Our 'Stockholders' Write

It is a pleasure to write a letter regarding your driver, Warren Miller.

Very recently we were put in a position of needing competent help in instruction (in use of) a piece of technical equipment. I contacted Mr. Miller who assumed the responsibility of putting together a block of instructions which I and my staff found to be well prepared and delivered in a professional manner.

Mr. Miller has the ability to put across material that not only is clear to the recipient but makes the recipient enthusiastic over the subject matter.

Captain Harry A. Derum
Coroner Division Commander
Office of Sheriff-Coroner
Contra Costa County
Martinez

* * *

My question concerns AC’s policy regarding use of the tickets obtained at BART stations for your commuter bus service. Specifically, are these tickets also honored at intermediate stops along the feeder routes, or only at the BART terminals themselves?

K.W. Chester
Moraga

(Ed. Note: BART transfer tickets are valid when surrendered at the station of issue or at nearest regular bus stop on the line of acceptance. Transfers from BART 12th and 19th Street Stations are honored in the downtown Oakland business district. BART express coach transfers are valid when presented at established BART Express Coach stops or at the nearest bus stop on the line of acceptance.)

We wish to tell you (Mike Curry, Marketing) how much we appreciate and thank you for obtaining the Christmas bus for us. We enjoyed our trip to work that day so very much. It was our Christmas party and got our Christmas season off to a wonderful start.

Thank you again for the pleasant Christmas gift from AC Transit.

Signed by 13 riders
BART Express, Martinez

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Fifth division to rise in Concord

AC Transit’s largest facility will be built on 15 acres at the intersection of Highway 4 and Port Chicago Highway in Central Contra Costa County.

The new bus yard, made official by contract signing ceremonies at Contra Costa County Supervisor Robert I. Schroeder’s office this month, ultimately will be home base for up to 250 AC Transit buses.

The $1.2 million parcel, at the northwest corner where the two highways intersect, will become AC Transit’s fifth operational yard. It will be the first new division location since Newark, which opened in Southern Alameda County in 1975. The Concord site is two and one-half acres larger than Seminary Division.

Buses are expected to begin using the Concord site around mid-year. "This is a big step for AC Transit and the residents of Contra Costa County," commented William E. Berk, President of the Board of Directors. "It is definite proof of the commitment to improve public transit for people in the area."

The purchase, from Systech Financial Corp. of Walnut Creek, was funded by state Transportation Development Act monies through the assistance of the Metropolitan Transportation Commission, including Commissioners Schroeder and Richard A. LaPointe, who represent Contra Costa on the regional planning board.

Martinez route to come With service agreement

Development of local bus service for the City of Martinez was approved by AC Transit Directors last month.

The new local bus route will be operated in addition to current Line M and Line D BART express service in the Martinez area, providing stops in areas of the city not now served by transit.

This new route will operate from downtown Martinez to a terminal near Hidden Valley School. Enroute, the buses would make transfer connections with both Line M and Line D BART Express service.

As proposed, service initially would be operated weekdays with a 30-minute interval between buses between 5:30 a.m. and 7:30 p.m. Fares for adult riders would be 25 cents, with senior citizens and handicapped persons paying 10 cents per ride during off-peak hours. The new service could be in operation by mid-1980, but an exact start-up date is still to be announced.

AC Transit will operate this line under contract with Martinez, which will establish route, fare structure and levels of service.
MTC hears plan for massive up-grading

A massive $200-million proposal for facilities and equipment was unveiled on January 11 to the Metropolitan Transportation Commission's Work Program and Plan Revision Committee. The comprehensive plan covers replacement or upgrading of existing equipment and facilities and other improvements to meet needs through the 1980's.

Included in AC Transit's request are major changes and renovations to current locations for bus maintenance and operations. The plan includes:

- Development of a new central maintenance facility for handling heavy work on all vehicles. The site would be used, additionally, as a central stores location.
- Purchase and development of a new operating division in Contra Costa County, already underway with the signing of a purchase agreement for land at the corner of Highway 4 and Port Chicago Highway in Concord. (see story, Page 3)

Board names William Berk, Roy Nakadegawa officers

Richmond businessman William E. Berk has been selected to serve a second one-year term as president of the AC Transit Board of Directors.

Berk was chosen by fellow board members at their January 9 meeting to guide AC Transit's policy-setting body during the current year.

He was first appointed to the transit district board of directors in 1961 and served as president of that group in 1969, 1970 and 1979.

