EARTHQUAKE, '89
(See Supplement)

Buses await presidential press corps' Touch-down for tour of quake sites
Board adjusts service, adds cash source to improve District's over-all position

The District's Directors have taken firm action to further ease the financial problems which have strained the System's ability to deliver bus service to metropolitan Alameda and Contra Costa Counties in recent years.

One major decision was the Board's vote to authorize adoption of an innovative financial plan calling for issuance of revenues anticipation notes (RANS) — which, somewhat like bonds, serve the purpose of generating an influx of cash.

AC Transit's 1989 issue of RANS sold in early October at a price of $3.2 million. Thus, these notes — to be repaid from the revenues scheduled to be received in 1990 — generated much needed funding to be applied to helping meet the District's monthly cash flow requirements.

Service decisions

In a separate set of actions, the Board reviewed and adopted a set of service adjustments which also will have positive impacts on the operating budget. Following a public hearing, the Directors approved a plan that trims an estimated 200 hours of underutilized bus service.

The reductions, carefully calculated to pare unused seating capacity from peak period operations while maintaining the integrity of the commute-hour service network, has the added benefit of yielding nearly $700,000 in savings during this fiscal year, notes Ken Stanley, assistant general manager - Service Development and Marketing.

Routes which were adjusted beginning Sunday, December 10th (or Monday, December 11th, for weekday-only service), include:

- AC Transit's 1989 issue of RANS sold in early October at a price of $3.2 million. Thus, these notes — to be repaid from the revenues issued in 1990 — generated much needed funding to be applied to helping meet the District's monthly cash flow requirements.

Further, the Director's approved a plan that trims an estimated 200 hours of underutilized bus service.

The reductions, carefully calculated to pare unused seating capacity from peak period operations while maintaining the integrity of the commute-hour service network, has the added benefit of yielding nearly $700,000 in savings during this fiscal year, notes Ken Stanley, assistant general manager - Service Development and Marketing.

Routes which were adjusted beginning Sunday, December 10th (or Monday, December 11th, for weekday-only service), include:

- AC Transit has a plan to adjust the service by eliminating several routes, reducing the frequency of some, and adjusting the operating hours.

The revised schedule was adopted following an earlier Public Hearing which explored these options: curtailing the service, eliminating it, or instituting a fare to help operate it.

New operating hours for the still-free shuttle, which provides quick rides to the shops, offices, commercial enterprises and restaurants on Broadway, will be 10:30 a.m. to 2:30 p.m. weekdays.

Daily service begins and ends with buses 15 minutes apart — with a midday change to seven-to-eight minute intervals to better serve the needs of lunch-hour diners, shoppers, and errand-runners.

The free Broadway Shuttle is readily identifiable by the colorful checker-board paint scheme.

In commenting on the changes, General Manager James L. O'Sullivan stressed that there were no routes actually being eliminated.

Other actions

As a result of another Board decision, the schedule for downtown Oakland's "Broadway Shuttle" — linking Kaiser Center and Jack London Square — was being adjusted beginning Monday, December 11th.

The revised schedule was adopted following an earlier Public Hearing which explored these options: curtailing the service, eliminating it, or instituting a fare to help operate it.

New operating hours for the still-free shuttle, which provides quick rides to the shops, offices, commercial enterprises and restaurants on Broadway, will be 10:30 a.m. to 2:30 p.m. weekdays.

Daily service begins and ends with buses 15 minutes apart — with a midday change to seven-to-eight minute intervals to better serve the needs of lunch-hour diners, shoppers, and errand-runners.

The free Broadway Shuttle is readily identifiable by the colorful checker-board paint scheme.

In commenting on the changes, General Manager James L. O'Sullivan stressed that there were no routes actually being eliminated.

