New Oakland offices: Consolidating functions
Our ‘Stockholders’ Write

Inasmuch as I take the “M-P” at least 4 or 5 times a day (weekends included), I have had the opportunity to ride with a great many drivers. I know Gwenethlyn Ward is not a regular on this particular route, but there are some of us out here who would like to see (her) on the “M-P” run regularly. She was friendly, courteous, pleasant, cordial (she has a warm smile) not only to me but to all patrons.

Norbert A. Schueller
Concord

I use the buses all the time and find them very convenient.

I can’t drive, so I’m very grateful that there are buses to rely on for transportation.

Larry Quintero
Fremont

Thank you so very much for the bus shelter put up on Hesperian Blvd. in San Lorenzo. It’s very much appreciated.

Also, I wish to say thank you for two very polite and courteous drivers, Rich and James, on Line 81 as also the regular drivers on 81. And the clean buses, plus windows.

Mrs. R. J. Mullen, Jr.
San Leandro

When I am 50, buses will have places for luggage. They will also have 3 decks. They will have wings so they can fly. They will cost a quarter. They will take me to Mars. They will also have space-men drivers.

Kevin Loudah
Burckhalter Elementary, Oakland

I left Walnut Creek BART on D Line bus and got off in Danville, but forgot my briefcase.

From the dispatcher I learned that said bus went to the yard in Emeryville. The dispatcher said no briefcase was reported to him; however I asked him to let me talk with the Maintenance section.

Upon talking with Georgina Moreno (Maintenance Foreman), she immediately went and looked for the missing briefcase and found it on the front seat of said bus.

I’m taking time to write to praise the kind action and courtesy of Ms. Moreno. I found her to be a dedicated and trust-worthy employee, and courteous too.

George Malki
Walnut Creek

Although the signal light had turned green, Mary Finley waited for two elderly ladies to run across the street to make the connection with her. I couldn’t help noticing how courteous she was in response to the questions she answered. I also noticed that she eased the brakes instead of jerking us.

It was such an enjoyable riding experience, I asked her name.

An example of a former bad experience I had a few years ago was waiting on E. 14th & Fruitvale for an 80 bus connection on a dark and scary night, but because the light was changing, the male bus driver took off on a yellow light and left me standing.

Catherine E. Bowen
Oakland

Key step taken toward new headquarters

AC Transit’s plan to build a new, developer-financed general offices building got a boost at the June 6 Board meeting as Directors selected Stolte Inc./Force Ltd. to develop a 10-story facility at 1600 Franklin St., downtown Oakland.

Selection of the East Bay firm concluded a six-month evaluation of eight potential joint development teams. This followed an independent recommendation generated in a 1979 facility needs study.

Work on the new building is expected to begin this summer, with completion targeted for December, 1985. The estimated $13.8 million cost is to be financed by the developer, and a lease-purchase arrangement in preparation would result in AC Transit ultimately owning the building. The District already owns the building site.

Occupation of new offices is expected to assist in meeting future budget problems, according to Ray Rinehart, President of the Board of Directors, in that the System will be redirecting monies now spent on leased offices to the long-range real estate investment. The non-renewable lease for currently occupied space in the Latham Square Building, 508-16th St., Oakland, expires in December, 1985. The facility, allowing consolidation and reorganization of functions now located in several operating locations, "will provide improved operational control and supervision," says General Manager L. A. Kimball. "We know one benefit will be increased employee productivity, as our operating, administrative and management functions are more fully coordinated."

The new headquarters also is expected to directly benefit many patrons, particularly those who use on-site customer services to purchase monthly passes, secure discount identification cards, and utilize lost-and-found.

Presently a parking lot, the location fronts on both Franklin and Webster Streets, and is roughly equidistant from BART’s 12th and 19th Street stations. Also, it is on or near streets served by several AC Transit bus routes.

“We look forward to working with the Stolte/Force group,” Kimball says. “Their proposal not only includes local companies but provides for participation of minority, disadvantaged and women’s firms."

When completed, the building will be home to about 300 employees who direct, plan and support bus operations serving 38 communities.

The Cover — This model provides a preliminary peek at some design elements of the District headquarters building which is slated to rise in downtown Oakland for completion in December, 1985. The site, currently a parking lot, fronts on Franklin Street (left, looking north) between 15th and 17th Streets. Housing about 300 administrative, management, and operating employees, the 10-story building will allow consolidation of functions and operations not possible in the outgrown, leased general offices facility at 508-16th Street, a short walk from the future new address.

Revamped Gillig

BEFTER BUS BUILT — AC Transit Maintenance employees Larry Nelson and Jim Pineda put some finishing touches on the new and improved prototype bus developed by Gillig Corp., with assistance from AC Transit personnel. The new coach features improved interior design, including more room for bus drivers, a new dashboard layout, reduced noise levels, upgraded suspension systems, and technical engineering advancements. The District expects to be taking delivery of production models through mid-October.
Changes would improve regional links

With three key aims — deflecting a potential budget deficit, adjusting to shifting route demands/ridership patterns, and improving bus coordination with BART trains — the District has set forth a proposed service realignment which will be described to passengers and public at a hearing Monday, July 9. Following consideration of public hearing input, Directors plan to act upon the program to allow certain of the proposals to be implemented in September.

