Summer fun tours
Begin in June
Energy crisis threatens controls
Environmental director warns

Cars will become more expensive to own and drive. There will be controls on cars—and even on service stations—which emit pollutants through evaporating gasoline. Some areas, including the San Francisco Bay area, can expect enforced reduction of vehicle miles traveled.

And, as people are forced to drive less, there will be a considerable shift in public awareness and demand for public transit, in the opinion of Frank W. Covington, director of the Air and Water Programs Division of the San Francisco Regional Office, Environmental Protection Agency.

Speaking at the American Transit Association Western Conference at San Diego this month, Covington said other EPA regulations also will have considerable impact on transit facilities and services.

"Traditionally, a source of air pollution has been considered as one which directly emits pollutants, such as a power plant or cement factory," he said.

"However, because of the magnitude of the automotive emissions problem, this definition has been extended to cover any facility which will, as a secondary effect, cause sufficient automobile traffic to put the area over the standards."

Examples of facilities to be reviewed under these regulations are highways, airports, shopping centers and sports complexes, Covington pointed out.

One of the ways to resolve this conflict is through extended use of mass transit, discouragement of private cars, and having little or no parking space, Covington said.

For the short run—to meet the 1975 deadline—only buses stand a chance of being effective, according to the speaker. In the long run, however, the requirements of the clean air act "offer a wonderful opportunity for cities to redesign themselves with mass transit as an integral part of the city and its life," he declared.

Richmond, Seminary top
Safe-driving goal during April

Drivers from Richmond and Seminary divisions topped the district safe-driving goal of 13,250 miles-per-accident during April.

Richmond drivers, with 13,597 safe-driving miles per accident, went over the top for the fourth straight month.

Seminary operators exceeded the mark with 14,283 miles during the month.

Summer fun tours commence June 9; Thirty different trips are planned

AC Transit's popular "summer fun tours," which proved to be a star attraction for thousands of tourists last year, will be expanded to double the number this year.

Tours begin June 9 and will operate every day through Sept. 16, with the exception of July 4 and the Labor Day weekend.

Out-of-town trips have been planned to range from Los Gatos and the San Jose area on the south, to Napa and Sonoma valleys and the coastline area on the north.

Some 30 different tours are proposed, up from the 14 which the District operated last year.

The new tours include guided visits to Sunset Magazine headquarters and Woodside; Golden Gate Park; Del Valle Reservoir; Coyote Hills; Muir Woods/Stinson Beach and San Jose's Egyptian Museum and Winchester Mystery House.

A revised East Bay tour will be operated every Friday to give residents and visitors the opportunity to view and visit top attractions on the east side of the Bay.

The new tour will include visits to the University of California-Berkeley campus; Golden Gate Park; Del Valle Reservoir; Coyote Hills; Muir Woods; Stinson Beach; San Jose's Egyptian Museum and Winchester Mystery House.

As in previous years, the sightseeing tours are being operated in cooperation with the Convention and Tourism Bureau of the Oakland Chamber of Commerce.

Prices will range from a low of $2 for adults, $1 for children, for the Tilden Park tour, to a high of $7.50 for the trip to Marine World. This fare, however, includes the Marine World admission price.

Director Fujii named "Distinguished Citizen"

AC Transit Director Kimi Fujii was named Hayward's Distinguished Citizen for 1972 by the Hayward Lion's Club last month.

Miss Fujii, the first woman director on the transit board, was cited for her "tireless effort to make our community a better place and her willingness to serve mankind by involvement."

Appointed to the Board in April, 1972, to fill the vacancy created by the death of the late E. Guy Warren, she was elevated to board vice-president early this year.

Her activities include: the Red Cross, Alameda County Commission for the Prevention of Juvenile Delinquency, the Hayward Area Historical Society, the Hayward Human Relations Commission and St. Rose Hospital advisory board.

PREPAREDNESS — Because of the fire danger posed by hundreds of thousands of dead eucalyptus trees in the Oakland hills, government agencies are preparing emergency procedures. Early this month, AC Transit sent 23 buses to a high school in the danger area to demonstrate that buses can be used to evacuate schools quickly in the event of an emergency.
Dial-a-ride location study underway

An experienced team of consultants is visiting all cities and unincorporated areas within AC Transit's service boundaries this month to determine the best site for a proposed Dial-a-Ride bus system.