THE COVER - The myriad bus service adjustments which followed the earthquake included quick response to an especially unusual request — to provide mobility for the White House Press Corps which accompanied President Bush on his October 20 damage-inspection tour of the East Bay. Here, AC Transit staff and drivers involved in the project await touch-down of the Press Corps helicopter. Then, loaded with IBC media, the District buses proceeded to the collapsed I-880 over-crossing in Oakland, from which images and descriptions of the President's inspection of that site of death and destruction were sent out to the world.
Executive appointments

Two assume Assistant G.M. posts

Kenneth O. Stanley

Charles A. Hill

In a re-structuring of top-level executive responsibilities, General Manager James O'Sullivan created two new Assistant General Manager positions.

Kenneth O. Stanley takes on added responsibilities under the new title of Assistant General Manager of Service Development and Marketing. Charles A. Hill became Assistant General Manager for Administration when he joined the District October 3 after 20 years in both public and private sectors.

In his new function, Stanley will continue to be responsible for Planning, Research and Scheduling, but now has added duties encompassing Customer Services/Marketing, Strategic Planning and Analysis, and Accessible Services.

Stanley has over 22 years of experience in the transit industry, including stints as bus driver, dispatcher, schedule writer, and planner at Tri-Met in Portland, Oregon. He joined the District last year from his position as Director of Rail Operations Planning. His prior title at AC Transit was Director of Research and Planning.

As Assistant General Manager for Administration, Hill oversees Human Resources, Safety, Labor Relations, Training, and Security, lending his two decades of experience in these fields to the newly-created post.

In his immediate prior position, he was Vice-President of Human Resources for the East Bay's Brookside Hospital. His career has also included responsibilities as Director of Human Resources for Group Health Cooperative and as Personnel Manager for Armour Food.

His graduate degree in Industrial Relations was earned at the University of Minnesota.

Other appointments

As Assistant to the General Manager, Michal Settles will assist O'Sullivan in carrying out Executive Department functions. She will represent the General Manager in his absence and interface with community groups and government agencies. Major responsibilities will include the development of a Management by Objectives (MBO) system and establishment of internal and external communication systems. She also will supervise District Affirmative Action/Equal Employment efforts.

As Quality Assurance Officer, George Grandison will be responsible for establishing a participative management system, placing an emphasis on service management and quality, and strengthening the customer orientation for the District. He will solicit ideas for improvement from throughout the service areas, analyze and cost-out ideas, and establish a priority system for implementing them. He also will have oversight responsibility for the Absenteeism Program and the Substance Abuse Program.

Soviet visitors show interest in eased access

AC Transit had an opportunity in September to participate in "glasnost," as the System made its contribution to developing more openness between the U.S. and the U.S.S.R.

A regular transit coach with passenger lift was sent to Berkeley's Center for Independent Living, where Soviet visitors were reviewing U.S. efforts to assist disabled persons.

Touring CIL was Alvetina Nikitina, wife of Soviet Delegate Ilya Zaslavsky, who is representative to the People's Congress from Mikhail Gorbachev's home district in Moscow.

Both Nikitina and Zaslavsky are disabled. She is a victim of polio, and he lost both legs in childhood as a result of a contaminated medical injection. They have one daughter, Anastasia, age two.

Nikitina, speaking via translator Kevin Kelly of the State Department, said she was interested in current technology of assistance to disabled persons.

While touring CIL, she examined and tested the Lift-U passenger lift for viewing by AC Transit riders use the number 1-800-448-9097 to get such information.

Zaslavsky and Nikitina were invited to the United States under the auspices of the International Visitor Program of the United States Information Agency.

AC DIPLOMACY — Reflecting the new era of "glasnost" between the Soviet Union and the United States, AC Transit provided a New Flyer bus equipped with Lift-U passenger lift for viewing by Alvetina Nikitina, wife of Soviet People's Deputy Ilya Zaslavsky, member of the Russian Congress from Mikhail Gorbachev's Moscow district. From left are Nikitina; translator Kevin Kelly; Judy Heumann, vice president of the World Institute on Disability; and Gerald Baptiste, associate director of Berkeley's Center for Independent Living.

"Access" is TV subject

A television crew from Japan focused on AC Transit's bus access program for the disabled in producing a documentary for Nagoya TV, Nagoya, Japan. From left are Cameraman Yoshinobu Sakaue and Translator Katsumi Sasuki. The crew is part of the news department of Nagoya Broadcasting Network, and is looking at policies and procedures for helping mobility-impaired persons.

