decks were reconstructed, removing the rail tracks to create new highway lanes. Express bus service replaced rail operations.
- 1959 On January 23, the “freeway revolt” in San Francisco reached a climax with a resolution by the Board of Supervisors to remove several freeways from the city master plan.
- Voters of the AC Transit District approved a \$16.5 million issue backed by property taxes after the legislature lowered the required percentage from two-thirds to a simple majority.
- Legislation to establish the Golden Gate Authority to operate bridges, airports, and harbor facilities in the Bay Area was defeated.
- On May 14, Parsons, Brinckerhoff-Tudor-Bechtel (PB-T-B) signed a contract to provide engineering services for BART system design and construction. The fee was \$600,000.
- On July 10, after a difficult fight, State legislation authorized qualified use of Bay Bridge tolls to finance construction of a trans-Bay tube.
- 1960 In October, AC Transit purchased the Key System, assumed operating responsibility, and began a major program of improving and extending service and attracting increased ridership.
- 1961 The legislature officially recognized the Association of Bay Area Governments (ABAG), which had begun on an informal basis in May 1960.
- In August, Ebasco Services, Inc., submitted an economic evaluation of the five-county BART system, claiming the system would produce quantifiable benefits of \$42 million per year by 1975, in addition to nonquantifiable benefits.
- A bill was narrowly defeated that would have established the Golden Gate

Transportation Commission, covering a six-county area, to manage and plan transport facilities.

In June, the legislature lowered the required vote for approval of the BART bond issue from $66\frac{2}{3}$ percent to 60 percent, based on a bill proposed by BARTD. The bill passed in spite of opposition led by Senator Randolph Collier, the powerful chairman of the California Senate Transportation Committee and father of the State's freeway system.

In October, BARTD submitted a five-county plan to the boards of supervisors of each county (San Francisco, Marin, San Mateo, Alameda, and Contra Costa).

In December, San Mateo County officially withdrew from BARTD, citing high property taxes and the adequacy of service provided by the existing Southern Pacific commuter line. Pressure mounted to have Marin County withdraw because of the financial unfeasibility of a four-county system. Squabbling over technical feasibility of BART's use of the Golden Gate Bridge arose, threatening to delay the bond issue if Marin remained in the District.

1962 On May 17, Marin County officially withdrew from BARTD after a struggle with the BARTD board over terms of the withdrawal.

On May 24, a three-county rapid transit plan, embodied in the PB-T-B *Composite Report*, was adopted by BARTD and referred to the Alameda, Contra Costa, and San Francisco county boards of supervisors, requesting their action to place the bond issue on the November ballot.

In July, the boards of supervisors of San Francisco and Alameda counties unanimously approved placing the BART bond issue on the November ballot, as required by enabling legislation. Contra Costa County's board approved the move by a 3 to 2 vote in a cliff-hanger decision.

On November 6, a \$792 million general obligation bond issue for the construction of a 75-mile system was approved by 61.22 percent of the voters in the three counties. One week later BARTD announced its intention to continue employing PB-T-B to design and supervise construction.

1963 The Bay Area Transportation Study Commission (BATSC) was established by the legislature to prepare a regional transportation master plan.

On June 10, the Contra Costa County Superior Court ruled in favor of BARTD in a taxpayers' suit challenging the validity of the bond election, PB-T-B contract and fees, and payments of salaries to staff.

On July 1, full-scale design engineering was begun by BARTD engineering consultants, PB-T-B.

1964 The West Bay Rapid Transit Authority for San Mateo County and the Marin County Transit District were established by the legislature.

On June 19, U.S. President Lyndon B. Johnson presided at the official start of BART construction in Concord.

1966 On August 25, BARTD received its first Federal capital grant for \$13.1 million. Another \$13.2 million grant was approved in October.

On October 5, Berkeley authorized, by an 82 percent vote, the issuance of bonds up to \$20 million to pay the extra cost of placing 1.75 miles of elevated BART system underground.

In November, a \$96.5 million bond issue failed in San Francisco that would have resulted in the removal of the streetcar system in the city and the purchase of new equipment to replace rolling stock, most of which had been acquired nearly 20 years earlier.

ABAG published its Preliminary Regional Plan.

1967 Simpson and Curtin prepared a plan for coordination of BART, Muni, and AC Transit; it called for three Muni subway

lines in San Francisco, and for new rolling stock totaling an estimated \$335 million capital cost.

1968 In February, the initiation of any new construction was halted for several months because available funds were committed and no new funds had been provided by the legislature,

The San Francisco Municipal Railway Improvement Corporation was established by the city to finance Muni improvements as part of a complex alternative to the defeated bond issue.

