Board Resolution

Directors pave way for fare increases

A step closer to raising fares took place March 26 as the Board of Directors approved a resolution calling for minimum local fares of 50 cents and minimum transbay fares of $1, to begin “on or about July 1, 1980.”

The resolution, however, assures that fare increases will not go into effect until public hearings are held. Additionally, it seeks certain assurances from the Metropolitan Transportation Commission (MTC) before fares go up.

The resolution indicates AC Transit will not proceed with the increases until the bus system is assured MTC “has allocated all available regional discretionary funds” and that AC Transit has received its “fair share” of MTC dispensed funds.

Senior citizens, handicapped and youth fares would not be raised, but would be reviewed at an undetermined future date, according to the resolution.

Card holders increase

Since the introduction of the Bay Region Transit Discount program in 1975, AC Transit has issued 40,000 of the cards which qualify elderly and handicapped riders for reduced fares.

The discount Monthly Pass fare would continue, although no exact charges were established. Other fares can be expected to increase by approximately 30 percent over the current fare structure, the resolution states.

AC Transit, BART and San Francisco Municipal Railway (MUNI) have been under pressure from the MTC to raise fares and adopt more uniform fare structures.

Two-system agreement

Gives south area link
To AC Transit service

A bus trip from Gilroy at the southern end of Santa Clara County all the way to Crockett on the Carquinez Strait became possible April 7 for the price of a single fare.

Under a new agreement between AC Transit and Santa Clara Transit, free transfers can be made between bus lines of the two systems at BART/Fremont. At this location, SCCTA Line 3 buses make connections with BART and with 13 local AC Transit lines in the Fremont/Newark Area.

The AC Transit bus service continues to make connections with lines operating throughout the entire East Bay — in Hayward, San Leandro, Oakland, Berkeley, Richmond, and, ultimately, Crockett.

A rider pays the regular 25 cent fare in Gilroy for the one way trip, and pays AC Transit’s regular 35 cent adult fare in Crockett for the return trip. Each system will honor the other’s Monthly Pass at the transfer location.

Initially, the AC Transit-Santa Clara Transit transfers will be made only at BART/Fremont. Meanwhile, the systems will consider other meeting points for similar connections as part of cooperative efforts to improve service coordination.
Nisbet reports on Props. 9 and 11

Effects of passage of two ballot propositions facing California voters in June were outlined for the Board of Directors April 23 by General Manager Robert E. Nisbet.

Nisbet told board members Proposition 9 and Proposition 11 increase the uncertainty of funding – an uncertainty the District has been living with since the passage of Proposition 13 in June, 1978.

Proposition 13, the Jarvis-Gann Initiative, resulted in the District’s losing some $14 million in property tax revenue annually. Nisbet said only increased assistance from the State has enabled AC Transit to continue operating at a level approximating service before passage of Proposition 13.

However, he pointed out, much of the funding to offset lost property tax revenue was given to AC Transit on a “one-time only” basis. And there was no assurance the same level of support would continue.

Nisbet said, “It is anticipated that passage of Proposition 9 would reduce State revenues by an estimated $4.9 billion, which in turn would require the State to cut funding accordingly.

“Proposition 11 would reduce the State’s revenue by an estimated $300 million, with the other half to be used for alternative vehicle fuels and other transportation projects.”

Nisbet’s appraisal was echoed by Edward R. Gerber, legislative representative of the California Association for Publicly Owned Transit Systems (CAPOTS), who told the board AC Transit’s $3 million portion of state surplus funds was “at risk,” and an estimated additional $3 million in State Transit Assistance funds will probably be lost with passage of Proposition 9.

In projecting the effect of Proposition 11, the “Oil Surtax Initiative,” Nisbet said half of the estimated $300 million expected to be generated would go for the improvement of public transit throughout the State, with the other half to be used for alternative vehicle fuels and other transportation projects.

Although AC Transit would expect to receive some of the estimated $150 million to $215 million allocated for public transit, the exact amount “is impossible to determine at this time,” Nisbet said.

Modernizing District Telephone facilities

Gets Board’s approval

Reduced costs and increased productivity are expected yields in a program approved by the Board of Directors March 26, to modernize the District’s telephone system, including equipment used to handle transit information inquiries.

The program has two phases: increasing the capacity and reliability of the AC Transit business line – the 654-7878 network – and eliminating the long waits and accidental disconnections which have inconvenienced some of the many customers calling the various transit information numbers.

More automated and streamlined transit information equipment is expected to increase productivity and efficiency in handling transit information inquiries. Improvements in the business line will allow tighter accounting controls and elimination of the private lines needed now because the current network is at virtual capacity. Thus, the District’s future telephone bills are expected to reflect cost savings.

