East Bay To Vote on Transit Bonds
Oct. 20; Citizens Committee Formed

Transit Board Approves Engineering Plans for $16,500,000 Bond Issue

A $16,500,000 transit improvement bond issue will be submitted to East Bay voters at a special election October 20.

District directors called the election after approving an engineering report which provides for an overall $24,000,000 project to expand and improve public transportation in nine East Bay cities.

The program, involving 700 route miles of transit lines, proposes to revitalize public transit with new ultramodern buses, a network of fast express lines and more than 200 miles of new or improved local routes.

Bulk of the financing will come from the $16,500,000 bond issue, which must be approved by a majority of voters. Subsequent district revenues from fares would provide the remaining $7,500,000 required to complete new equipment purchases.

The special election will be held in Alameda, Albany, Berkeley, El Cerrito, Emeryville, Hayward, Oakland, Piedmont, San Leandro, and adjacent unincorporated areas, including Castro Valley, Kensington and San Lorenzo Village.

Moffitt To Head Citizens For Transit

A. H. Moffitt, Jr., East Bay civic leader who long has been identified with community progress and development in Alameda County, was named this month as general chairman of the Citizens Committee for Better East Bay Transit.

Formation of the committee and Moffitt's appointment to the top post were
District Plans Ultramodern Coach Fleet

New 'Transit Liners' To Mark Greatest Improvement to Transit in 20 Years; Many Changes in Design, Styling

A new city transit coach that makes a complete break with the past and offers advanced body styling and a host of other improvements is being designed as the fleet model for the Alameda-Contra Costa Transit District.

The new air-conditioned "Transit Liners" will be similar to another new line of coaches that will begin rolling off commercial assembly lines this Fall.

The improved commercial models are the first completely new coaches for city use developed by a major bus manufacturer in nearly two decades.

In addition to all-new body design, the new models will have greatly increased visibility with large "picture windows," fluorescent lights, lower entrance step, and improved suspension, providing a major advancement in riding comfort.

Bright-metal, fluted, anodized aluminum is used extensively in side and rear body panels. Streamlined styling is evident in the forward slanting windows, in both front and rear end design, and in such details as clearance lights, standee windows, headlight and signal housings.

Improved styling also marks the interior of the coach, where new ideas, new materials, new colors create an inviting atmosphere. Former painted masonite surfaces have been replaced with patterned panels and anodized aluminum.

The new coaches have push-type exit doors as standard equipment. Other standard features include a new track-type seat mounting rail inserted flush with the floor which allows easy relocation of seats for greater passenger comfort.

A new fluorescent lighting system illuminates the whole coach interior in "white" light, replacing former yellow individual incandescent lamps above windows.

What the Editors Are Saying About Transit

Transit Bonds Offer Sound Solution of Urgent Problems

Reprinted from the Oakland Tribune:

No MORE vital and urgent problem exists in the East Bay communities than adequate, efficient public transportation. In this we are not unique, similar conditions exist throughout the metropol-itan areas of the country. But now we have the opportunity to take a major step toward a satisfactory solution of the problem.

The reference is to the $16,500,000 bond issue which will be submitted to the voters at a special election October 20. The Alameda-Contra Costa Transit District has advanced this program for expanding and improving transit service that would replace the Key System.

Long and careful study by experts has gone into the plan finally evolved. It was performed by professional engineering experts who examined the needs of this area and came up with the best possible way of meeting them.

The proposal is to institute 700 miles of transit lines traveled by new and modern buses. There would be fast express lines and some 200 miles of improved local routes. The system itself is expected to cost $24,000,000, which would leave $7,500,000 to be paid from revenues.

Since there are a number of cities and unincorporated areas involved it is important that there be widespread understanding of the importance and character of the transportation plan. Elections will be held in Oakland, Berkeley, El Cerrito, Albany, Emeryville, Piedmont, Alameda, San Leandro, and Hayward. Other areas include Kensington, Castro Valley, and San Lorenzo Village.

An important point, aside from the improved service anticipated under a new system, is the financing. Engineers who made the study say that the system will pay for itself without the need for additional taxes. Income from fares, according to the consultants who made the study, will pay operating costs, retire the bonds, and provide equipment. Hence, this will be a self-sustaining program, according to the engineers. Certainly it is true that if our transportation system were efficient and reliable far more East Bay residents would use it. That is the reason the experts reported that transit patronage would even exceed the conservative estimates of the De Leuw report.

We commend the bond issue to the immediate and serious attention of East Bay voters. It offers a logical and efficient way out of a problem that for long has demanded favorable attention.

Public Showing of Transit Plan Now Available

An illustrated public presentation of the transit district's new program for improved and expanded East Bay transit is now available for scheduling by organizations in the area.

