New two-mode Pass marketed
Division maintenance facility opens

SERVICE-READY — When this picture (above) was taken, the new maintenance building at Emeryville Division awaited the buses which began rolling in just after the keys to the facility (right photo) were turned over February 13 by John Thomson, Jr., (far right) of Kaiser Engineers, project construction managers. Accepting the keys were Emeryville General Superintendent Tom Swanson (center) and division Maintenance Superintendent Herman Johnson. Upgraded equipment and new work stations will greatly assist in improving the division’s capability of putting equipment on the street, as old, well-used service areas (bottom left) give way to the new (bottom right).

Sacramento appearance

Priorities for transit are sought

AC Transit General Manager Gene Gardiner, in special testimony before the California Transportation Commission (CTC) in Sacramento February 19, urged public opinion leaders and policy-makers to reorganize their thinking and programs to emphasize “higher capacity vehicles getting higher priority” in addressing the State’s ever-growing urban traffic problems.

The comments were made at hearings on solving urban traffic congestion.

“AC Transit came here to urge development of a new partnership in closer relationship with the CTC to tackle jointly many tasks required to ease tomorrow’s commute-hour crunch,” Gardiner said.

He stressed that CTC should be more forceful in directing strategic planning efforts in partnership with the regional and local transportation groups, then he outlined a five-point program in which the CTC, working closely with AC Transit, BART, and the Metropolitan Transportation Commission, could develop East Bay highways to assist public transit in better using them to meet projected future commute-hour demands.

Transit strain

Gardiner stressed that AC Transit has more difficulty today than it had 20 years ago in getting on and off freeways, as well as traveling them. He noted that increased traffic congestion required more buses and more drivers simply to meet current frequency of schedules and intervals between each bus.

He urged the CTC to support various transit projects, such as high-occupancy-vehicle (HOV) lanes for car-pooling, park-and-ride facilities, and exclusive throughway lanes for buses.

“In commute-hour choke points like the Bay Bridge corridor,” Gardiner said, “It is more economical to look at person-trip capacity (total commuters) than to accommodate single-occupant autos.”

Gardiner said candidates for the multimodal improvements included East Bay freeways such as Highways 80, 580, 680 and 880 — all of which could benefit from improved “person-trip” enhancements, such as high-speed express bus service via HOV lanes, or fixed bus guideways.

Funds and guidelines

He pressed the commission also to give more emphasis to funding transit and HOV improvements in future freeway projects, and to require more effective state guidelines for incorporating transportation concerns into land-use planning. The CTC, he said, “needs a long-range effort to generate effective state-wide guidelines on the incorporation of transportation into urban land-use planning.”

To emphasize the potential effect of reduced public transit service in the Bay Area, Gardner pointed out that the three largest public transit agencies — San Francisco MUNI, AC Transit, and BART — are interconnected and interact with one another as well as the private automobile.

“BART and AC Transit account for more than 50% of the trips in the a.m. peak commute within the Bay Bridge corridor,” he said, stressing that the span can’t handle more vehicles during peak hours:

“Another five Bay Bridge traffic lanes — which would equate to building another entire bridge — would be required to handle the cars needed to replace current mass transit patronage.”

THE COVER — A mammoth “AC/BART Plus” introduced the Bay Area’s newest intersystem fare card to the public in February. Veteran East Bay lawmaker Joe Bort (center), a longtime transit supporter, purchased the first ticket during introductory ceremonies at BART/Lake Merritt. Also participating were (l-r) General Manager Gene Gardiner; Keith Bernard, BART’s chief executive; Margaret Pryor, president of BART’s Board of Directors; and District Board President Roy Nakadegawa.
Richmond marks safe driving milestone

Richmond Division employees celebrated six consecutive months of beating their safe driving goal when personnel, including maintenance and clerical workers, were treated on February 12 to breakfast and lunch in recognition of the half-year milestone. "This is an outstanding accomplishment," said Richmond General Superintendent Lee Skilling. "It shows what can be done when drivers conscientiously apply their skills."

Safety Department sets miles-per-accident goals, against which each division's drivers are judged each month.

Among Richmond employees helping to earn safe-driving honors over a six-month period were (left) Charles Franken and Benjamin Franklin; and (right) Eugene Abuan.

On hand to join in filling their plates during the day set aside to mark Richmond's safe-driving record were (top) Cleo Richardson and Julie Durham; (right) Eddie Hatfield; and (left) Brenda Pernell.

TOPS FOR '86 — Richmond Driver James C. Taylor receives congratulations and a commendatory plaque from Board President Roy Nakadegawa after being selected AC Transit "Employee of the Year". Sharing the spotlight with Taylor at the divisional ceremonies were wife LaVerne and grandson Jeffrey. Later, Taylor received more congratulations in a scheduled appearance before the entire Board. Taylor's selection was based on exemplary attendance, safe-driving, and service over the course of his three-decade career. Also honored during February were "Employees of the Quarter": Norman Grant, driver; Richard Prewitt, mechanic; Earl Horton, selectee in the non-union category; and Claudia White, clerical. The former are with East Oakland Division, and White is with Finance at the General Office.

