Voters Approve Transit Bond Issue; New Service Due To Start on July 1

District Financing Plan Authorized by Substantial Margin

The East Bay metropolitan area joined with other major community centers in the nation last month when voters approved financing for a publicly owned transit system.

The $16,500,000 bond issue, submitted by the Alameda-Contra Costa Transit District for the purposes of buying transit equipment and other facilities, will allow the district to replace the privately-owned operations of the Key System in the area.

The measure, which needed majority approval, received 62,875 affirmative and 48,891 negative votes. Of the total 111,766 ballots cast, 56.3 per cent favored the proposal.

Plans of the district propose to revitalize public transit with new, streamlined motor coaches, a network of fast express lines utilizing highways and freeways, and more than 200 miles of new or improved local neighborhood routes.

Altogether, the district will operate more than 700 miles of transit routes in nine East Bay cities and adjacent unincorporated area.

(Continued on Page 7)

Transit Board Acts on Necessary Program to Launch District System

Selection of a firm of financial consultants and the creation of new staff positions have been approved by the board of directors in an effort to push forward the district's plans for operation.

At their meeting this month, transit directors retained Blyth & Company, nationally-known financial firm, to advise in the marketing of the district's $16,500,000 bond issue recently passed by the voters.

Under terms of a $19,000 contract, the firm will conduct all preparatory and consulting work necessary for the bond sales.

District officials hope to obtain an interest rate on the issue under 4 per cent.

Equipment Purchases

Bond proceeds will finance equipment purchases for the start of district transit operations, possibly as early as July 1st of next year.

New district positions include controller, transportation analyst, a secretary and stenographer-clerk.

In a report to the board, General Manager John R. Worthington declared: "We are facing an extremely difficult period where there is a great deal of de-
What the Editors Are Saying About Transit
District Reminded of Its Promises; Support Pledged

Reprinted from the San Leandro Morning-News:

IN THIS DAY of near revolt against spiraling taxes, the voters of Alameda and Contra Costa counties have, with some caution, placed their trust in another taxing agency by telling it to go ahead and solve our transit problems.

The Alameda-Contra Costa Transit District, which won approval of a $16,500,000 bond issue Tuesday, told the voters that, in case of passage, the present 2.9 cent tax rate would not go up.

Indeed, transit officials have indicated that the tax would go down and possibly be eliminated altogether by the proposed self-supporting transit system.

The transit people sold a bill of goods on this basis. Now the big sales job is over they're on the production line.

The majority of voters, not an overwhelming majority, by any means, have agreed that the worsening transit snarl must be untangled; but they indicated, also, that they don't want the hungry mouth of a taxing agency to take any bigger bite out of their tax dollar.

They are already giving until it hurts.

The transit district now has the main responsibility of providing what it has promised: a first-class East Bay transit system at no extra cost to the taxpayer.

Robert K. Barber, district board president, said: "East Bay citizens, in endorsing the transit bond measure, have taken a great step forward in making their cities better places in which to live, and in helping to assure the future prosperity promised for this area."

"The many improved services planned by the district are expected to draw increasing numbers of transit users from their private cars and thus help to reduce serious traffic congestion on streets and freeways."

Therein lies the secret of success.

For certainly buses would be of no great assistance in relieving congestion if they were simply added to the already growing number of cars on the freeways, especially during rush hours. The buses would, in fact, make the congestion worse.

This pushes some of the burden back upon the motorists. For the plan to work, more people must leave their cars at home and commute on buses.

We don't think that commuters would suffer from such a switch. The buses to be used by the transit district are ultra-modern, air-conditioned, roomy and comfortable.

Barber continued: "The district is hopeful that it can commence operation on July 1. This date, however, will depend upon such contingencies as the first available date for the delivery of new equipment..."

"We consider the program to be the best and most feasible plan possible for improved transit without taxing the people to pay for it."

We're with you, Bob...

More Information
A note or phone call to the transit district will place your name on the mailing list for Transit Times if you are not already regularly receiving a copy of the monthly newsletter. The district also can make available a 20-minute color movie which shows improvements to public transit that are taking place in other large cities throughout the country.

Plan To Hire Key Personnel Studied

Transit directors are considering the adoption of an official policy declaring their intention to offer jobs to the 1,500 bus drivers, mechanics, clerks and other workers now employed by Key System Transit Lines.

