

First
Annual Report
1957 • 1958



**Alameda-Contra Costa
Transit District**

BOARD OF DIRECTORS

ROBERT K. BARBER.....President

WILLIAM J. BETTENCOURT.....Vice-President

J. HOWARD ARNOLD.....Director

ROBERT M. COPELAND.....Director

PAUL E. DEADRICH.....Director

*CLAIR W. MacLEOD.....Director

JOHN L. McDONNELL.....Director

* President, December 20, 1956 - December 2, 1957

On June 17, 1955, the Governor of the State of California signed into law legislation permitting the people of Alameda and Contra Costa counties to set up a special district empowered to own and operate a publicly-controlled transit system in the East Bay. Supporting this far-reaching action was the combined effort and endorsement of industrial, labor, business and civic leaders of the area.

Citizens who resided within the proposed district boundaries, in turn, voted overwhelmingly to establish the Transit District in November, 1956, and elected the first Board of Directors.

The seven members composing the Board of Directors — representatives elected by the people to guide the affairs of the District — give unselfishly of their energies and their experience in business and civic activities to serve the public need. Under their progressive, public-spirited direction, the Transit District moves forward in planning and building for the future.

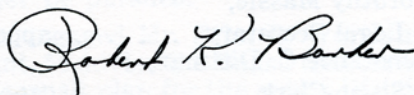
PRESIDENT'S MESSAGE

The first Board of Directors of the Alameda-Contra Costa Transit District, upon taking office on December 20, 1956, was faced with a significant and near-overwhelming challenge: how to transform the concept of a transit district, as created by the voters, into a live, functioning organization equipped to deal with the complex transit problem of the East Bay with efficiency and effectiveness.

In the subsequent six months, during which the District was without funds or staff, this Board was able to take all the preliminary steps to the point where, on July 1, 1957, the beginning of its first full fiscal year, the District was prepared to launch a comprehensive organizational program to administer its business affairs and to establish immediate and long-range objectives in keeping with needs and desires of the people.

It is most gratifying to report that in the ensuing twelve months, not only did the District achieve these initial goals, but it made great strides toward the preparation of the blueprint of a mass transit plan for our citizen-owners in the East Bay area.

A review of the pages which follow should indicate how the newly-formed District achieved maturity in the short span of eighteen months.



Robert K. Barber
President

June 30, 1958

ACCOMPLISHMENTS

ADMINISTERING THE DISTRICT

One of the early acts of the Board of Directors was to seek the services of a management consultant firm to provide guidance and advice for the efficient conduct of the business affairs of the District and the administration of public funds entrusted to it. Robert Kaye & Associates was retained for this purpose.

Thus, by the end of the fiscal year, the District was able to establish and equip an office, prepare position descriptions, employ the necessary staff, establish a public information program, adopt fiscal procedures, and provide auditing and accounting services.

Funds of the District are maintained on deposit at the Oakland Bank of Commerce. Mr. James L. Watters, Senior Vice-President, and Mr. Clarence A. Jorgensen, Vice-President of the Oakland Bank of Commerce, serve without remuneration as the Treasurer and Assistant Treasurer, respectively, of the Transit District.

Mr. Eugene V. Waring, Auditor-Controller of the County of Alameda, provides the auditor-controller services for the District.

The full-time staff consists of:

Robert E. Nisbet,

Attorney-Secretary appointed August 1, 1957

George M. Taylor,

Administrative Officer . . appointed November 1, 1957

Alan L. Bingham,

Public Information Manager . appointed April 1, 1958

Dorothy Massie,

Legal Secretary appointed September 12, 1957

Constance C. Dittman,

Steno-Clerk appointed December 30, 1957

FINANCING THE DISTRICT

The first budget of the District, adopted by the Board of Directors in the sum of \$149,200.00, was sufficient to

provide all necessary funds for administrative and planning functions for the 1957-1958 fiscal year. By careful management, nearly half of this sum was conserved and will be carried over into the new fiscal year.

Revenues to meet this budget came from a minimum tax levy of one cent per \$100.00 of assessed valuation on properties within the boundaries of the District. The assessment and collection of such taxes was carried forth by contract with the Counties of Alameda and Contra Costa

BLUE PRINT FOR THE FUTURE

The development of immediate and long-range mass transit plans to carry out the basic purposes of the District has been the paramount objective of the Board of Directors.

To help shape this course, the District turned to the internationally-recognized firm of De Leuw, Cather & Company, consulting engineers, and engaged them to conduct necessary studies and to prepare reports for the action program that lay ahead.