The timing is expected to help AC Transit complete the next two years without a serious financial deficit.

Trim and redeploy

Proposed trimming of certain lightly patronized local, transbay, and intercity express routes and trips will be concurrent with redeployment of coaches and drivers to areas with more critical need for new or beefed-up transit. The following changes are planned for September:

- **New Line 39** — off-peak shuttle between BART El Cerrito Plaza and UC Village, Albany.
- **New Line 10** — commute-hour shuttle linking industrial parks near Hoffman Blvd., Richmond, with BART El Cerrito Plaza/El Cerrito Del Norte.
- **New Line 62** — midday shuttle between Ballena Bay, Alameda, and BART Lake Merritt, plus Laney College.
- **New Line 89** — commute-hour shuttle between BART South Hayward and the South Hayward Industrial Park.

Later changes

Examples of similar improvements, but planned for later this year and early 1985, include the following:

- **Line 70 and 72** — been reconstructed in Richmond and El Cerrito to improve feeder service to BART El Cerrito Plaza and El Cerrito Del Norte.
- **Line 52** — rescheduled for all-day service, extended from UC Village, Albany, to BART El Cerrito Plaza.
- **Line 12** — extended in North Oakland to BART MacArthur, with 20-minute commute hour frequency.
- **Line 64** — rescheduled with improved 15-minute midday frequency.
- **New Line 45** — crossroute (replacing current Line 15A service) to BART Fruitvale, with 30-minute service intervals, 6 a.m. to 7 p.m.
- **New Line 98** — crossroute to BART Coliseum (replacing current Line 83A and 83B service in East Oakland), with 30-minute intervals, 6 a.m. to 7 p.m., then hourly until 11 p.m.
- **New Line 99** — route connecting with BART Hayward, Ashland, and BART BayFair.

Overall, it is hoped, improvements will balance the inconvenience to some riders with the benefits of ride-quality improvements. The District can no longer afford to operate.

A passenger tabloid describing proposed changes is available from Customer Relations: call 891-4700. The July 9 hearing will convene at 7:30 p.m. in the BART Board Room, 800 Madison St., downtown Oakland.

Unified format

Proposals to improve coordination and administration of the Bay Region Transit Discount Card Program was to be the subject of a June 27th public hearing scheduled by the Board of Directors.

The hearing was to provide opportunity for public comment on a proposal to centralize identification information for those eligible for discounted transit fares.

The Bay Region Transit Discount ID Card program, launched in 1975 by the Regional Transit Association of the Bay Area (of which AC Transit is a member), provides senior citizens and certified handicapped persons with identification cards with which to obtain fare discounts on all major Bay Area public transit systems.

Currently, more than 120,000 discount cards for elderly and disabled users have been issued by participating RTA systems: AC Transit, BART, Golden Gate Transit, San Francisco MUNI, SamTRANS, and Santa Clara County Transit.

At present, the program is administered separately by each transit system, data is manually gathered and there is no central file on applicants. The plan to be considered at the public hearing would provide a central registration file, aid in notifying users of card expiration dates, and provide each transit system with computer-aided statistical data for improving planning capabilities. Re-certification of disabled persons by a physician would be required under the new plan.

The proposed program revisions, developed during the past year by the RTA Committee on Accessibility and approved by the RTA Board of Control, also would improve record keeping and enable those eligible for discounted fares to secure their cards more conveniently.

The plan calls for re-registration of all current card holders, as well as new applicants, by Dec. 31, 1984.

Information on the plan may be obtained from AC Transit’s Elderly and Handicapped Coordinator, 508 - 16th Street, Oakland, California, 94612.

Driver-alert helps nab suspect

Driver Dennis C. Holiman has received a District commendation for his alertness and actions which resulted in the arrest of an individual who later was charged with attempted rape.

The incident which Holiman witnessed one May morning at the San Leandro BART station — a woman being accosted while she was waiting on a bus bench — led him to alert another driver to hold the bus on which the suspect was attempting to leave the scene. This aided police in apprehending the man.

The letter of commendation, which becomes a part of Holiman’s permanent personnel file, concludes with the District’s “thanks for a job well done; you are a credit to your profession.”
Project will forge new Bay bus link

Beginning Tuesday, Sept. 4th, AC Transit will welcome riders aboard the region’s newest Transbay transit link — commuter bus service linking Palo Alto with BART and with AC Transit’s extensive network of East Bay bus service.

This special demonstration project, funded by the Metropolitan Transportation Commission, is designed to meet repeated requests for commuter service — via the Dumbarton Bridge — between fast-growing residential areas of southern Alameda County and high-tech work places in northern Santa Clara County.