The first phase of the program was put into operation after the Board of Directors approved guidelines.

Community input

DAVE Systems, Inc., working under a contract funded by the Urban Mass Transportation Administration, is meeting with key agencies and local community officials to determine whether areas meet prerequisites involved with an on-call transportation system.

John J. Ford, senior vice-president of DAVE Systems, said some 15 candidate sites would be considered in Alameda and west Contra Costa counties, including all cities and the unincorporated communities of El Sobrante, Castro Valley, San Lorenzo and Ashland.

Prerequisites include the location of one or more BART stations in the initial service area to test the potential of Dial-a-Ride as a connector service to the high speed rail line.

One or more main AC Transit bus routes, with a peak-hour frequency within 30 minutes and a length of at least ten miles, also must run through the area to demonstrate the on-call transportation system's effectiveness as a feeder line.

The initial service area should contain a population of between 25,000 and 45,000 persons and a population density of between 4,000 and 7,000 per square mile, Ford indicated. These are the approximate boundaries which have proved successful in Dial-a-Ride operations elsewhere, he said.

The site selected should present the best opportunity for success from the viewpoint of ridership, and whether this mode of transportation can be expanded to new areas, Ford said.

Study results should be adaptable to other regions within the Bay Area - and should successfully demonstrate the capability of Dial-a-Ride to assist people with low mobility, he added.

After candidate sites are considered on the basis of established criteria, the team will make recommendations as to the best location to the AC Transit board.

Board to decide

The board, in turn, will make the decision on whether the program should be implemented and, if so, what site should be selected.

The Federal government already has approved a study grant of $40,000 to fund two-thirds of the site selection project. The study is being made under the direction of the Metropolitan Transportation Commission and will be tied in with an existing AC Transit-BART coordination study on maximizing effectiveness of bus-rail operation.

DAVE Systems is headquartered in Beverly Hills and has field offices in the Claremont Hotel in Berkeley.

Buses will have "green light"
As bridge auto flow is controlled

Buses will have a steady "green light" to cross the Bay Bridge when a new traffic control system goes into effect later this year.

The State Division of Bay Toll Crossings, which operates the Bay Bridge, will install a stop-and-go metering system on the bridge this August to help control the flow of traffic onto the span during rush hours.

A contract for the $423,753 project was awarded this month to Abbett Electric Corp. of San Francisco.

The control lights will be installed 1,000 feet west of the toll plaza, stopping traffic after motorists have paid their tolls.

Lights will change from red to green at three-second intervals, allowing cars to move onto the bridge itself at a rate designed to make maximum use of the five bridge lanes.

Val Valtakis retirement breaks up
Father-son transit combination

The retirement of Avongalloon "Val" Valtakis last month broke up one of the remaining father-son combinations at AC Transit.

Val Valtakis, 61, began his transit career as a bus driver last December, following the path started by the senior Valtakis in December, 1945.

Val Valtakis was born in East Providence, Rhode Island, Dec. 27, 1914, but moved with his family to Oakland in 1917.

He attended local schools and was graduated from the University of California, Berkeley, with the Class of '40.

As a member of the 159th Infantry, California Army National Guard, he was called to active duty with the Army in March, 1941, with the rank of second lieutenant.

He served in the North Pacific zone during the war and was discharged as a captain.

Buses, and cars in the "car-pool" lanes, will have a constant green light, however.

According to bridge spokesman Robert Hardgrove, the effect of the new system will be "to allow traffic to move onto the bridge in a steady flow, rather than having cars in bunches with open spaces between."

The new system will be controlled by computers and activated by sensors to be installed in the pavement.

Overhead lights, stretching across all 17 lanes, will be on green 21 hours each weekday. However, beginning at 6 a.m. on weekends, the control system will go into effect. At 9 a.m., all lights will switch back to green.

Hardgrove said the metering "will make the most efficient use of the bridge while preserving the time advantage for buses and car pools."

