

Vol. 24, No. 12

JUNE, 1982

Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



***First of new Gilligs
Gets test-run***

What the Press is saying about transit

Oakland Tribune

Help for transit

Unless a last-minute wrench is thrown into the spokes, local transit operators will receive some needed revenue from the passage of a transit funding proposal soon to reach Governor Brown's desk.

Sen. John R. Foran and Assemblyman Bruce E. Young are both sponsoring bills containing this proposal, which would change the way certain state transportation funds are allocated and give operators a greater share.

The money, expected to be about \$150 million for the 1982-83 year, is the surplus remaining from the quarter of a cent sales tax on gasoline after \$400 million is directed to the counties for transportation.

Currently, the surplus is divided equally between the California Department of Transportation and regional transit planning agencies, such as the Bay Area's own Metropolitan Transportation Commission.

The agencies then distribute the funds to local transit operators like AC Transit, BART and S. F. Muni.

Foran's SB 1335 and Young's AB 2551, which have passed in their respective chambers, would divide the money among three recipients: 42 percent would go to the planning agencies, 18 percent to local operators based on fare revenues

and local support, and 40 percent to Caltrans.

Estimates are that BART would get \$3.9 million, Muni would get \$6.8 million and AC Transit would receive \$2.7 million.

Transit operators around the state, attempting to cope with inflation and diminishing federal subsidies, face cutbacks that jeopardize maintenance and service. AC Transit, in particular, plans to cut 140 employees and increase fares to avert a projected \$5 million budget deficit.

Unfortunately, Caltrans has voiced disapproval of the bill and is lobbying the governor to veto it when it lands on his desk. Caltrans objects to losing some of its share of the surplus, which it has used to promote intercity rail service in the state.

But the legislators who overwhelmingly passed the two bills had their priorities straight. Helping keep buses on city streets is more important than promoting rail service in corridors where planes, buses and freeways already provide adequate service.

We hope that Gov. Brown, when one of these transit bills lands on his desk, will not forget the financial plight of many operators and the transit needs of the state's urban residents.

(Ed. Note: Both SB 1335 and AB 2551 were signed into law by Governor Brown on Tuesday, June 29, 1982)

Effective July 1

Fares go up to alleviate deficit

New fares go into effect on all AC Transit Local, Intercity Express and Transbay bus service Thursday, July 1. The new fare structure was adopted by District Directors at their June 9 meeting, but the action was preceded by months of staff study and an April 6 public hearing.

Increases encompass cash-fare rates for adults, youths, senior citizens, and certified handicapped riders; plus prices of Monthly Passes in all categories.

District financial projections are that the fare adjustments will generate almost \$4 million during the coming fiscal year, helping to offset a sizeable projected deficit. The Board also approved elimination of the Sunday/Holiday Pass and the Shop-Around Pass.

Basic Rates

Under the new fare structure, adult Local fare increases by only 10 cents — to 60 cents per ride. Intercity Express fare becomes 60 cents for Zone 1, 85 cents for Zone 2, and \$1.10 for Zone 3 trips. Transbay rides will cost \$1.25 (Zone 1), \$1.50 (Zone 2), and \$1.75 (Zone 3).

Youth fare (for ages 5-16) rises to 40 cents for Local and Express trips, and — for transbay service — to 60 cents (Zone 1), 70 cents (Zone 2), and 80 cents (Zone 3). However, Directors also approved a substantial discount on Youth Monthly Passes and Convenience Tickets to be sold through East Bay schools. The price to parents of students who purchase from the schools will be \$12 (rather than \$14) for a Monthly Pass and \$3.50 (rather than \$4) for a ten-ride strip of tickets.

Senior citizens and certified handicapped riders will pay 15 cents for Local and Express bus service; and 60, 70, or 80 cents, depending on zone, for Transbay trips.

