



ACT

Facts

you should know

about the
**ALAMEDA-CONTRA COSTA
TRANSIT DISTRICT** plan for
improved public transportation
with new, streamlined
Transit Liners, fast express
service, new neighborhood
routes and extensions with

no increase in the

tax rate or

transit fares

THE ALAMEDA • CONTRA COSTA TRANSIT DISTRICT

What it is: Citizens of Alameda and Contra Costa counties voted to establish the District in November, 1956. Purpose was to plan and acquire a public transportation system. At the same election, the voters named the first Board of Directors of seven members.

The engineering firm of De Leuw, Cather & Company was retained to study the area and recommend a plan for a publicly owned and controlled system. This report, which has now been made, recommends a bond issue of \$16,500,000 to finance the project. This bulletin is based on the report. It shows how service and equipment can be improved and yet produce enough revenue to support bond financing at **NO INCREASE IN THE TAX RATE OR FARES.**

Here are the Facts About Transit Needs

Free-moving and efficient transportation is essential to East Bay progress and the preservation of property values.

- Population is rising at a tremendous rate. Automobiles are increasing faster than new high-ways and freeways can be built to carry them.
- The \$878,000,000 freeway construction program recently recommended for the East Bay depends on reliable public transit to carry a high percentage of anticipated travel. Without adequate transit, the proposed freeway system will be hopelessly inadequate.
- Municipal engineers confirm that growing traffic congestion in city streets threatens to destroy business property values and the ability of the business districts to carry their share of the tax load.
- Fewer people are able to benefit from needed transit service than ever before. Lack of adequate service by the existing transit system has discouraged patronage, creating this serious community problem.
- East Bay residents will continue to be penalized by these conditions unless public transit is modernized and expanded into an efficient, comfortable and convenient public service.
- To revitalize transit operations and better serve all of the people, the Transit Development Program for the East Bay has been readied for your approval.
- The program will require \$16,500,000 in bond issue financing.
- You will have the opportunity to vote on the proposed bond issue on October 20, 1959.
- **Competent, independent engineering consultants engaged by the District have designed the proposed system to be supported entirely from transit fares.**
- **The entire program can be financed by operating revenues without increasing the tax rate or fares.**

What the Transit District Plans to Do...

What it means to You:

- *Operate 700 miles of motor coach service throughout the East Bay cities and to San Francisco.*

The expanded system will take you where you want to go—to work, to shop, or your youngsters to school, faster, more conveniently and comfortably.

- *Acquire a fleet of 572 streamlined, ultramodern Transit Liners.*

Newly styled buses were designed specifically to give you a quieter and smoother ride. Large, slanted "picture windows" will provide a better view. New air-ride suspension, wider seats, modern colors, and bright, fluorescent lights will make your ride a pleasant one.

- *Inaugurate five new intercity rapid express lines, operating over a 65 mile freeway and highway network.*

New express lines will get you there faster, saving valuable time. In many cases, express service will cut existing travel time by public transit in half. Transit will compete with the time-savings of your private car.

- *Increase frequency of service on many existing lines.*

The time you waste waiting for the next bus will be substantially reduced.

- *Inaugurate 55 miles of new local service and extend existing lines in most of the cities.*

This new neighborhood service will bring public transit closer to your front door. Thousands of residents will have a nearby transit line for the first time.

- *Reduce fares for children to a flat 10 cents.*

Youngsters 12 years of age and under will be able to travel anywhere in the District at any time for a dime.

- *Equip motor coaches operating in the southern area of the District with air-conditioning.*

In the heat of summer, the cool interior of the bus will be a welcome relief, improving the comfort of your ride. During wintertime, air-conditioning eliminates steamed windows and possible stuffy air.

- *Provide off-street transit passenger terminals.*

These centrally-located terminals will be available to you as a convenient headquarters where you may dine, shop or wait comfortably seated for the departure or arrival of your bus.