Larry Valtakis, 23, drives out of Semi­nary Division and lives at 3016 Brook­dale Ave., Oakland.
Employee promotions, transfers
For seven were effective May 1

A number of promotions and transfers of AC Transit employees occurred May 1.

William T. Gauer was promoted from assistant superintendent at Richmond Division to superintendent at Emeryville Division, replacing J. Dale Goodman who was promoted to manager of transportation last month.

Thomas E. Swanson Jr. moved from assistant superintendent at Seminary Division to the same job at Richmond.

Leslie H. Minear, who had been assistant superintendent at Emeryville, moved to the similar post at Seminary and was replaced at Emeryville by Harold L. Ellis.

Drivers George T. Maltby and Robert S. Parr were promoted to supervisor posts and Supervisor Howard Jeffries moved up to a job in Central Dispatch.

Gauer, 54, began his career Nov. 8, 1945, as a driver. He was appointed supervisor Aug. 16, 1949, moved to Central Dispatch Aug. 1, 1965, and promoted to the Richmond job Feb. 16, 1967.

Minear, 60, is one of the East Bay's long-time transit veterans, counting a career spanning more than 42 years.

Hired as a driver Nov. 18, 1930, he Maltby, 39, dates his seniority from Nov. 8, 1961.

Parr, 34, began his career with AC Transit on Aug. 16, 1965.

March figures show gains, losses

March revenue and patronage figures showed both gains and losses, when compared to the month of March, 1972.

Total passenger revenue for March was $1,360,486, down $10,217 or .3 percent below the $1,370,703 collected during March, 1972. East Bay revenue was $680,396, down $28,104 or 4.0 percent below the $708,500 dropped into fare boxes a year ago. Transbay revenue of $680,090 was up $17,887 or 2.7 percent above the $662,203 collected last year.

Commute book sales totaled $297,944, up $5,129 from sales of $292,815 during the same month a year ago—an increase of 1.8 percent.

AC Transit buses carried 4,608,827 passengers during March, up 14,219 or .3 percent above the 4,594,608 carried during the month of March, 1972. East Bay buses carried 3,227,621 riders, down 44,305 or 1.4 percent below the 3,271,926 who rode during March, 1972. On transbay lines, patronage for the month totaled 1,381,206, up 58,524 or 4.4 percent above the March, 1972, figure of 1,322,682.

Nationally, the transit industry indicated an increase in revenue passengers of 1.52 percent.

Operating costs during March were $2,202,040, up $80,763 or 3.8 percent above year-ago expenses of $2,121,277. The system operated 2,310,401 miles of service during March, an increase of 83,919 miles or 3.8 percent above the March, 1972, mileage of 2,226,482.

Total income of $2,539,804 covered operational costs and left a surplus of $120,218 after meeting full bond debt requirements.
At an adjourned regular meeting April 25, the Board of Directors:
• Awarded contract for furnishing and installing wall covering in buses to lowest responsible bidder, subject to review of specifications by management, on motion of Director McDonnell.
• Awarded contracts for trucks to lowest responsible bidders, on motion of Director Rinehart.
• Authorized General Manager to be absent from May 16 board meeting, on motion of Vice-president Fujii.
• Authorized operation of summer sightseeing tours from June 9 through Sept. 16 and approved tour fare schedule, on motion of Director Rinehart. (See story, Pg. 3)
• Approved site selection prerequisites for dial-a-ride project and directed that consultants submit monthly progress reports, on motion of Director Rinehart. (See story, Pg. 4)

At an adjourned regular meeting May 16, the Board of Directors:
• Authorized use of 31 passenger bus in temporary regular service as an experiment, on motion of Director Rinehart.
• Authorized the scrapping of coach 134, which was destroyed by fire, on motion of Director Berk.
• Adopted recommendations of consultants relating to employee medical, dental and life insurance coverage, on motion of Director Rinehart.
• Authorized General Manager to expend up to $1,000 for services of a consultant to assist in selection of a new advertising agency, on motion of Director Copeland.
• Authorized advertising for bids for supplying and servicing bus tires, on motion of Vice-president Fujii.
• Approved reimbursement of expenses incurred by Director Nakadegawa on inspection visit to Southern California Rapid Transit District, on motion of Director Copeland.