In addition to providing direct service between the East Bay and Stanford Industrial Park, new Line DB buses also will make transfer connections with CALTRAIN service, and with Sam Trans and Santa Clara County Transit buses at the Palo Alto Transit Center (formerly CALTRAIN depot).

The schedule calls for morning and afternoon commute service Monday through Friday (except legal holidays).

Westbound trips from the East Bay will depart from BART/Union City between about 6 and 8 a.m., with service resuming just after 2 p.m. for the afternoon rush hour.

Eastbound service from the Palo Alto Transit Center will operate from about 7 to 9 a.m. in the morning commute period, resuming from about 3:30 to 5:50 p.m. for the afternoon rush hour.

AC Transit’s regular single-zone transbay fare will apply: $1.25 for adults, 60¢ for youths (5-16), senior citizens 65 and older, and certified handicapped riders. Commuters also have the option of using the Zone I Transbay Monthly Pass.

Board candidates to file

Starting July 16, nomination papers for three seats on AC Transit’s Board of Directors will be available from the Registrar of Voters in the candidate’s county of residence. On the November 6 ballot are: the At-Large seat (held by Director Ray Rinehart); Ward I (Director Michael Fajans); and Ward II (Director William Berk). Completed nomination papers must be returned to the Registrar of Voters by August 10.

Retired Division 4 drivers die

The deaths of two retirees have been reported in recent weeks:

Edward G. Courant, 71, of Oakland, who was a Seminary Division driver with 32 years of transit service at the time of his 1978 retirement, died June 9.

He is survived by four children — William and Gilbert Courant, Mary Ingles and Gloria Cavalli — and a son-in-law, John Cavalli, who is an AC Transit employee.

James R. Green, 80, also a former Seminary Division driver, died May 28. He had completed 23 years of service, beginning as a trainman, at the time of his 1967 retirement.


More maintenance employees complete diesel skills class

June 14 was graduation day for Diesel Bus Mechanics class at College of Alameda, with graduates dedicating the ceremony to Antonio Hernandez, a class member who died April 12.

Completing the program were AC Transit employees Preston Johnson, Eugene King, Sam Randle, Brenda Jackson, Salvador Bonilla, Max Berger, Cecil Foster, Manuel Quiroz, John Arnett, Donald Lyons, Randall Pearce, Luis Rosales, and Susan Francisco.

Driving bus safely:
“Like playing chess”

SAFETY ACHIEVEMENT

Operator Allen R. Rasmussen receives congratulations from Newark Division Superintendent L.L. McDonald on recording 25 years of safe driving. Rasmussen is the 52nd AC Transit driver to reach this distinguished milestone. Rasmussen offers the following observations on how he has achieved accidents: “It’s like playing chess. You always have to look and plan ahead. Remember to keep your distance and keep your mind on your job.”

Safe driving stats tallied

Newark Division drivers, with their average of 62,191 miles per accident, were tops in the May safe driving statistics. Also bettering the standard goal — 13,250 miles per mishap — during the first month of spring were Seminary Division’s average of 15,143 miles per accident and Richmond Division’s average of 13,909 miles.

District drivers as a whole registered 2,747,973 miles during the past month, carrying urban and suburban passengers over a District service area encompassing two counties and nearly 40 separate communities.

Retirement round-up

- Charles C. Campbell, Driver, Richmond Division, 12 years.
- Aimee C. Glesener, Driver, Seminary Division, 10 years.
- Billie D. Jones, Driver, Newark Division, 31 years.
- Frank Marshall, Mechanic “A”, Richmond Division, 23 years.
- Richard Mudrick, Transportation Supervisor, 14 years.
Actions of the Board

At a regular meeting May 9, the Board of Directors:
• Approved health and welfare benefits program, on motion of Director Bettencourt.

At an adjourned regular meeting May 23, the Board of Directors:
• Approved contract award to Wells Fargo Guard Services for specified trial period with option to extend; authorized General Manager to issue Request for Proposals for Mobile Patrol Security Services, on motion of Director Nakade-gawa.
• Adopted Five-Year Plan for Fiscal 1985-89, with specified additions: authorized specified summer service to East Bay Regional Parks; authorized General Manager to seek funding for Phase 2 of Oakland’s Central District Transit Improvement Study; scheduled June 27 public hearing to receive comment on program for revised Regional Discount Card program (see story, pg. 5) on motion of Director Nakade-gawa.
• Authorized Directors to attend California Transportation and Public Works Conference in Berkeley, on motion of Director Nakade-gawa.

At an adjourned regular meeting June 6, the Board of Directors:
• Designated Stolte, Inc/Force, Ltd., for development and construction of General Offices facility (see cover and story, pg. 3) based on specified proposal; authorized General Manager to approve necessary travel related to the development/construction program; requested monthly progress reports on the project, on motion of Director Bettencourt.