Monthly Passes

Adjustment of cash fares is to be accompanied by a shift in Monthly Pass rates. Beginning with July passes, the

new rates become: Adult Local Pass, \$24; Adult Transbay Pass — Zone 1, \$45, Zone 2, \$54, Zone 3, \$63; Youth Local Pass, \$14; Senior/Handicapped Local Pass, \$4.

In a policy change to take place concurrently, but on a three-month trial basis, Directors agreed to charge BART-to-Bus patrons half-fare for trips via transfers (previously free) on condition that BART be requested to reimburse AC Transit for the portion of the transfer costs not paid by the rider.

According to General Manager Robert E. Nisbet, "We can't continue to subsidize reduced fares for BART riders without cutting other segments of our bus service or imposing higher fare and transfer costs on bus-only riders."

Funding Crunch

The District's action on fares is the latest in a series of adjustments aimed at improving a deteriorating financial situation which stems from decreased levels of Federal financial support for public transportation. Adding to the shortfall is insufficiency of state and regional transit dollars to bridge the gap in funding to meet rising costs of operations.

Other dollar-saving actions already in effect or slated are a series of service adjustments and realignments, plus an across-the-board personnel cutback affecting about 140 AC Transit employees.

THE COVER — This prototype 40-foot model — the first of an order of 141 buses (including 35-footers) placed early this year — got an initial inspection and test-run late this month in the industrial area of Hayward, near where it came off Gillig Corporation's assembly line. The new models will join the bus fleet as replacements for coaches being retired after many years of service.

Area parks beckon to bus passengers

When the great out-of-doors beckons to AC Transit patrons this summer, the System will again be geared up to provide regularly scheduled bus service to some of the East Bay's loveliest parks, including Tilden Regional Park in Berkeley, Don Castro Regional Recreation Area near Hayward, and Point Pinole Regional Shoreline in Richmond. This lark-in-the-park service begins June 18 and continues through September 10.

For picknickers, hikers, and other fun-in-the-sun enthusiasts, such service eliminates the cost and hassle of going by automobile. AC Transit is able to continue offering the service this year — in a period of operating cost-squeeze — through partial subsidy by the East Bay Regional Park District.

Plans for AC Transit's familiar scheduled service to the parks include the following:

- Daily service at hourly intervals from BART/Berkeley to Tilden Regional Park, operating from about 11 a.m. to 6:30 p.m., with coaches equipped to handle bicycles at an additional 25-cent charge per two-wheeler.
- Weekday service at 30-minute intervals from BART/Hayward (via Line 95) to Don Castro Park, operating from about 6:30 a.m. to 6:30 p.m.; and weekend/holiday service at hourly intervals, operating from about 9:30 a.m. to 5:30 p.m.
- Weekday and Saturday service (via Line 78) at hourly intervals to Point Pinole Park, operating from about 9 a.m. to 7 p.m.

An additional advantage to patrons this year is a new charter-bus program co-sponsored by AC Transit and the East Bay Regional Park District. Under this program, members of non-profit organizations may, with two weeks advance notice, reserve a bus or two for a weekday outing to any park within the two-county district that is reachable within 30 minutes of the boarding point.



Thus, church and school groups, senior citizens' clubs, organizations for the handicapped, and other agencies may custom-plan economical outings during the entire summer period.

Reservations and information for this summer charter program may be obtained by calling the Park District at 531-9300, EXT. 261. For information about AC Transit's regularly scheduled summer service to the parks, patrons may call the transit information service at 653-3535.

Directors adopt '82-83 budget

At its June 23 meeting, AC Transit's Board of Directors adopted an operating budget of \$95 million for the 1982-83 fiscal year.

Fares amount to an estimated 38% of revenues projected for that financial period, which runs from July 1, 1982, to June 30, 1983. The budget reflects increases to be produced by the fare raises which go into effect July 1 and also the dollar savings to be realized from intensive cost-cutting efforts, ranging from service adjustments to personnel reductions.

Sources of other operating revenue for 1982-83 include: 18.5% from property taxes; 18.1% from Transportation Development Act funds; 17.9% from the local 1/2-cent sales tax; 6.3% from the federal government; and 1% from non-farebox revenues such as advertising.

