Fremont Bus Service Begins
Red carpet rolled out for handicapped riders

A red carpet was rolled out and right up a ramp this month so visitors in wheelchairs could ride a bus to view AC Transit’s new Dial-A-Ride facility.

One of three buses used to provide rides for more than 100 convention visitors was converted to handle wheelchair passengers.

Maintenance workers removed the fare box and eight seat assemblies on the bus so four wheelchair patients could be accommodated along with other, seated riders. Seat belts were fastened to the floor and side rail to secure the chairs.

An eight-foot ramp, covered with a red carpet, was built so handicapped passengers could be helped into the coach for the 36 mile trip from the convention hotel to the Dial-A-Ride control center.

Richard C. Wooten, chief of the California Department of Rehabilitation Mobility Barriers Section, was the only one to take advantage of the “red carpet” treatment, but he praised AC Transit for its concern and effort to give delegates in wheelchairs access to the Dial-A-Ride facility.

The temporary bus conversion was arranged for the conclusion of the Fifth Annual International Conference on Demand-Responsive Transportation Systems, held in Oakland this month.

Combined BART and bus tours were arranged to the AC Transit Dial-A-Ride control center in Richmond and to the Santa Clara County Transit District center in San Jose.

AC Transit, meanwhile, is working with manufacturers on a device which would assure the safety of a handicapped person boarding a bus and yet not require the driver to leave his seat. Nor would the device impede use of the bus by other riders.

When a suitable device is available, AC Transit plans to equip two Dial-A-Ride buses to carry handicapped persons so that tests in regular revenue service can be conducted.

Voters re-elect three incumbent directors; Choose one new member

East Bay voters returned three incumbent AC Transit directors to office and chose one new member at an election November 5.

Board President William J. Bettencourt, Vice-president Kim Fujii and Director John L. McDonnell were returned to office with large majorities.

The newest director, who will take his seat in January, is Chester C. McGuire, of Berkeley.

Bettencourt and McDonnell, both of whom have 18 years service on the board, now are the only remaining members of the original board.

Col. Robert M. Copeland, who had served with Bettencourt and McDonnell from the beginning, chose not to seek another term and will be replaced by McGuire.

Miss Fujii, appointed to the board in April, 1972, to fill a vacancy, was elected to a full term. All terms are for four years.

President signs New transit law

President Ford signed into law this month a new mass transit bill which, for the first time, provides federal aid for operating expenses of local transit systems.

Previously, federal money was available only for capital outlays such as buses or other hardware, but not for day-to-day operating costs.

The new law provides nearly $4 billion for operating costs during a six year period, with $100 million available during fiscal year (FY) 1975, $500 million in FY 76, $650 million in FY 77, $775 million in FY 78, $800 million in FY 79 and $800 million in FY 80. There will be more than $100 million available in the San Francisco and Oakland areas during the six year period for operating subsidies and capital grants.

Each state’s governor, regional planning agencies and local operating agencies will have a say in how the funds are to be spent since the bill does allow the money to be used for additional equipment rather than being spent on operating costs.

New director McGuire

Is a university professor

Chester C. McGuire, Jr., the newest member of the AC Transit board of directors, is an acting associate professor at the University of California, Berkeley, in the Department of City and Regional Planning.

The 38-year-old McGuire, a native of Gary, Indiana, earned a BA in English Literature from Dartmouth, an MBA and a PhD from the University of Chicago.

The new director and his wife, Julie, are parents of Michael, 13, Angela, 12, and Gail, 5. The family lives in Berkeley.
Bus service begins in Fremont;
Six lines link neighborhoods with BART

Signs on the sides of buses read: "A First for Fremont."
And it is.
For the first time in the history of the southern Alameda County community of more than 125,000 people, buses now link neighborhoods with each other; carrying riders from their homes to shopping centers, doctor's offices, Washington Hospital, Ohlone College and BART stations.

Fremont's new service began November 12 but residents are looking forward to an expanded and more comprehensive transit system in the not too far distant future.

Early this month voters in Fremont and the adjacent city of Newark approved annexation to AC Transit as part of a special transit services district.

However, until the two-community bus system is launched, the interim service will operate under an agreement previously worked out between the City of Fremont and AC Transit.

The temporary system calls for all riders to pay 25 cents per ride, with no discount for senior citizens or youth. However, passengers arriving via BART to either Fremont or Union City BART stations are able to use free one-way transfers from transfer machines located inside paid areas at BART stations for their return bus ride.

Fremont is using its own local funds and some of its federal "revenue sharing" money to help pay for the interim system. Fremont's share of $120,000 generated nearly $310,000 in funds from other sources.

The temporary service will be replaced by a more complex system at a future date. The future system will combine fixed routes with a Dial-A-Ride operation.

AC Transit is in the process of seeking a federal grant to offset equipment costs for the future system.

Fremont bus while inaugural ceremonies for the new service are taking place at BART/Fremont.

Newark OK's annexation;
Interim bus service
Planned for December 16

Because Newark voters, earlier this month, approved an annexation measure on their ballot, the Newark City Council decided to move forward on an interim bus system similar to that which began Nov. 12 in the neighboring city of Fremont.

Monday, Dec. 16, is the scheduled date for a one-route, five coach system to begin operation.

The new system is planned to operate from 5 a.m. to 7 p.m. weekdays and from 8 a.m. to 6 p.m. on Saturdays, with no Sunday service.

Under the proposed temporary plan, buses will loop through much of the city's residential area before continuing on to BART/Fremont.

During commute hours only, buses will extend to BART/Union City.

This system should put 85 percent of the city's homes within a quarter-mile of a bus line.

Fares are to be 25 cents for a one-way ride.