United Way of the Bay Area

What if everybody gave?
Excellence of performance pays off

TOP OPERATORS — Richmond’s Tom Villarreal (left) is being honored for attendance, safe driving, and superior approach to the job. Another “Bus Driver of the Quarter” is Emeryville’s Robert E. Potter (far left), whose selection was based on perfect attendance for the current and past year, plus outstanding job attitude.

SPOTLIGHTED — Administrative Assistant Beatrice (‘Bardi’) Darcey (left) received “Non-Union Employee” honors because of knowledgeability, helpfulness, and professionalism in staffing the District Secretary’s office. Emeryville’s Charles Powers (far left) became “Maintenance Employee of the Quarter” because of his “diligent efforts” in the coach cleanliness program. He’s a leadman/service employee.

EXAMPLES OF EXCELLENCE — AC Transit’s Employee Recognition Program is now in its fifth year of singling-out and rewarding employees for qualities of character and conscientiousness. Nominated by managers, superintendents, supervisors, or even by work-place peers, those selected each quarter from panels of nominees have generally been stand-out employees for a number of years. Among the qualities most cited in nominations are exemplary attendance and safe-driving record (if applicable), helpfulness to co-workers and/or customers, and willingness to “go the extra mile” to do a superior job.

Instant re-orientation required

When quake disrupts area transit

When the earthquake hit at 5:04 p.m. Oct. 17, 1989, it reverberated through AC Transit just as it did through the ground above the seismic fault which provided its genesis.

At the exact moment of the quake, AC Transit buses were eastbound on the Bay Bridge. Driver Douglas Burghardt would exhibit outstanding presence of mind by slamming to a stop just scant feet from the collapsed section of bridge, saving himself and 35 passengers. After escorting his passengers to a safer section of the span, Burghardt returned to the help pluck motorists out of cars dangling over San Francisco Bay.

More than 100 buses were caught west of the break; and BART trains temporarily could not use the transbay tube under the water. Quickly, buses loaded homeward-bound commuters and made an end run — northward via Golden Gate and Richmond bridges.

Within an hour of the event, Division Superintendent Sylvester Mosley, Senior Road Supervisor Greg Hunter and Road Supervisor David Elsasser established a mobile command center at the BART MacArthur station to dispatch buses as far north as Richmond, as far east as Walnut Creek and as far south as Hayward.

Minutes later East Oakland Division Superintendent Gene Cota and his Assistant Superintendent Lois Williams arrived at Jack London Square to meet Assistant Director of Maintenance Colby Swanson. They set up a command post there to meet ferry boats arriving from San Francisco. An estimated 5,000 weary and fearful travelers would pass near them during the next nine hours before Road Supervisor Mike Beard was left in charge to help any stragglers.

The Jack London Square group summoned coaches from as far away as Concord’s Central Contra Costa County Transit Authority, which had offered its resources to meet the emergency. Buses rolled north, east and south, making connections to BART stations and other mainline AC Transit routes.

In Hayward, Superintendent Ben Davis and Assistant Superintendent Robin Little, pressed an additional 17 buses into service to form a “bus bridge” along the Oakland-Hayward-Fremont BART corridor while continuing regular service throughout Southern Alameda County. Driver Betty Burnett joined Leroy Beach in his role as dispatcher from Hayward, as operators and buses were quickly moved to interface with the rail service.

Richmond Division Superintendent Carl Kissinger and Assistant Superintendent Maurice McCarthy sent out buses to operate as a bridge from Richmond to BART/MacArthur in Oakland, providing desperately needed connecting links between Contra Costa and Alameda Counties.

For drivers Lynn Newman, Mickie Redding and Thurmond Washington, Jr., the night would be especially grim. Their buses would be converted into temporary morgues — pressed into emergency service at the collapsed Cypress Structure on the Nimitz Freeway.