Newly-offered Passes Show sales increases Since March launching

Monthly bus passes for youths (ages 5-16), senior citizens, and certified handicapped riders have been well received since introduction.

When first offered in March (for April use), the newest convenience passes were bought by about 2,250 riders in the three categories. By April, sales had increased to almost 2,500; and, in May, sales were more than 3,800 — a 59% increase over the first month's issue.

Most numerous new pass buyers are youth: some 2,000 in May. Yet 1,300 seniors and almost 600 handicapped riders also bought cards last month.

Some 12,000 Adult Local and Transbay passes were sold in May, bringing total sales in all categories to almost 16,000, plus additional sale of 1,000 "MUNI Connections" — the sticker that transforms a Transbay pass into a "MUNI Fast Pass" for use in San Francisco.

Win streak



PRIZE PACKAGE — Senior PBX Information Clerk Joy Graner (right) receives first-place award for naming new service to Chapel Way senior citizen complex in Fremont. Her choice — "The Silver Streak". The specialized service, which began this month, provides Chapel Way residents with Wednesday and Friday schedules of direct bus connections to BART, hospitals, shopping centers, and other area destinations. Shown presenting Joy the prize for christening the service is Customer Information Supervisor Audrey Oliver. The contest was conducted among PBX Information personnel, with the winner receiving a decorative figurine.

The way we were... June, 1972

Vignettes of AC Transit activities of the recent past, as gleaned from previous issues of Transit-Times.

- *Headsigns were rolling off the press to identify buses which would be inaugurating AC Transit service to BART, whose scheduled debut-of-operations was September 11, 1972.*
- *Records were being broken! Maintenance Department was celebrating a previous month's all-time record for trouble-free operation, during which the fleet of 721 buses operated 2,139,619 miles with only 95 road calls — an average of 22,522 miles per mechanical failure. Emeryville Division drivers were proud of a new, all-time monthly safe driving average: 21,420 miles per accident.*
- *Drivers were participating in a federally-financed study (along with their peers in four other systems across the country) to pin-point the skills and personality traits which result in the best behind-the-wheel performers. Aim of the study was to decrease the transit industry's high first-year turnover rate among drivers.*

Bertz ends 40-year transit career

Richard H. "Dick" Bertz, who started at the bottom and worked his way to the very top of the Maintenance Department at AC Transit, is retiring after nearly forty years of service.

Bertz, whose career covered virtually every job in the field, has become recognized as one of the most knowledgeable specialists in transit maintenance.

In commenting on his four decades of public service, Bertz says, "It's strange. When I first came to work for the District my goal was, hopefully, to become a shop foreman someday. It happened that I was lucky enough to become a superintendent and then, later, maintenance manager."

Bertz has always told new employees the opportunity to rise to the top is open to them and that he is evidence of that fact. He went to work for Key System, AC Transit's predecessor, in 1942 as a cleaner in the garage. Soon, however his public transit days were interrupted by World War II, in which he saw service as a Marine on Guam and Iwo Jima.

In 1946 he became a mechanic, and in 1948, a leadman. In 1951 he advanced to mechanic Class A and working foreman on the inspection pits at Seminary Division. He was promoted to Emeryville Division superintendent of maintenance in 1968, and in 1978 he assumed the top post of maintenance manager.

Bertz's interest in transportation extends beyond his job. He is an avid model railroad buff and has an impressive collection of working model systems in his San Lorenzo home. He and wife Dottie, a fourth grade teacher at Garfield School in San Leandro, have lived in their present location for 28 years.

Travel will figure in Bertz's retirement years. He and Dottie plan trips to Canada and Europe and to various points in the United States. To keep his hand in, though, he also will be serving as an



independent maintenance consultant. Additionally, Bertz expects to keep busy with his hobbies as a handyman. He enjoys carpentry, painting and the making and repairing of clocks.

"There really are a lot of things we will be doing," he says.