Maintenance excellence is saluted once again

Maintenance Department’s reputation for excellence has again been recognized within the bus transportation industry through announcement that it has qualified for the Fleet Owner Maintenance Efficiency Award. This marks the 18th consecutive year of AC Transit’s receipt of the honor, which was first given in 1962.

The recognition goes to those transit organizations whose records of bus maintenance meets standards based on equipment longevity, total miles per year of use, and repair costs.

Presentation of the award is scheduled late next month in Chicago.

Two operators honored for safe driving milestones

QUARTER-CENTURY MARK – James R. Williams became the 31st AC Transit driver to reach the 25-year safe driving mark this month. His accomplishment was honored in a ceremony April 11 at Emeryville Division, where he has served since qualifying as an operator. Williams and wife Theda are the parents of 6 and the grandparents of 9.

THREE-DECADE RECORD – Operator John Zorman, Seminary Division, received recognition for 30 years of safe driving from Assistant General Manager Robert J. Shamoon at divisional ceremonies held March 28. Zorman, who has served approximately 2,362,013 passengers while driving more than a million miles, is the second AC Transit driver to achieve this goal. Zorman has been with Seminary Division since it opened in 1947. He and wife Mary, who live in Castro Valley, have two daughters.

Ballot measures

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Dale Goodman ends 41-year career

When you retire after 41 years in a business it's easy to dwell on the past. But for Dale Goodman, leaving his post as Transportation Manager, the present and the future hold his attention.

"I think mass transit has the biggest opportunity in the world today," he says, "if we will only grab it."

Goodman, who began his long and productive career as a streetcar operator in 1939, has seen far reaching changes in public transit during his more than four decades of service, but he prefers to discuss current and projected problems and solutions.

Among the key challenges facing today's leaders in transit are, he feels, the need for dealing with increased federal involvement with local operations and the improvement of relationships between transit personnel and the public.

Although his jobs at AC Transit and its predecessor, Key System, ranged from streetcar operator and conductor to bus driver, instructor, dispatcher, supervisor, chief supervisor, superintendent and finally Transportation Manager, his place of residence remained the same. He and his wife, Hesper, have lived in the same house in Oakland since two months after he began work as an operator.

Goodman's activities have not been solely devoted to public transit, although he has served as Vice-Chairman of the American Public Transit Association (APTA) Operations Committee and was a member of the APTA Security Committee. He also found time to serve as First Vice-President of Emeryville Industries and has been an active member of the Oakland Chamber of Commerce for many years.

Goodman has no intention of spending his retirement years idly. He plans to continue work in community services, specifically assisting senior citizens with their problems. Also, he has scheduled some traveling, including a trip this month to his native Kansas.

In assessing his tenure at AC Transit, Goodman says, "I think the best part of it has been the people and the wonderful exchange of ideas you have with them."

25-year bus rider bids farewell

Boarding a Line 32 bus at her usual stop at Hesperian Boulevard and Paseo Grande in San Lorenzo just after 7 a.m. on a Friday in mid-April, Barbara Haseleu was doing more than merely going to work in downtown Oakland. She was ending a quarter-century of commuting by bus — years which she says produced "never an untoward incident" in getting to and from her destinations.

Also, she was on her way to severing another association that has been important in her life: her nine-year stint in the Oakland Police Department's Records Division, where she has served as Senior Clerk Supervisor. Mrs. Haseleu, widowed last year and with five children and 11 grandchildren, was wrapping up her affairs prior to moving to Chico.

Though no record-breaker in terms of years of commuting, Mrs. Haseleu's tenure as a loyal Key System and AC Transit patron is, nevertheless, marked by its diversity. Beginning in 1955, when she first began commuting to work at Capwell's, she made bus connections from homes in four separate AC Transit service-area communities: Oakland, Berkeley, San Leandro, and San Lorenzo. She has lived in the latter community for the last seven years.

Proximity to good bus connections was always a key factor in choosing a home, Mrs. Haseleu pointed out, since "I have never driven in the Bay Area."

As to the drivers with whom she has commuted over the year, Mrs. Haseleu remarked that "the majority have been absolutely marvelous." The bus boarded on the last day of her 25 years of commuting was that of N.C. "Louie" Martin, her regular driver for about three years.

Escalating diesel fuel prices cause financial concern

With 600,000 gallons of diesel fuel needed each month to run the buses, the "quantum jump" in diesel costs has played havoc with the District's financial plans during the last 15 months, according to General Manager Robert E. Nisbet.

A 10-cent-a-gallon price hike goes into effect May 15. Had public transit systems not been exempted from that particular increase, it would have added about $720,000 to the System's fuel tab in the coming fiscal year.

Nevertheless, Nisbet points out, since January, 1979, diesel fuel costs have nearly tripled. Fifteen months ago, AC Transit was paying 38 cents a gallon for diesel compared to the current 90 cents a gallon.

"Part of our increased fuel costs have been offset by assistance from the state," Nisbet said; however, we would anticipate a loss of that assistance if Proposition 9 passes on the June ballot."