(Continued on Page S-3)

Supplement - 1
Coordination of regional transportation resources makes best of mobility crisis

After the earthquake transformed Bay Area travel patterns, adjustments (and, amazingly, even some improvements) to AC Transit bus service almost immediately offered riders a set of transportation alternatives. Through inter-System coordination of resources, these options included bus linkage with Bay Area Rapid Transit trains and with ferry boats - the latter a hastily-assembled fleet of modern vessels which, for the duration of the Bay Bridge closure and freeway disruption, will be a reminder of the Bay Area's fondly-remembered transit past.

Thus, less than a week from the time and date of the cataclysmic quake - October 17, 5:04 p.m. - a fully operational emergency network of transportation sources had, quickly and cooperatively, stifled the fear of mobility-paralysis in one of the most heavily traveled urban corridors in the United States.

With all of AC Transit's complex network of East Bay local and express service intact and maintaining regular service, transbay bus routes were quickly re-oriented to carry former Bay Bridge travelers to BART rail stations. The latter System's transbay tube had been, within hours of the quake, checked-out and declared intact and safe for passage of the computer-controlled rail fleet.

For these bus-to-rail transfer connections, holders of AC Transit's October-issue transbay passes merely had to display their pre-paid fare instruments to access BART service, as early as 5 a.m. and as late as about 8 p.m.

Then, early in the next week following the quake, BART mobilized its operations, personnel, and rail fleet to become an around-the-clock system.

Limited at first, then growing in scope as out-of-the-area vessels sailed to San Francisco Bay to help ease the transportation emergency, ferry service became a new (and, for most, exotic) option for maintaining their transbay work and personal commitments. Bus connections to Oakland's newly-restored ferry landing operated through the city's downtown, making frequent connections with District mainline service - and with BART.

In an endeavor which allied it with the two “feeder” public transit systems, the private-sector Red and White ferry fleet (best known for Bay sight-seeing cruises) set up operations at Oakland's historic Jack London Waterfront - where bygone ferries and the original transcontinental railway once linked with AC Transit's predecessor organizations. That historic connection dates back some 120 years!

To meet a short-term need, another recreation-oriented private operator - Hornblower Yachts - provided ferry service for a few days from the Berkeley Marina. These transbay passengers were served by District shuttle buses linking the landing-site with downtown Berkeley, BART, the UC Berkeley campus, and North Oakland.

By October 23, ferry options were expanding even more - with the launch of commute-hour service from Richmond and Alameda. Passengers accessing this added ferry service were served by AC Transit shuttle buses to and from the piers.

With this emergency-induced network of public and private transit systems growing in strength by the end of the week of October 23, even more mobility options were in the offering. It was then that AC Transit informed passengers and public of new service, as of October 30, from BART/EI Cerrijo Del Norte to Golden Gate Transit's ferry landing at Larkspur in Marin County. Also scheduled to be operational on October 30 was a completely new South Bay commute-hour bus route connecting BART/Fremont with the Peninsula community of Menlo Park and, from there, to San Francisco International Airport - one of the most vital transportation arteries in the Bay Area.

And offering a special lift to general spirits at that same time was yet another announcement of a welcome transit connection - bus service to and from the Oakland Coliseum, whisking baseball buffs across the San Mateo Bridge to Candlestick Park for resumption of World Series competition between the Oakland A's and the San Francisco Giants.

(Continued from Page S-3)

Getting info to riders quickly was key priority

If the public does not know how or where to use it, even the most efficient transportation network is crippled. In the case of the post-quake emergency network, getting facts out to thousands of present and potential riders was critical.

Working closely with the District's top management and professional planners and schedulers, AC Transit's small public relations staff and its information officers managed to answer record numbers of calls from anxious passengers and would-be passengers. In addition, PR-function phones rang steadily as Bay Area (and some out-of-state) media requested information and/or interviews.

A series of red-flagged "Rider Alerts" were printed in the tens-of-thousands for onboard distribution. A new format called "Transit Network News" was launched to meet a newly-urgent need - to describe how the District's resources were being deployed to mesh with other bus systems, and with rail and ferry.