The first study by De Leuw, Cather & Company, dated December 12, 1957, concerned an interim transit plan utilizing the rail facilities that were in operation across the San Francisco-Oakland Bay Bridge and in East Bay cities. During this period, Key System Transit Lines had pending before the Public Utilities Commission of the State of California an application to substitute motor coaches for all rail service in the area, including transbay. When the Public Utilities Commission, in March, 1958, authorized this substitution and when the California Toll Bridge Authority concurrently announced its decision to reconstruct the Bay Bridge to accommodate only vehicular traffic, it became evident that a course which contemplated the operation of rail service could no longer be pursued.

The District thereupon engaged Mr. John R. Worthington, as Technical Consultant, to advise the Board concerning the preparation of a mass transit plan for the entire District—one which could be placed into effect at the earliest practicable moment, yet one which would be expandable to meet the long-range developments in Alameda and Contra Costa counties. As a result, De Leuw, Cather & Company was re-engaged in April, 1958, to prepare, in consultation with

Mr. Worthington, a broad self-supporting public transit plan for the District.

During the period of the study, liaison with communities of the East Bay was established by the formation of an Engineering Advisory Committee composed of engineers representing the two counties and the several cities in the District. The valuable assistance and counsel provided by members of the committee to Mr. Worthington and De Leuw, Cather & Company aided materially in the evaluation of local transit needs and the determinations on the manner in which these were to be met.

A progress report rendered by De Leuw, Cather & Company at the regular meeting of the Board of Directors on June 17, 1958, disclosed initial engineering plans of an expanded and streamlined public transit program which contained the following proposals:

1. Inauguration of express bus service;
2. Extension of motor coach lines into newly built-up areas;
3. Increased frequency of service on numerous existing lines;
4. Acquisition of new motor coaches to provide all of the non-peak service within the District;
5. Acquisition of used coaches to supplement the fleet of new equipment during rush hours only, and,
6. Construction of passenger terminals, waiting stations at freeway bus transfer points, and maintenance and service yards.

A timetable was then established wherein the full program to improve and expand transit operations in the East Bay would be developed in sufficient time to submit the plan and its financing for consideration of the voters at the November 4, 1958, general election.

That timetable is being maintained, and it is expected the electorate of the District will have the opportunity in November to consider the plan which, if approved, will permit the District to commence actual operations by mid-1959.

Alameda-Contra Costa Transit District

BALANCE SHEET

June 30, 1958

ASSETS

Current Assets:

Cash	\$64,575.46	
Taxes receivable	2,142.60	
Prepaid insurance	170.59	
Total current assets.....		\$66,888.65

Fixed Assets:

Furniture and fixtures.....	\$ 6,440.76	
Less accumulated depreciation.....	374.22	
		6,066.54
		<u>\$72,955.19</u>

LIABILITIES

Current Liabilities:

Accounts payable	\$ 9,727.43	
Payroll taxes accrued and withheld....	478.80	
Total current liabilities.....		\$10,206.23

Net Revenues Employed in Business

(Exhibit B)		62,748.96
		<u>\$72,955.19</u>

Note: No provision has been made for possible contingent liabilities which might result from the exclusion of certain areas from the District.

Alameda-Contra Costa Transit District

STATEMENT OF REVENUES AND EXPENSES

For the Fiscal Year ended June 30, 1958
(Exhibit B)

Revenues:

Proceeds from taxation..... \$142,885.21

Expenses:

Engineering service and planning...\$33,778.13
Salaries 25,198.00
Directors' fees 4,260.00
Auto and travel..... 4,106.99
Stationery and office supplies..... 2,261.26
Legal expenses 2,146.77
Rents 2,177.79
Secretarial fees 1,682.39
Telephone and telegraph..... 860.26
Public information 566.44
Dues and subscriptions..... 639.23
Other general expenses..... 1,468.10
Interest 616.67
Depreciation 374.22

Total expenses 80,136.25

\$ 62,748.96

AUDITORS' REPORT

September 10, 1958

To the Board of Directors,
Alameda-Contra Costa Transit District:

We have examined the balance sheet of the ALAMEDA-CONTRA COSTA TRANSIT DISTRICT as of June 30, 1958, and the related statement of revenues and expenses for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and statement of revenues and expenses present fairly the financial position of the Alameda-Contra Costa Transit District at June 30, 1958, and the results of its operations for the year then ended, in conformity with generally accepted accounting principles.

THOMPSON, DECHOW, JOHANSON & REICH
Certified Public Accountants