Named to another term as vice-president of the board was Roy Nakadegawa of Berkeley, a civil engineer for the City of Richmond. Nakadegawa was first elected to the board in 1972.

The elections took place at the first regularly scheduled meeting of directors in 1980.

- Upgrading of existing facilities in Richmond, Emeryville and East Oakland, with ultimate plans for creating a new division yard in East Oakland.
- Replacement of the Newark facility, with long-range plans for a new Southern Alameda County division yard.

New buses

With 43 percent of the bus system's current fleet over 15 years of age, the proposal calls for 535 new buses during the coming five years with appropriate support, service and supervisory vehicles. The new buses will have wheelchair accessibility.

Also included in the capital plan are requests for fare boxes, shop tools, passenger benches, bus stop signs and poles, and office equipment, as well as a one-million dollar computerized vehicle monitoring system.

The proposal before the MTC incorporates three previous projections of AC Transit needs: the "5-year Transit Development Program" (TDP), the "Transportation System Management Element" (TSME), and the "Master Plan of Bus Maintenance, Service, Garage and other Facilities." To full MTC

If approved by the MTC Work Program and Plan Revision Committee, the entire proposal would be presented to the full Metropolitan Transportation Commission for consideration.

In assessing the proposal, William E. Berk, President of the Board of Directors, said, "We are seeking approval of an urgently needed program to meet the requirements of providing good public transportation during the coming years."

AC Transit currently operates bus service in more than 600 square miles of Alameda and Contra Costa County and also into San Francisco.
Mike Mills assumes Top Marketing post

Mike Mills, who joined the Marketing Department in 1977 after a 13-year career as a newspaper and television reporter, has been appointed Marketing Manager.

He assumes responsibility for a department which produces and distributes publications (including Transit-Times), maps, brochures, and a variety of other informational materials aimed at promoting ridership. Other functions include media relations, advertising, in-house and community informational programs, and supervision of the Customer Services and Transit Information Centers.

Mills' initial assignments in Marketing were as public information consultant, writer, and media specialist. Prior to joining the System, he was an on-camera reporter for KRON-TV for eight years and a general assignment reporter for the San Francisco Chronicle.

His appointment fills the post left vacant by the retirement of Virginia B. Dennison, who held the top public information/marketing position for many years, pioneering as the first woman executive in the public transit field.

New manager, new map

Wheelchair lifts for use by handicapped persons were demonstrated in mid-month at the BART Fremont Station. The demonstration was to enable the public to see several lifts in operation and to provide an opportunity for interested persons to evaluate the capabilities of the equipment.

The demonstration was sponsored by AC Transit, CalTrans, the United States Department of Transportation and the United Cerebral Palsy Association of San Francisco.

Transfer device tried

Experimental electronic transfer-issuing machines went into use January 21 for a one-month test on six buses operating in communities from Berkeley to Hayward. The machine, mounted on the bus dashboard near the driver, dispenses a ticket-size transfer bearing the date, bus route and direction of travel, and time left before expiration.

During the test period, AC Transit will be gauging rider reaction to the new machine and judging the potential for savings in drivers' time in more efficiently and speedily issuing transfers.
Beneditti achieves safe-driving milestone

THIRTIETH WINNER — Reno Beneditti and his daughter, Judy, recently cut the cake commemorating his 25 years of safe driving. Beneditti is the 30th AC Transit driver to be a recipient of the 25-Year Safe Driving Award. He has carried an estimated 2,348,000 passengers over 1,174,000 miles during his career. Currently, Beneditti is operating Line 382-Pittsburg-Amioch-Brentwood in Contra Costa County. He makes his home in Richmond.

End of year safety tally
Shows Newark still champ

In the December safety tallies, three divisions achieved the goal of averaging at least 13,250 miles per chargeable accident.

During that holiday month, Newark Division drivers compiled a tally of 70,387 miles per accident; Richmond Division registered 18,343 miles between mishaps; and Seminary logged 13,553 miles per incident.

In the previous month, November, Newark Division also led in the safety standings with 53,192 miles per accident. Two other divisions also met Thanksgiving month’s safety bogey — Emeryville Division, with 16,095 miles per accident, and Seminary Division, with 13,834 miles per chargeable accident.

District operators as a whole drove a total of 5,184,760 miles during the two-month period.

Pass use increases
Statistics registered during the second month of Pass sales showed an increase in off-peak usage of the new fare-paying method.