Regularly-issued news releases - particularly geared to the region's print media - offered over-views and up-dates of an increasingly expanding list of transit options. The PR staff also coordinated media requests for special interviews (such as several of Driver Douglas Burghardt — see front of supplement) and for District representatives to take part in relevant panel discussions.

Quarter-page newspaper display ad, appearing little more than a week after the quake, reinforced the basic message that the System had been putting out through a myriad communication modes since the seismic cataclysm: "AC Transit will help you ride it out."

Further reassurance to anxious riders came from the ad's re-print of transit information numbers and the nerve-soothing promise, "We have people standing by to help you..."

Mobility sources assembled

(Continued from Page S-2)

Though the crack of bats and the roar of fans could not be expected to blot out the memories of Earthquake Loma Prieta, this hint of returning aspects of normalcy was widely welcomed.

In reviewing the massive undertaking, which involves nearly all of AC Transit's 2,000-plus workers and nearly seven hundred pieces of equipment, AC Transit General Manager James L. O'Sullivan said, "It was a crisis situation and we are able to help ease it. I am very proud of every employee who is helping in this effort. Their highly professional conduct reflects their dedication and commitment to their community.

"Mechanics, drivers, road supervisors, dispatchers and others charged with the responsibility of providing the public with a means of getting where they needed to go are on the job," he stated.

Shaker strain operations

(Continued from Page S-1)

... "I felt I wanted to help," says Newton of the long night. "It was upsetting," says Redding, "but it was something which had to be done."

Meanwhile, in the Central Dispatch radio communications room in Emeryville, Jack Nicholson, Greg Wykoff, L.C. Scott, Maurice Birchard, David Angellio, B.J. Jeanpierre and J.E. Garrett were rolling equipment. Repeatedly, they called for buses and drivers, giving them quick orientations for unfamiliar assignments. Drivers volunteered to work overtime. Many called in to see if they should come in on their day off.

As dawn broke Wednesday, the Central Dispatch command center was moving to meet regular daily bus service demands - with transbay bus lines rerouted to BART stations.

That day — Wednesday — would also require the utmost effort on the part of all.
Focus: Quake rallies info explosion

POST-QUAKE PLAN — General Manager James L. O’Sullivan briefed a large gathering of media on the Saturday after the seismic shaker. O’Sullivan pledged District resources to ease the mobility crisis and described strengthened connections with BART trains and new links to ferry boats.

Our ‘Stockholders’ Write
(Ed. Note: Though only two of the commendatory letters received since the quake, these examples of passenger reactions give a snapshot of many, many District drivers’ and staffers’ cool and responsible actions under extremely stressful conditions.)

I wish to thank Norman Grant, AC Transit bus driver, for doing such an outstanding job of getting his passengers home after the San Francisco earthquake last night.

He drove down 101 South until we could get across the Dumbarton Bridge and brought everyone home safely. I’m the lady he had to take way out of the way into Oakland from Alameda! I certainly appreciate his extra efforts, his composure, his good driving to get us off the bridge and turned around.

And he didn’t leave us stranded in San Francisco. He decided to get all of us out of there and over to the East Bay the best way he could. The world would be a better place if more people were as concerned as he is.

Patricia Buffington
Oakland

***

My son is a student at San Francisco State and commutes from Alameda to the campus. On the night of the quake, he was on Market in San Francisco. Fortunately, he was able to get home on an AC Transit bus via the Golden Gate and Richmond Bridges.

I am writing to thank that driver and all your drivers and staff who continued to work under very difficult conditions and with understandable concern for their own families and friends.

Please convey my heart-felt gratitude and praise to all your employees who kept the buses running. They are all real pros!

Noel W. Folsom
Alameda

Antique desk is tie to transit’s past

When Colby Swanson, assistant director of Maintenance, first saw it earlier this year, he thought it might be a common-place old wooden filing cabinet which had been transferred along with other surplus office equipment when divisional operations were moved from Newark to Hayward in 1986.

Being inquisitive by nature, Swanson swept away dust and accumulated debris on top of the 14-inch-wide cabinet as it sat in a corner of the building maintenance area behind Hayward’s regular bus repair facilities.