Titled, "We're Rolling With Transit," the presentation includes a series of descriptive charts and a commentary by a district representative pointing out the problems of mass transportation in the area and explaining the district's development plan for meeting this need.

The presentation is available free of charge for luncheon meetings as well as for groups holding their meetings during the morning, afternoon or evening hours. Any interested group may arrange for a presentation by contacting the district.
1,033 Precincts Created for Special Bond Election; Nine Cities To Vote on Program
(Continued from Page 1)
A total of 1,033 voting precincts have been created for the election. In most cases regular precincts will be consolidated two for one.
Polling places for the election will be open on October 20 from 7 a.m. to 7 p.m.
The system, according to the engineers, will be self-supporting from district revenues, and will not require additional taxation. Income will be large enough to provide operating costs, funds to pay off the bonds, and necessary equipment and property renewals, the engineers state.
The transit program includes purchase of 572 new city and suburban “Transit Liners”—many of them air-conditioned—including 296 to be bought during the first two years of operation; acquisition of 276 existing type buses to augment peak-hour service during initial years of operation; establishment of five new express routes extending the length of the East Bay; improvement of service frequency on 170 miles of existing transit routes throughout the district; establishment of 55 miles of new local lines and additional miles of new extension, principally in the areas of Alameda, Albany, Berkeley, El Corrillo, Hayward, Oakland and San Lorenzo Village; and the acquisition of land and buildings for terminal and storage purposes.

Citizens To Press for Bond Passage
(Continued from Page 1)
announced by Robert K. Barber, transit district president.
The committee will sponsor the $16,500,000 transit district bond issue at the special East Bay election October 20. The measure will appear on the ballot as Proposition A.
Moffitt, an attorney in Alameda, was among those who guided formation of the district with a successful vote of the people in 1956. He also was vice chairman of the San Francisco-Bay Area Rapid Transit Commission during the formative years that led to the creation of the five-county regional district.
Moffitt said he accepted the citizens committee appointment with a “firm conviction that East Bay streets and highways must be augmented by an up-to-date and progressive transit operation that the people will ride if our cities and surrounding communities are to prosper. “Public transit facilities have critically deteriorated over the past years,” Moffitt observed. He added that people of the two East Bay counties now have a “golden opportunity to help assure continued growth and economic development by equipping themselves with a badly needed system of adequate mass transportation.”
Moffitt is a lifelong resident of the Bay Area and for many years has been a leader in affairs of the East Bay. He is a former president of the Commonwealth Club of California, Alameda Chamber of Commerce, Alameda Rotary Club, and Oakland Junior Chamber of Commerce.
Among his other activities, Moffitt is president of the First District Agriculture Association of the State of California, vice president of the Alameda County United Crusade, and a member of the board of trustees of the Alameda Hospital, the Institutions Commission of Alameda County and the Children’s Hospital of the East Bay.

Area Transit Districts Integrate Plans
Major East Bay transit improvement plans of the Alameda-Contra Costa Transit District have been developed in close coordination with the regional Bay Area Rapid Transit District.
Numerous conferences between engineers of the two districts are being held to assure maximum integration of local and interurban transit when both districts are in operation.
Directors of the five-county regional district have adopted a policy statement stressing the complementary nature of the two districts, and underscoring the fact that both districts must continue to work together to fully accomplish needed transit improvements.
The regional district is charged with providing a five-county system of fast interurban rail transit. Preliminary plans call for three major trunk lines in the East Bay, involving 61 miles of rail service.
The function of the Alameda-Contra Costa Transit District is to provide greatly expanded and improved local transit as well as feeder service to the main interurban lines. The local district proposes to operate 73 lines involving 700 route miles of East Bay transit service.
At an adjourned regular meeting August 12, 1959, the Board of Directors:

• Granted requests of Richmond City Council, Hercules Town Council, Concord and Walnut Creek City Councils, and Contra Costa Board of Supervisors to exclude from the district their respective communities and unincorporated territory except Kensington.

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At an adjourned regular meeting August 25, 1959, the Board of Directors:

• Adopted a 1959-60 tax rate of 2.9 cents per $100 of assessed property valuation, on motion of Director McDonnell.

• Authorized the issuance of tax anticipation notes not to exceed $200,000, on motion of Director McDonnell.

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At an adjourned regular meeting August 27, 1959, the Board of Directors:

• Approved the engineering report of De Leuw, Cather & Company, which recommended a bond issue of $16,500,000 to finance initial district equipment purchases, and established October 20, 1959, as the date for a special election to submit the bond issue to the voters, on motion of Director McDonnell. (Details, Page 1.)

• Tabled a minority report of Director Arnold which contained two alternate plans, each proposing the use of electric and propane buses at a capitalization cost of $16,500,000, on motion of Director Copeland.

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At its regular meeting September 2, 1959, the Board of Directors:

• Received for introduction an ordinance calling the special bond election, on motion of Director Coburn.