In November, a Federal grant for \$88 million was received for development and purchase of rolling stock (first 250 cars). Grants totaling another \$77 million for an additional 200 cars were later approved in 1972-73. Eventually all UMTA grants totaled \$304 million, 19 percent of BARTD's total system cost.

1969 The legislature restructured the Golden Gate Bridge and Highway District into a Golden Gate Highway and Transportation District with responsibility for developing a transit system to serve the corridor.

On March 28, after 3 years of legislative fighting to solve the financing crisis, the State legislature approved a one-half-cent sales tax to provide the \$150 million required to complete the BART system.

In May, the Bay Area Transportation Study Commission (BATSC) submitted its final report to the legislature, recommending extensive long-term additions to the Bay Area's freeway system and to BART at a cost of \$11 to \$12 billion. A permanent regional structure with much stronger powers was recommended.

ABAG and the State Business and Transportation Agency signed an agreement creating the Regional Transportation Planning Committee (RTPC), the temporary successor to BATSC, which was disbanded in accordance with the legislation establishing it in 1963.

In June, San Mateo County's transit district went out of business as a result of the defeat of its plan by voters.

On July 3, BARTD awarded a transit vehicle contract to Rohr Corporation of Chula Vista, Calif.

1970 Muni announced plans to use German articulated streetcars for the Muni-Metro subway system. Muni later switched to Boeing Vertol equipment, joining with Boston's MBTA in ordering a light-rail vehicle of common specifications and higher performance characteristics.

In February, BARTD joined with the city of Oakland and Alameda County to study the feasibility of linking the Coliseum station to the Oakland Airport.

In April, BARTD joined San Francisco and San Mateo counties in conducting a study of a possible BART extension from Daly City to the San Francisco International Airport.

On July 30, *Regional Plan 1970-90*, the Bay Area's first comprehensive regional plan, was approved by ABAG's General Assembly. The plan stressed the "city-center concept" and drew on the BATS 1969 Plan as a short-range starting point.

On September 14, the legislature established the Metropolitan Transportation Commission (MTC) to replace the Regional Transportation Planning Commission as the regional transportation planning agency for the nine-county area. MTC was given responsibility for approval or disapproval of all major regional projects and grant applications and for preparation and maintenance of a regional transportation plan by June 30, 1973,

In November, Proposition 18 failed statewide, although it received a majority in the Bay Area. The measure would have made a portion of highway "user revenues available for air pollution control and rapid transit on a local option basis.

1971 The Transportation Development Act (TDA) passed, making .25 percent county sales taxes available for local transit use; the tax was extended to include previously exempt gasoline sales. MTC was given power to allocate Bay Area TDA funds among operations and projects to achieve regional coordination objectives.

1972 Studies of possible BART extensions to Livermore-Pleasanton, Pittsburg-Antioch, and the San Francisco International Airport were begun. Muni/BART and AC/BART coordination studies also were begun.

On September 11, BART opened 28 miles between Fremont and MacArthur stations for revenue service.

On October 2, component failure caused a two-car BART train to run off the tracks at Fremont Station; slight injuries to five passengers resulted. This event triggered Senate hearings later in the year.

1973 On June 30, MTC adopted a regional transportation plan after an extensive regional participation program. The plan emphasized short- to medium-range programs, the need to meet operating costs, financing options, and means to better manage and coordinate regional transportation programs.

On July 2, a BART employee strike stopped service until August 6 and resulted in a major wage increase.

On August 10, the first train traveled through the trans-Bay tube to Montgomery Street Station (San Francisco).

On November 5, service was begun between Montgomery Street Station in San Francisco and Daly City Station, bringing into operation to date 63.5 miles of the 71-mile system, all of the system except the trans-Bay tube.

1974 A bill was defeated that would have consolidated all existing regional agencies in a general purpose, limited regional government (AB2040).

On June 4, Proposition 5 passed with 60.3 percent of the statewide vote, amending the State constitution to permit use of up to 25 percent of a county's highway fund allocation for construction and maintenance of exclusive fixed-guideways for transit vehicles, subject to local referendum.

In October, BARTD filed a combined \$237.8 million suit against PB-T-B for management failures, and three major suppliers—Westinghouse Electric, Rohr, and Bulova Watch—for breach of contract and warranty failures.

In October, BART service was begun through the trans-Bay tube after finally receiving the Public Utilities Commission's permission in August. Five years behind the 1962 schedule all of the system was in operation (except the Embarcadero Station, which was an addition to the original plan).

In November, new BARTD board members were elected by voters of each of the nine districts in the three-county area. A June referendum provided for this election to replace the old 12-member board, which had been appointed by mayors and county supervisors.