RIBBON CUTTING—Information clerk Kathi Johnson, left, helps Fremont Councilman Gene Rhodes, Mayor Don Dillon and AC Transit Board of Directors President William J. Bettencourt cut ribbon inaugurating bus service in Fremont.

THE COVER—Kathi Johnson hands timetable to passengers arriving aboard Fremont bus while inaugural ceremonies for the new service are taking place at BART/Fremont.
Mechanic Joe Armijo Dies suddenly

Joe F. Armijo, a mechanic at Emeryville Division, died suddenly on Oct. 20 of a heart attack. Armijo, 64, had worked for AC Transit and the predecessor company, Key System, since Nov. 16, 1945. He is survived by his widow, Agnes, of San Lorenzo, and three daughters: Viola Benavidez of Sacramento, Betty Olson of San Jose and Lupe Richford of Albany.

All three divisions top Safe-driving goals again

October became the second month in a row during which AC Transit drivers in all three operating divisions exceeded their monthly safe-driving targets. Richmond Division drivers topped the goal of 13,250 safe-driving miles per accident by averaging 18,345 miles. Operators at Emeryville Division averaged 15,756 miles while Seminary Division drivers went over the mark with an average of 13,648 miles per accident.

Two of three East Bay Transit elections win at polls

With three transit elections in the East Bay this month, voters said "Yes" to two, but turned down a third.

Fremont voters decided to annex their city to AC Transit by a vote of 16,724 to 12,221, a 62 to 38 percent ratio on the "Yes" side. In neighboring Newark, an annexation vote also won but by a much closer vote — 2,058 "Yes" to 2,017 "No" — a 53 to 47 ratio.

In Central Contra Costa County, however, voters said "No" by a large margin — 58,333 to 28,312 votes. The "No" side prevailed 67.5 to 32.5 percent.

Drivers complimented For aid to police in 'Radio Alert' program

AC Transit drivers continue to receive compliments from the Oakland Police Department for their roles in alerting policemen about crimes, accidents and other problems on city streets.

Under the Police Department's "Radio Alert" program, drivers use their two-way radios to report incidents they see taking place.

Cited as "Radio Alerters of the Month" for September was driver Terry D. Finley who reported a shooting.

Finley reacted so quickly in relaying information that police were able to capture the gunman less than three blocks from the scene of the shooting.

Other drivers cited by police for their efforts include: Wendell Stubbs and Larry Wright, both of whom reported possible burglaries in progress, and Arthur Garlick who reported a serious auto accident seconds after it occurred.

INFORMATION LADY—As part of a continuing effort to inform new and potential riders of AC Transit's bus system, a roaming information booth has been set up at key locations in Fremont. Here information clerk Kathy Villalla explains the new service to residents of BART/Fremont.

September figures show losses

The month of September showed losses in revenue and patronage figures for several different reasons: it was the first month of operation after a two month strike; it was the first month during which higher transbay fares were collected; and it was the month during which BART's transbay service began.

Total passenger revenue for September was $1,234,340, down 21.4 percent to $269,556 collected during September, 1973. East Bay revenue was $339,857, down $21,001 or 3.2 percent below the $360,858 dropped into fare boxes a year ago. Transbay revenue of $594,483 was down $10,215 or 1.7 percent below the $604,698 collected last year.

Reflecting the start of transbay BART operation, commute book sales fell 31.4 percent to $211,808, down $57,729 from sales of $269,534 during September, 1973. AC Transit buses carried 4,039,756 passengers during September, down 225,761 or 5.5 percent below the 4,265,517 carried during the month of September, 1973. East Bay buses carried 2,951,242 riders, down 74,627 or 2.5 percent below the 3,025,869 who rode during September, 1973. On transbay lines, patronage for the month totaled 1,088,514, down 151,134 or 12.2 percent below the September, 1973 figure of 1,240,648.

Nationally, the transit industry indicated an increase of 7.87 percent in total passengers carried.

AC Transit operated 2,231,282 miles of service during September, an increase of 102,884 miles or 4.9 percent above the 2,128,414 miles operated during September, 1972.

Operating costs and total income figures for September were not immediately available.
**Actions of the Board**

At an adjourned regular meeting October 30, the Board of Directors:

- Awarded contract for furnishing closed circuit television system to lowest bidder, subject to specification compliance, on motion of Director Berk.
- Authorized execution of contract with Automatic Parking Devices, Inc., for fare transfer equipment, excluding transfers, on motion of Director McDonnell.
- Awarded contracts for office machines and equipment to lowest responsive bidders for 11 items, and to lowest responsive bidders, subject to specification compliance, for nine items, on motion of Director Rinehart.
- Granted management representative authority to serve on the newly-formed APTA Performance Measures Industry Control Board, on motion of Director Nakadegawa.
- Extended agreement with Arthur Young & Co. for study of current data processing operations, on motion of Director Rinehart.
- Curtailed service frequencies on Line A—Oakland-San Francisco and Line 33—Oakland-Berkeley Express because of passenger diversion to BART, on motion of Director Berk.
- Authorized General Manager to execute Joint Exercise of Powers Agreement establishing Association of Bay Area Public Transit Operators, on motion of Director Berk.

At a regular meeting November 13, the Board of Directors:

- Awarded contract for eight automobiles to Elmhurst Ford, Inc., and returned bids on van to staff for review and later recommendation, on motion of Director Rinehart.
- Approved addition of equipment and consulting services for Fremont and Newark Dial-A-Ride operations to two-year capital improvement grant, on motion of Vice-president Fujii.
- Authorized General Manager to enter into contract with Educational Research, Inc., to develop and implement Affirmative Action Program, on motion of Director Nakadegawa.