Two additional Dial-A-Ride zones were opened in Fremont on Dec. 12 with ridership exceeding expectations in the off-peak door-to-door service. The two new zones are in the Niles area and in north Fremont, for Special Transit Service District 2 in Fremont and Newark. Addition of the two zones resulted in nearly tripling Dial-A-Ride passenger trips recorded in the two communities. Before the opening of the new zones about 100 passengers per weekday were using the specialized service. By the end of the first six days of operation, weekday ridership was averaging some 275 passenger trips per weekday.

**Two more Dial-A-Ride zones inaugurated**

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**INKING AGREEMENT** — Representatives of the Eastern Contra Costa County Transit Authority sign contract with AC Transit General Manager Alan L. Bingham, seated left, for new local bus service in Pittsburg, Antioch and Brentwood. Representing the transit authority are, from left, Delma Webb, Helen Mackintosh, Chairman Barbara Guise and Joseph Sato. Under the agreement, five local routes — two in Pittsburg, including West Pittsburg, two in Antioch and one in Brentwood — are scheduled to begin operating late summer. The service is initially slated to operate on weekdays only, with a frequency during commute and midday hours of 60 minutes in Pittsburg and Antioch and 90 minutes in Brentwood.

**DIAL-A-RIDE map distribution for new Fremont/Newark zones took place with the help of youthful workers such as 12-year-old Richard Bess.**

**Portions labeled 'unnecessary'**

**Changes urged in MTC funding report**

AC Transit directors unanimously have expressed opposition to portions of a report on future transit funding, which has been adopted by the Metropolitan Transportation Commission for submission to the State Legislature.

At the direction of the board, General Manager Alan L. Bingham appeared before the commission this month, describing elements of the report as "unrealistic and misleading to the State Legislature."

The study was ordered by the Legislature under Assembly Bill 3785 which extended the half-cent sales tax for the three counties served by BART. One recommendation calls for toll increase on three Bay bridges to $1, with the additional revenue channeled to assist AC Transit, BART and San Francisco Municipal Railway. AC Transit directors favor such a move. However, the board took issue with other recommendations.

They include:
- A provision that fares cover 35 percent of operating costs.
- A requirement that if wages and salaries are increased by more than 5.5 percent in the future, additional monies over 5.5 percent be derived from fares.
- A provision that operating costs be reduced by five percent through increased efficiency.

Bingham noted that requiring fares to cover 35 percent of operating costs would raise "some very serious questions of equity."

"Residents of Oakland are paying 75 percent of transit costs out of fares and property taxes, whereas in Concord they're paying 25 percent out of fares and municipal contributions."

"There are some very serious equity issues raised in this report which, in our judgement, have not been fully and adequately dealt with yet." Bingham stressed.

Referring to the proposed wage increase ceiling of 5.5 percent, Bingham argued the MTC recommendation is not in keeping with predictions of the State Legislative Analyst. Legislative Analyst A. Alan Post is forecasting a 6.7 percent annual increase in the Consumer's Price Index. "To expect that a man or woman's wages are not going to keep up with the change in the Consumer Price Index seems to us totally unrealistic," Bingham said.

Further, Bingham added, an implication that AC Transit suffers from five percent inefficiency is not accurate.

"AC Transit has been operating for years with the fat long ago burned out of it. A five percent increase in efficiency for AC Transit represents about $2,500,000 in the next fiscal year, or more than 100 people on our payroll. "I think that for the State Legislature to be advised that AC Transit can achieve this is misleading. It's not factual."

Bingham also carried the board's opposition to relieving BART of an obligation to repay $39.1 million in Bay Bridge debts. "If it's really the intent of this commission that BART should get the full half-cent retail sales tax and that funds from bridge tolls should go to Muni and AC Transit — then let's do it that way."

"Let's not excuse BART $39.1 million in Bay Bridge payments because, in a sense, you're just giving BART $39.1 million out of the bridge tolls," Bingham said.

The State Legislature is scheduled to receive the report for its consideration by Jan. 10, 1977.
The around-the-clock job of keeping 800 buses in shape to clock up 2,500,000 miles every month falls to the Maintenance Department, the second largest department in the District.

Guided by the philosophy that “an ounce of prevention is better than a pound of cure,” approximately 185 buses are inspected weekly to assure maximum operating efficiency and passenger safety.

“Our whole operation is geared toward preventative maintenance,” explains Anthony R. Lucchesi, who has overseen the Maintenance Department as manager of maintenance since 1967.

“We take our responsibility seriously to provide the riding public with a safe and clean bus,” Lucchesi added.

Accomplishing such a task entails coordination of a large staff spread over four division sites within the 600 square mile service area of AC Transit. Some 220 employees work in the Maintenance Department, with three shifts operating daily so that on-going care of the District coach fleet is administered 24 hours a day.

Highlight of the preventative maintenance program is the “color key” system of equipment replacement, which AC Transit has employed for many years.

Under the system, equipment parts are painted in colors which indicate the date of their scheduled replacement.

By a quick glance, a mechanic can tell whether a part needs changing. Purpose of such equipment replacement is to minimize unexpected breakdown which, to even a trained eye, may have appeared in good condition.