Amos Blackmon becomes 62nd 25-Year Safe Driver

"Have a good attitude, don't follow too closely, stay alert," says Emeryville's Amos Blackmon (center), the 62nd to become a 25-Year Safe Driver. He's shown at a January 30 ceremony with General Manager Gene Gardiner (left) and George Grandison, director of operations.
The fledgling Alameda-Contra Costa Transit District's initial annual report (issued June 30, 1958) offered facts and figures indicating, the document promised, "how the newly-formed District achieved maturity in the short span of eighteen months". Though this might be dismissed as hyperbole (considering that full-time employees numbered only five and bus service would not be inaugurated by the new public entity until late 1960), there is no question that relatively few had accomplished a great deal in 18 months toward a massive challenge, defined in the report as: "how to transform the concept of a transit district, as created by the voters, into a live, functioning organization ..."

Certainly, the figures read like happy fantasy to late-1980's eyes: nearly half the 1957-58 budget of $149,200 went unspent, to be carried into the following fiscal year. Names familiar over the subsequent 30 years appear in this first-ever annual report: Alan L. Bingham and Robert E. Nisbet, early staff members who would later serve as General Managers; and William J. Bettenourt and John L. McDonnell, who began long tenures as Directors with their elections to the original Board.

## Alameda-Contra Costa Transit District
### STATEMENT OF REVENUES AND EXPENSES
For the Fiscal Year ended June 30, 1958

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Revenues:</td>
<td>$142,885.21</td>
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<tr>
<td>Proceeds from taxation</td>
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<tr>
<td>Expenses:</td>
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<tr>
<td>Engineering service and planning</td>
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<tr>
<td>Salaries</td>
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<td>Directors' fees</td>
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<tr>
<td>Auto and travel</td>
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<tr>
<td>Stationery and office supplies</td>
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<td>Rents</td>
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<td>Dues and subscriptions</td>
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<td>Other general expenses</td>
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<tr>
<td>Interest</td>
<td>616.67</td>
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<tr>
<td>Depreciation</td>
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</tr>
</tbody>
</table>

Total expenses: $80,136.25

**Total Revenue:** $62,748.96

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I was on your 64 bus when one of your passengers became very ill. I want to report how very efficiently and effectively your driver, Wilma Jones, handled this situation. She phoned for another bus for the other passengers while she remained with the patient. Then she called 911 for assistance. She showed concern for the sick man and consideration for the other passengers. During this ordeal, she kept very calm.

Sister Margaretha Bigda
Sisters of Notre Dame
Alameda

We are the morning passengers of North Fremont bus 26, and would like to take this opportunity to let you know what an excellent driver you have (Ellsworth Walker). We hope you appreciate and value him.

Signed by 23 7 a.m. Passengers

Even though the system is not perfect, I am sending you this letter of praise. For the past year or so I've had to go repeatedly to places where I would have to worry about how much time I still have on the parking meter, where I could park, or paying exorbitant parking fees. There are about six buses I can take in several directions from within 1-2 blocks of where I live. The fares are reasonable, I can observe and talk to other people on the bus, I arrive at my destination unfrazzled.

Vicki M. Brodie
Alameda

I have witnessed a very heartwarming gesture extended by one of your drivers, who stopped the bus at mid-block in order to give assistance to a wheelchair person who had lost his balance and had fallen while crossing a very busy intersection. 

With hopes that AC Transit will acknowledge what to me was a gesture above and beyond the call of duty.

Ralph J. Grant
Oakland

We liked the trip. Thank you for bringing us on a ride. Thank you for giving us coloring books. Thank you for letting us honk the horn. Thank you for telling us the rules so we wouldn't get hurt.

Kitty's Class
Sierra School Kindergarten
Berkeley

This is to commend the excellent work of one of your drivers, Mr. Norman Grant, with whom I had the pleasure of riding to the BART station. Mr. Grant was extremely courteous to all passengers, and announced the location of each of the stops.

I just wanted you to know Mr. Grant's work is appreciated and that he is doing an exemplary job. He should be commended for making travel on AC Transit a pleasurable experience.

Richard S. Barth
Oakland

(Ed. Note: See Employee Recognition item, Pg. 5)
Actions of the Board

At a regular meeting January 14, the Board of Directors:

• Adopted resolution of approval for inclusion of Central Contra Costa Transit Authority in Regional Transit Association, on motion of Director Bettencourt.

• Authorized General Manager to arrange District participation in the April 30 event, "Profile Oakland — Tour 1987", on motion of Director Rinehart.

• Authorized retention of consultant training services in connection with implementation of the Performance Appraisal System, on motion of Director Rinehart.

• Authorized General Manager to launch recruitment to fill positions under the new "Janitor" job classification, on motion of Director Rinehart.

At an adjourned regular meeting January 28, the Board of Directors:

• Adopted revised Operating Budget for Fiscal Year 1986-87, on motion of Director Rinehart.

• Adopted resolutions authorizing annual filing of applications for federal grants and filing of claim with Metropolitan Transportation Commission for allocation of toll bridge revenues, on motion of Director Rinehart.

• Approved agreement between the District and Local 1245, International Brotherhood of Electrical Workers, on motion of Director Bettencourt.

• Authorized travel of three District representatives to attend Detroit Diesel Allison program February 26-28 in Mesa, Arizona, on motion of Director Bettencourt.