And when things get too hectic, he and Dottie will take time off to visit their Sierra vacation home, outside Coloma on the American River.

"I've got an old innertube from a 1700-bus tire," he says. "I put that in the river and kind of look on it as my yacht. I intend to spend some of my vacation time on the yacht!"



FAREWELL SALUTE — Dick Bertz receives retirement pin from Jean Holmes, Board President, during farewell dinner, at which his wife Dottie (right) shared the spotlight.

Our 'Stockholders' Write

I am anxious to convey my compliments to this driver (*Norman Grant*) ... as I wanted to let AC Transit know he was exceptionally helpful and most kind to all passengers.

As I am a morning passenger, it is so delightful to start the day with a cheerful and kind bus driver. Thank you and many thanks to Driver Grant. I hope he will be driving the bus I use often.

Margaret Waddell
Oakland

Riding the 88 bus coming from the North Berkeley BART, I met *Janice Beel*. I just want you to know what a kind and courteous young lady she is. I have ridden with her other times, and it is really wonderful to ride with a nice driver.

She really is a sweet person; she will go a long way.

Mary E. Bigham
Oakland

Just wanted you to know how much I appreciate your putting out a pass for the senior citizens. I use mine and am so glad I don't have to have the change.

Marie C. Muzsek
Alameda

Just a short note to compliment you on the courtesy, thoughtfulness of Driver *Marion D. Scott*.

I have just recently moved here from Palm Springs, and it's a pleasure to have such a driver. I have ridden with her



about four times, and have noticed how considerate she is of her passengers.

Virginia S. Whitman
Oakland

Please be informed that it has been a pleasure to ride with Mr. *Al McClain* on the 40 Line (which I ride daily).

Mr. McClain has shown the utmost courtesy. I also feel that his courtesy and consideration have far surpassed any driver that I have ridden with in a long time.

I have always been able to reach my destination in time, which would indicate to me that Mr. McClain is a good and thoughtful driver.

Lydia L. Word
Oakland

Wish to commend you on your service and your driver, Mr. *Bruce MacLeod*. He is an excellent driver, courteous and helpful to all passengers. It is such good drivers that make AC Transit a pleasure.

I have been a property tax payer in Contra Costa County for fifty years.

Mrs. Jess V. Allen
Antioch

On the morning run Monday, Thursday, and Friday our bus driver is *La-Wanda A. Payne*. We think she is a superb driver; she gets us there on time and is very kind and considerate toward others.

Kathleen Johnson
Oakland



Actions of the Board

At an adjourned regular meeting May 26, the Board of Directors:

- Approved contract with Deloitte, Haskins and Sells for financial auditing services, on motion of Director Rinehart.

- Approved reroute of Line 83A to improve service to Oakland Airport Business Park, on motion of Director Nakadegawa.

- Authorized service to certain East Bay Regional Parks from June 18 to September 10, 1982, contingent upon subsidy from East Bay Regional Parks, on motion of Director Nakadegawa (see story, pg. 4).

- Authorized General Manager to advertise and seek bids for purchase of UHF radio communications equipment; to seek bids for purchase of 17 automobiles; and to sell 20 surplus automobiles, on motion of Director Nakadegawa.

- Authorized travel of District representatives to American Public Transit Association Annual Conference in Boston October 17-21, on motion of Director Bettencourt.

* * *

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

- Adopted resolution establishing November 2, 1982, balloting for choosing four Directors, to be held in conjunction with California general election of that date, on motion of Director Bettencourt.

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Transit Times

Published monthly by the
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Warren E. Robinson Transportation Engineer
John W. Rose, Jr. Affirmative Action Coordinator

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- Approved schedule of fare adjustments, to be implemented July 1, 1982, on motion of Director Rinehart (see story, pg. 3).

- Awarded contracts to W.A. Smith for sound-wall construction and R.L. Enterprises for building renovation in connection with preparation of District's central maintenance facility, on motion of Director Rinehart.

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