- *Construct all-day parking facilities for park-and-ride patrons traveling by Transit Liner Express.*

Instead of driving your car to the downtown garage through a maze of traffic congestion, you can at small expense leave your car at the outer limits of the express line, and safely and swiftly travel to your destination on the Express.

- *Install passenger shelters at principal transfer interchanges.*

The convenient and attractive shelters will protect you from the weather, and will be equipped with a place to sit down and a schedule showing when the next bus will arrive.

Who Will Benefit From Better Transit . . .

All residents of Alameda, Albany, Berkeley, Castro Valley, El Cerrito, Emeryville, Hayward, Kensington, Oakland, Piedmont, San Leandro, San Lorenzo Village and other adjacent unincorporated area.

- Q.** *What is the Transit Development Program for the East Bay?*
- A.** It is a comprehensive purchase plan to provide equipment and other facilities needed to put the Transit District into operation.
- Q.** *How long has the program been in the planning stage?*
- A.** East Bay city administrations, representatives of civic, business and homeowner associations, and, more recently, Transit District consulting engineers have been working on this public transportation program for six years.
- Q.** *Why is the Transit Development Program for the East Bay needed now?*
- A.** The number of transit riders has steadily decreased since the end of World War II to a critically low level of transit use. For every month of delay in activation of the District, the problem of attracting people back to transit will be that much greater.
- Q.** *What is the division of cost for new equipment and other facilities?*
- A.** The program can be divided into four major categories of acquisition. Cost of each is as follows:
- | | |
|---|---------------------|
| 1. Purchase of 572 new city and suburban Transit Liners | \$15,500,000 |
| 2. Acquisition of 276 existing-type motor coaches | 2,800,000 |
| 3. Purchase of equipment repair and storage terminals in Emeryville, Oakland and Richmond | 3,800,000 |
| 4. Construction of new storage terminal in Hayward and contingencies incidental to acquisition of new equipment | 1,900,000 |
| | <u>\$24,000,000</u> |

- Q.** *Where will the money come from to pay for this equipment and other facilities?*
- A.** Bond issue financing is proposed for \$16,500,000 of the total cost. Revenue from fares will complete new equipment purchases for the balance of \$7,500,000.
- Q.** *Will a bond issue by the District increase the tax rate or transit fares?*
- A.** **No, it will not. There will be no increase in the tax rate and no increase in transit fares.**
- Q.** *Will the earnings of the District be sufficient to replace equipment without the need of another bond issue?*
- A.** Yes, sufficient funds will be accumulated each year to replace equipment as it becomes obsolete. This means that the transit operation as proposed will require no further bonded indebtedness.
- Q.** *When will residents of the East Bay have the opportunity to vote on the proposed \$16,500,000 bond issue?*
- A.** The bond measure will come before the voters at an election October 20.
- trict tie in with the regional district?*
- Q.** *Is any consideration being given to the use of rail and high speed trains in the East Bay?*
- A.** Yes, by the San Francisco-Bay Area Rapid Transit District. This regional district was created specifically to provide a system of fast interurban rail transit linking together the Bay area counties. Preliminary plans propose construction of three major trunk lines, involving 61 miles of rail service in the East Bay and across the Bay to San Francisco.
- Q.** *How does the Alameda-Contra Costa Transit District tie into the regional district?*
- A.** The job of the two-county district is to meet the immediate need for greatly expanded and improved local transit in the East Bay, and to provide needed feeder service to the main interurban rail lines when constructed. Our district proposes to operate 73 motor coach lines, covering 700 route miles of East Bay transit service.
- Q.** *Are the two districts in any manner competitive?*
- A.** No, they are complimentary. Each has its separate and distinct function to perform, but in close cooperation and in coordination with the other. With both districts in operation, it is the expectation of transit engineers that East Bay citizens will have at their disposal the finest system of integrated local and interurban mass transit in the nation.