What he found was a bit of history — a fold-out desk with upright filing cabinet manufactured in 1909 in Rochester, N.Y., by Yawman and Erbe, Inc. The unusual piece becomes an angled drafting table when extended. When the table-top is retracted, the cabinet resembles a bookcase.

Inside the 40-inch-tall casing, Swanson found diagrams and blueprints of fuel islands, fire emergency water connections, electrical systems, and construction plans, including original documents connected with the opening of Richmond Division by Key System in the late 1940s.

The firm which built the piece is no longer in business, but part of the desk’s history is recalled by District Retiree Carl A. Knutson, who used it during his nearly 38 years with AC Transit and its predecessor organizations.

“ ‘That desk was there when I arrived on August 16, 1949,’ Knutson says. ‘It was in the engineering yard at Hollis Street. We used it to keep construction blueprints of divisions. It was a map filing cabinet and desk — used to keep all the track line maps in the old Key System days.’ ”

Knutson, who was in charge of physically maintaining AC Transit facilities prior to his retirement, also says of the desk: “It never was at Newark. I moved the desk from Emeryville to Hayward about a year before the yard actually opened for bus operations. We had building maintenance people there for several months before the work was completed.”

Swanson sees the restoration of the old desk — which he is undertaking on his own time — as a sign of the District’s commitment to preserving the past. “I think it is a piece of history which will fit right in,” he says of the desk’s location at Central Maintenance — itself situated within a former General Motors warehouse.

“We were dedicated to saving the original building, since it was once the Star Motor Company even before becoming a General Motors facility. The desk should be right at home here.”

RESTORATION PROJECT — Colby Swanson, assistant director of Maintenance, is undertaking the restoration of this combination map storage case and desk which he discovered stowed-away in a back room at Hayward Division. It is a relic of a bygone transit era, dating to 1909. When re-finished, the desk will be used at the Central Maintenance Facility in East Oakland. Retiree Carl Knutson’s recollection of the piece dates back to 1949.
FOCUS: Transit People and Projects

COPS' COACH — On August 4th, Berkeley Police Chief Ron Nelson (top, left) accepted from General Manager James L. O'Sullivan the keys to BPD's latest weapon against street crime — a retired AC Transit coach whose $40,000 transformation added official police accoutrements. To say thanks, a city proclamation (above) designated September 1st a "Day of Appreciation" for AC Transit's donation, designed to deter illegal drug trafficking.

VOLUNTEER AID — Ken Mullen (right) responded to the request for public input on the Comprehensive Service Plan by recommending volunteerism in aid of the project to re-vamp bus routes. Then, Mullen himself spent many months as a once-a-week District volunteer. In return, the retired engineer was honored at the August 23 Board meeting. Present were Ken Stanley, Assistant General Manager of Service Development & Marketing (left) and Mullen's wife Pam.

INFORMATION EFFORT — District out-reach to Western Contra Costa County regarding the Comprehensive Service Plan — was aided by Richmond Public Library Assistant Veronica Powell and AC Transit Booster Club President Robert Vaughn (center). They helped distribute some of the more than 60,000 informational pieces which publicized service re-structuring. District Planner Peter Tannen is at right.
Transit trends and Topics

Holiday-decorated coach announces festive season

'TIS THE SEASON — Maintenance employees (this year’s decorating crew is shown, above right) have lent their creativity to two festively garbed buses which are bringing Season’s Greetings to passengers and public. One coach has a colorful ribbon-wrapped look, the other is brightened by a holiday gift box theme, and both interiors have an above-the-window trim of holly.

30 years of safety noted

East Oakland Operator Eddie A. Haffer was guest of honor at ceremonies marking his 30 years of safe driving behind the wheel of an AC Transit bus. Haffer, who was joined by his wife Virginia at the special presentation, is the 19th AC Transit driver to reach this three-decade milestone. A native of Missouri, Haffer has spent his entire career since November, 1956, at East Oakland Division.