All maintenance of the coach fleet is done “in-house” by the Maintenance Department, with regular duties including body work, unit repairs, welding and upholstering as well as regular maintenance.

In addition to preventative inspection, each coach receives major safety checks every 1,000 miles it travels. Brakes are adjusted and checked for oil, fluid, air and coolant leaks.

Three division superintendents and 12 foremen make up the chain of command which Lucchesi oversees.

In addition, the manager of maintenance is aided by the department’s number two man, Richard H. Bertz, who functions as assistant general superintendent.

Responsibilities of the Maintenance Department don’t end with caring for the District coach fleet. Building maintenance, bus pole and shelter installation and upkeep remain the Maintenance Department’s responsibility too.

Overseeing this function is Carl Knutson, building maintenance foreman, who has held the position for 22 years. Working under Knutson’s direction are 14 employees who attend the needs of District property.

In addition to “keeping the District going,” the manager of maintenance also must coordinate his department’s functions with those of other District departments.

“It’s very important that we work closely with the Transportation and Purchasing and Stores departments, since we overlap so much,” Lucchesi said.

Lucchesi points to good working morale within his department. “Sometimes I’m tempted to take my office door off its hinges, but then I don’t need to because they all know they can come in anytime,” he explained.

“I never want to be known as someone who thinks of his people as numbers,” Lucchesi said, who began his career with AC Transit’s predecessor, Key System, in the depression year of 1933.

“I know what it’s like to work under tough conditions and how much a word of praise can mean,” said Lucchesi, who is often called by his first name around the maintenance shops.

“If any success is due the Maintenance Department, all the credit should be given to the employees who actually do the repairs and service the equipment,” Lucchesi added.
Kurz assumes Treasurer-Controller post, Specialist in accounting management

Lawrence S. Kurz, certified public accountant with a long career in management and the revision and updating of accounting systems, has been named treasurer-controller of AC Transit.

Kurz, 57, has been controller, business manager and administrative manager at Heavenly Valley Ski Area, South Lake Tahoe, since 1972 where he was responsible for accounting and financial functions. He also directed the personnel department and community relations at the resort.

Previously, Kurz oversaw the revision of the accounting system and integrating it to a computer system at West Coast Life Insurance Company in San Francisco.

From 1951 to 1970, Kurz held executive positions with firms in Salinas, including Cochran Western Corp., Growers Ice and Development Co., Growers Vacuum Cool Co., Growers Container Corp. and Bruce Church, Inc., large grower-shipper of vegetables in California and Arizona. Kurz graduated from the University of California at Berkeley in 1942 with a degree in business administration and accounting. He did graduate work at Stanford Business School and U.C. Berkeley.

Kurz, 57, has been prominent in civic activities in Salinas, where among other positions, he was a member of the Salinas City Council.

Recently, he has been living with his family at Zephyr Cove, Nev., and is a member of the Rotary Club of South Lake Tahoe.

THE COVER — Santa Claus greets Richmond pre-schoolers during his 14th annual tour of East Bay cities on the AC Transit Holidays Coach. Above, Santa, otherwise known as Richmond Division Superintendent Nick Alevizos, is seen perched atop the bus while, at left, he alights to hear Christmas wishes of Lubec Beshanski, left, and Woodrow Williams, of Oakland.

October Financial Report

Total operating expense, including interest on bonded debt and principal on bonded debt, for October, 1976 was $4,375,814 while operating income was $1,686,124. Total income, including subsidies from property taxes, sales taxes and Federal aid, amounted to $4,421,180 and was sufficient to cover operating deficit and full bond debt requirements. Contract services are being paid for by the communities involved.

Nationally, the transit industry showed a decrease of 5.84 percent in total passengers carried.
Actions of the Board

At an adjourned regular meeting November 24, the Board of Directors:
• Awarded contract for furnishing portable buildings to Modulaire Leasing Co., subject to compliance with specifications, on motion of Director Nakadegawa.
• Adopted resolution authorizing the General Manager to file an application for operating assistance under the Urban Mass Transportation Act 1964, as amended, on motion of Director Bettencourt.
• Set January 12, 1977, 4 p.m., for public hearing on application for federal operating assistance, on motion of Director Bettencourt.
• Authorized General Manager to execute agreement between District and Eastern Contra Costa County Transit Authority for local bus service, on motion of Director Bettencourt. (See story, Pg. 2).
• Authorized elimination of loop on Ballard Dr. by Line 203-Glenmoor-Fremont and implementation of two additional Dial-A-Ride zones in Fremont/Newark, on motion of Director Berk. (See story, Pg. 2).
• Authorized creation of four new positions, on motion of Director Nakadegawa. * * *

All divisions beat the safe driving goal

All divisions beat the safe driving goal for the month of November, in terms of miles driven per accident. With a goal of 13,250 miles per chargeable accident, the District-wide average for November was 14,827.

Newark Division tallied 43,959 miles, while Emeryville Division drivers scored 14,398 miles.

During November, Richmond Division achieved 14,241 miles and Seminary Division marked up 14,035.