Such a policy would assure to most of Key System's personnel their present jobs when the district takes over operations of the private carrier next summer.

The policy statement, recommended by General Manager John R. Worthington, is being considered by a committee of the board, and is expected to come before the full membership at their regular meeting December 2.

Worthington, in a report to the board, declared:

"It would only be good sense and economics to secure as much of our required staff and personnel from the ranks of present Key System personnel as possible.

Practically all of the employees required are in a skilled category," Worthington said, adding that the costs of training personnel if the district attempted to build up and train a new and independent work force would involve very substantial expenditures over that now contemplated of between $1,000,000 and $2,000,000.

"The employment of Key System operating personnel will insure an experienced organization that also would permit take-over with as little disruption of service and management as possible," Worthington added.

President Robert K. Barber, in referring the matter to board committee, endorsed the recommendation.

"It has always been assumed the district will hire Key System's operating personnel when the district takes over public transportation service."
Turning Point for Transit May Be Here

New Facts Disclose Nation-wide Trend of Public Transit Use May Soon Start Upward

Two current developments have been correlated by a leader of the American transit industry to show what may indicate a change in the public's attitude toward the use of public transit facilities.

The official, Walter S. Rainville, Jr., director of research for the American Transit Association, drew upon figures released by the Federal Reserve which indicate that a smaller percentage of "spending units" in the country own private automobiles in 1959 as compared with 1957.

"While the number of two-car 'spending units' has increased along with the population and the number of automobiles," he explained, "the percentage of non-car-owning 'spending units' has risen in this two-year period from 28 to 29 per cent."

Postwar Transit Decline Levels Off

Rainville also pointed out that the sharp postwar decline in transit patronage has leveled off during the past nine or 10 months. In fact, for two consecutive months prior to the steel strike, transit riding actually showed an increase over the corresponding months of the previous years.

"I would hesitate to forecast from this coincidence of statistical behavior that transit faces a coming millennium," he said. "But we who are charged with planning the future of our nation's urbanized areas may well pause and ponder whatever significance may evolve from these interesting events in the coming months."

Rainville, in a lecture before graduate students at the Yale University Bureau of Highway Traffic, described transit as a "valuable tool of the community," adding that through proper use it can become an "extremely valuable future tool for the highway engineer, the traffic engineer, the city planner and the public official."

Transit can serve best wherever there are volumes of people to be moved, because of its basic efficiency in the use of street space, he said.

"From the standpoint of community benefits," Rainville insisted, "transit should be used where it will result in the best balanced solution, taking into account the three basic ingredients of street and highway facilities, parking and terminal facilities, and transit itself.

Total Reliance on Autos Promises Chaos

Rainville warned of the "eventual chaos which increasing reliance on the automobile in congested areas can bring."

Rainville concluded by reviewing many steps that have been taken to improve transit service and vehicles and emphasized particularly the success that has been achieved with transit service on new urban freeways and expressways.

Appreciation

The statement reprinted below was issued by Robert K. Barber, president of the transit Board of Directors, following the recent special transit bond election.

IN THE FACE of mounting traffic congestion and explosive population growth, East Bay voters have stamped their approval on a public-owned transit system to replace dwindling services of the Key System.

East Bay citizens, in endorsing the transit bond measure, have taken a great step forward in making their cities better places in which to live, and in helping to assure future prosperity promised for this area.

The many improved services planned by the district are expected to draw increasing numbers of transit users from their private cars and thus help to reduce serious traffic congestion on streets and freeways.

Citizens will be able to travel about their cities with greater freedom. Those using public transit will enjoy a superior transit service now provided in many Eastern cities but long denied our people here in the East Bay.

The district is hopeful that it can commence operations on July 1st. This date, however, will depend upon such contingencies as the first available date for the delivery of new equipment.

We believe this transit program best represents what the people want—better public transportation serving more of the people, yet supported by those who will use the service.

We consider the program to be the best and most feasible plan possible for improved transit without taxing the people to pay for it.

The inauguration of a publicly-owned transportation system is indeed a complicated matter, yet the people have indicated their faith in a proposed system which we believe is financially sound, will merit widespread use, and will contribute to healthy property values and a strong, vigorous economy.