Individual help provided

At AC Transit’s Telephone Information Center, clerks are on duty from 7 a.m. to 6 p.m. weekdays, 9 a.m. to 5 p.m. weekends and holidays, to provide (toll-free) personalized trip-plans, including accessibility data. Numbers to call are:

- Richmond area: 232-5665
- Berkeley-Oakland: 839-2882
- Hayward area: 582-3035
- Fremont-Newark: 797-6811

(TDD ... FOR THE DEAF) ... 1-800-448-9097

Bus security settled

AC Transit bus security services will continue to be provided by Alameda and Contra Costa County Sheriffs following award of a contract to the two law enforcement groups by the Board of Directors.

“We are pleased to continue our relationship with the Sheriffs,” says Chief of Protective Services and Investigations Charles O. Lacy, who is responsible for monitoring the contracts. “They have proved to be an effective tool in eliminating criminal behavior from the buses and in the transit district. The relationship between our drivers and the Sheriffs’ Departments has been outstanding.”

The contract is for three years and is renewable for an additional two years. The group took over District security services from a private operator in the Fall of 1988, and were awarded a new contract following competition bidding.

Buses carry big crowds To Bay Bridge opening For celebratory “walk”

City’s parking squeeze Prompts bus promotion

With the introduction in October of residential permit parking (RPP) near UC Berkeley, AC Transit joined the city’s TRIP “Commute Store” to promote bus rider information and service. To encourage possible dis-placed parkers to try the bus, the District offered complimentary introductory trip tickets to the first 200 motorists who, in response to the new parking ban, sought transit information at the Commute Store, 2033 Center St., Berkeley.

Initially, official city parking monitors leafleted cars parked on-street within target RPP zones. The notifications urged non-resident parkers to get advice about transportation alternatives — and to ask for the introductory bus ride tickets — at the Commute Store. Thus, it’s expected that most who obtained and used the tickets were new riders.

Reaching teens

A Richmond Division program sends drivers like Grady Harris (above) — and co-workers Brenda Pernell and “Skip” Curt — to junior highs and high schools, to persuade teens to become regular, but responsible, riders.
Actions of the Board

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

- Adopted resolutions establishing the following job classifications: Assistant to the General Manager, Quality Assurance Officer, Assistant General Manager for Administration, Assistant General Manager of Service Development & Marketing, Assistant General Manager for Operations.

- Adopted Fiscal Policies and Goals, with specified revisions and review requested.

- Adopted Operating and Capital Budget for Fiscal Year 1989-90; requested quarterly reports from General Manager on status of programs included.

- Approved Short Range Transit Plan, as revised, for Fiscal Year 1990-94.

- Adopted resolution authorizing filing of applications for Urban Mass Transportation Authority grants.

* * *

At a special/regular meeting August 9, the Board of Directors:

- Adopted resolution establishing appropriations limit for the proceeds of Fiscal Year 1989-90 taxes.

- Convened Public Hearing to receive comment on proposed service adjustments.

- Adopted resolution continuing current Retirement Board composition, with review of said composition specified within the year.

- Approved contract with Alameda County/Contra Costa County Sheriffs' Department for providing mobile security services.

- Authorized plans and specifications for purchase of 56 (40-foot) coaches, including option to purchase an additional 24, with presolicitation Board review specified.

- Authorized General Manager to pay 25% of costs of Line 30Z (Martinez-Richmond) service in Fiscal Years 1989-90 and 1990-91, with subsidy ceilings specified.

At an adjourned regular/regular meeting August 23, the Board of Directors:

- Adopted resolution related to appointment of financial counsel and underwriter in connection with Installment Sale Financing and Issuance of Revenue Anticipation Notes, with specified conditions.

- Approved award of five-year contract to Goodyear Tire and Rubber Company, for furnishing tires with specification that contract increases be annually reviewed.

- Approved travel for three to annual APTA International Bus Rodeo in Atlanta September 24-28; for Chief Financial Officer to Minority Transportation Officials Conference in Atlanta September 20-23 and to New York City August 31 - September 1, in connection with presentation to Credit Rating Agencies.