Proposition 9 is the state income tax reduction initiative which could result in funding cuts for public agencies, including transit.

In previous years, AC Transit budgeted about four percent of its total annual expenditure for fuel. Now, fuel costs account for around 10 percent of the budget. In addition, other petroleum products, including oil, grease, and transmission fluid, have gone up in price.
Retirement ranks diminished by six reported deaths

The deaths of six retirees have been reported. If combined, their periods of service to transit would total nearly 150 years.

Ernest Castillo, 71, retired Emeryville Division driver, died March 5 in San Antonio, Texas. He had completed 22 years of service at the time of retirement in 1973.

He is survived by his widow, Stella.

David A. McKinnis, 67, who served passengers for 21 years while an Emeryville Division driver, died March 8 in Dennison, Texas. His transit employment ended in 1967 with retirement.

No survivors are reported.

Richard Glappa, 83, whose period of employment spanned 28 years, ending with retirement in 1964, died March 26 in Oakland. He had been a painter in Seminary Division's Maintenance Department.

Glappa's survivors include a niece, Anna Anderson, and a nephew, Alvin Winter.

Billy Kelly will serve in new Sickle Cell post

AC Transit Claims Representative Billy R. Kelly has been elected vice-chairman of the board of directors for Sickle Cell Anemia Research and Education, Inc. (SCARE) for Northern California.

Kelly also serves as chairman for SCARE's personnel committee.

He is a ten-year veteran at AC Transit and is serving his second year on SCARE's board of directors.

Newark heads safety standings

With Newark Division leading the pack, three divisions achieved last month's safety goal of 13,250 miles of service per chargeable accident.

The figures for March show that Newark drivers traveled 33,856 miles per accident; Emeryville drivers recorded 16,193 miles per mishap; and Richmond drivers, 15,340 miles per incident.

Chapman ("Chappie") Lion, 70, whose retirement in 1974 closed out 28 years of service, died April 5 in Oakland. His position at retirement was assistant cashier in Treasury.

No survivors are reported.

Austin B. Brown, 60, who retired in 1975 from the Maintenance Department at Seminary Division, died March 17 in Berkeley. Brown's service to transit, which spanned 30 years, began in 1944 when he joined AC Transit's predecessor company.

Survivors include his widow, Hazel; a daughter, Rosie Watson; and two grandchildren. Brown's home was in Berkeley.

Frank K. Martin, 61, who retired as a bus driver at Seminary Division in 1977, died March 15 in Hayward. His 20-year transit career began in 1956.

Martin's survivors include his wife, Pauline and children — Dale Martin (an AC Transit driver); Sherly Mollard; Barbara Dimberg; and Sandra Martin. In addition, he had seven grandchildren.

Board Actions

(Continued from back page)

- Authorized creation of three new non-union job positions, on motion of Director Rinehart.

- At a regular meeting April 9, the Board of Directors:
  - Awarded contracts to Jim Moran Oldsmobile for furnishing 20 automobiles and to East Bay Ford Truck Sales for furnishing 2 trucks, on motion of Director Bettencourt.
  - Declared one automatic surface grinder to be surplus and authorized its sale to the highest bidder, on motion of Director Nakadegawa.
  - Granted travel authority for one Maintenance Department representative to be present in Chicago to accept the Fleet Owner Maintenance Efficiency Award on May 28-29, on motion of Director Rinehart.
At an adjourned regular meeting March 26, the Board of Directors:

- Awarded contract to Motorola Communications and Electronics, Inc., for furnishing two-way mobile radios and accessories, subject to compliance with specifications and bid documents, on motion of Director Nakadegawa.
- Referred bids for furnishing motor vehicles and trucks to management for evaluation and recommendation, on motions of Directors Rinehart and Nakadegawa, respectively.
- Convened public hearing on application to the Urban Mass Transportation Administration for a Federal Capital Assistance Grant.
- Adopted resolution stating policy on fare increases, on motion of Director Rinehart. (See story, Pg. 3)
- Adopted draft Five-Year Plan Update for Fiscal Years 1981-85, with incorporation of certain modifications and inclusions, on motion of Director Fajans.
- Adopted resolutions authorizing filing of applications with Metropolitan Transportation Commission for allocation of State Transportation Assistance funds and toll bridge net revenues for Fiscal Year 1979-80, on motions of Director Fajans.
- Adopted resolution authorizing filing of application with Metropolitan Transportation Commission for allocation and disbursement of all available Transportation Development Act funds for Fiscal 1980-81, on motion of Director Fajans.
- Authorized General Manager to enter into agreement with Pacific Telephone and Telegraph Company to upgrade District telephone systems and authorized lease of additional office space in the Latham Square Building in connection with relocation of PBX Information Center, on motion of Director Rinehart. (See story, pg. 4)

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