On behalf of the Board of Directors, I want to thank the many hundreds of civic-spirited leaders in our East Bay cities who helped to explain the transit program and achieve a successful vote. We owe a special debt of gratitude to A. H. Moffitt, Jr., of Alameda, who guided the citizens committee campaign as general chairman.
West Contra Costa Citizens Committee To Study Alternates for Local Transit Service

A special citizens transit study committee has been formed in Western Contra Costa County to develop a plan for local transit service in the area.

Annexation to the Alameda-Contra Costa Transit District is one of 10 possibilities under study by the committee, which is charged with helping the cities decide what to do about the prospective loss of the bulk of their local bus service.

More than a year ago the courts upheld taxpayers, who challenged the legality of Richmond and San Pablo being included when the district was formed in 1956.

Loss of Local Service

But with approval of the transit district bonds last month, the area faces the loss of local service when the district replaces the Key System. As proposed, there will not be any local district service in Richmond or San Pablo.

The new committee was appointed by County Supervisor James Kenny and Mayors Leo Viano of Richmond and C. H. Blanton of San Pablo.

The various possibilities suggested were for providing transit by existing or by new private operations with or without local governmental aid; annexation to the Alameda-Contra Costa Transit District; contracting with the district for local feeder service and checking on mainline service to be given without annexation or contracting to the district.

They also include establishing a new local transit district with a separate governing board or through the Bay Area Rapid Transit District or through a county service area administered by the board of supervisors; having a municipal transit operation run jointly by the two city councils, and checking on protection given by the State Public Utilities Commission against withdrawing the existing bus service.

Alternates Eliminated

John Garvey, secretary to the committee, said the technical group hopes that study would eliminate some of the alternatives so that eventually the committee could concentrate on two or three proposals.

The committee has set February 1 as a target date to have its final recommendations in the hands of the two cities and the county for action.

Ivan Goyak, former Contra Costa County supervisor, is chairman of the 15-man committee. Al Furrer, a leader in the Richmond Development Foundation's efforts to modernize the downtown Richmond business district, has been named vice chairman.

Public Showing of Transit Program Available

An illustrated public presentation of the transit district's new program for improved and expanded East Bay transit service is 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.

Voting Itemized by Individual Cities

(Continued from Page 1)

Under the plan developed by De Leuw, Cather & Company, independent engineering consultants, proceeds from the sale of the bonds will be allocated as follows:

1 - Purchase of 296 new Transit Liner motor coaches during first two years to operate on all district lines: $8,000,000.

2 - Acquisition of 276 existing-type coaches for auxiliary peak-hour service during initial years of district operation: $2,800,000.

3 - Purchase of three existing Key System terminals in Emeryville, Richmond and East Oakland: $3,800,000.

4 - Establishment of a new bus maintenance and storage terminal at Hayward, plus contingencies incidental to the acquisition of new equipment: $1,900,000.

The De Leuw, Cather report maintains that projected revenues will be sufficient to replace equipment as it becomes obsolete without having to resort to taxes or another bond issue in the future.

A breakdown of the unofficial voting results by cities is as follows:

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Approximately 30 per cent of the 372, 873 registered voters cast ballots at the special October 20 election.
At an adjourned regular meeting October 27, 1959, the Board of Directors:

- Canvassed voting returns on special transit bond election held October 20, on motion of Director Bettencourt. (Details, Page 1.)

- Adopted resolution expressing appreciation to Citizens Committee for Better East Bay Transit for its successful campaign on behalf of the transit district bond measure, on motion of Director Bettencourt.

- Heard a report from General Manager Worthington on immediate steps required to place the transit district in operation, and referred the recommendations to committee for study, on motion of Director Copeland. (Details, Page 1.)

* * *

At its regular meeting November 4, 1959, the Board of Directors:

- Created four new staff positions: controller, $12,000 to $15,000 annual salary range; transportation analyst, $10,000 to $12,000; secretary, $4,800 to $5,400, and stenographer-clerk, $4,200 to $4,800, on motion of Vice President Bettencourt.

- Approved retention of Blyth & Company as financial consultants to assist in bond marketing, at a total fee of $19,000, on motion of Director McDonnell.

- Requested General Manager Worthington to report at the regular December meeting on his proposed timetable for the acquisition of new motor coaches.