More than 3,200 East Bay bus riders bought December Monthly Passes. And a survey of Pass use counted 9,689 unlinked passenger trips on a Thursday in December (compared to 9,679 a month earlier), 4,900 trips on a Saturday in December (against 4,149 counted in November), and 3,213 Sunday trips (compared to 2,249 in November).

Recent deaths include Driver, two retirees From AC Transit rolls

Two retirees and an operator died during November and December.

Ira Koehler, 44, an operator at Newark Division, died in San Jose December 17. He had been an employee since 1963. Koehler is survived by his widow, Julie. The family home is in San Jose.

Arthur T. Benedetti, 65, who was a mechanic at Emeryville Division prior to his retirement in 1978 after 32 years of service, died November 28 in Oakland. He is survived by his widow, Marjorie, and three children: Gary, Rodger, and Nancy. In addition, he leaves nine grandchildren.

Samuel D. Totten, 68, who retired in 1975 from a position as operator at Emeryville Division, died December 7 in Port Orchard, Washington. Survivors include his widow, Irene; a son, Robert, who is an AC Transit operator; and a daughter, Jean Williams.

At retirement, Totten had completed 29 years of service.

The AC Transit System is asking for $200 million to update its two-county transit system, and if matters continue as they have lately, the system had better get it.

Not only has gasoline become more and more expensive for motorists, but the present state administration seems to have adopted an attitude which is almost hostile toward the family automobile.

In recent months, reports from the California Department of Transportation have included recommendations:

— To postpone — for years — construction of the final piece of the cloverleaf intersecting the Nimitz Freeway and Route 238 in San Leandro.
— To postpone — also for years — construction of an overpass crossing Interstate 680 at Pleasanton, and...
— To abandon — forever — a proposed highway through Hayward connecting the Nimitz Freeway to Interstate 580, and also a southern extension of the MacArthur Freeway through Hayward.

If residents are to be squeezed out of their cars by gas prices, and by traffic jams perpetuated by the state abandoning proposed highway projects, residents of this area must have an extensive and efficient mass transit system.

BART cannot meet that need. The Bay Area Rapid Transit District is a trunk line system which makes only six East Bay stops south of Oakland. It provides no service at all to the burgeoning Livermore-Amador Valley.

The Press is saying about transit

The Daily Review

Transit system needs the grant

BART was designed as a main-line, high-speed system which was to be fed by the family car and by feeder bus lines. If the family car is to be squeezed out, the feeder bus lines must fill the void.

Nearly half of AC Transit’s buses are 15 years old or older, and the $200 million being requested of the Metropolitan Transit Commission would replace them.

In addition, about 250 new buses would be added for new and expanded bus routes, and the entire system would be modernized and renovated.

Only one concern comes to mind considering this necessary project.

Just as the family car is being threatened by skyrocketing gasoline prices, buses are being affected also. AC Transit officials undoubtedly will do everything in their power to obtain vehicles that are fuel-efficient, and they will consider every other way they can think of to minimize the effects of increasing fuel costs.

But they must never forget that the same phenomenon that is forcing cars off the road will have equal effect on their buses, whether they are new or old, and whether they are radio equipped or not.
**Actions of the Board**

At an adjourned regular meeting December 19, the Board of Directors:

- Adopted revision to resolution passed June 27, 1979, concerning appropriations from funds received from taxes and state subsidies, on motion of Director Rinehart.

- Authorized General Manager to execute agreement with City of Martinez to provide local bus service, on motion of Director Holmes. (See story, Pg. 3)

* * *

At a regular meeting January 9, the Board of Directors:

- Elected William E. Berk president and Roy Nakadegawa vice president, on motion of Director Holmes. (See story, Pg. 4)

- Adopted resolution expressing appreciation to Contra Costa County Board of Supervisors and County staff for aid in acquisition of property in Concord for an operating and maintenance facility, on motion of Director Fajans.

**Nominees sought in choosing “Golden Wheel” employee**

Judges for AC Transit's Golden Wheel Awards, presented periodically in recognition of outstanding employees, are seeking nominations.

Any District employee is eligible for consideration, with all-around performance and service to patrons determining selection. According to Robert J. Shamoon, assistant general manager for AC Transit operations, the ideal candidate is one "whose personal endeavors reflect credit on the individual involved and on the District."

Deadline date for nominations is February 15. Names of nominees, with any supporting documents or details, should be directed to Shamoon at AC Transit headquarters, Oakland.