

OFFICE OF THE  
GENERAL MANAGER

April 4, 1975

GM No. 12-75

TO: BOARD OF DIRECTORS

FROM: General Manager

SUBJECT: Agreement pursuant to Section 13(c) of the Urban  
Mass Transportation Act of 1964, as amended \*

Negotiation and execution of a new 13(c) agreement with the Amalgamated Transit Union is necessary in order to receive funds for Federal capital assistance during the coming fiscal year.

Also, the provisions of this new 13(c) Agreement will apply to the 36 buses to be acquired for the BART express bus operation.

The staff has been engaged in extended negotiations and personal contact with representatives of the Amalgamated Transit Union in Washington, D.C. We believe the agreement reached is the best that can be negotiated at the present time, in light of the 13(c) provisions already accepted by all the other major transit operators in the United States.

Basically, the changes from the 13(c) Agreement executed in 1967 are as follows:

1. Incorporate in the Agreement the terms and conditions of the Amtrak decision,\*\* as certified by the Secretary of Labor on April 16, 1971. This decision provided specific dismissal allowances to any employee displaced as a result of the Project. The dismissal allowances range from 0 to 6 years as a maximum; subject, of course, to reduction or discontinuance if the District offers employment, or through the exercise of seniority the employee could transfer to another position. The decision also provided for allowances if an employee is required to move his place of residence. The decision further provided that an employee, at his option, may accept a lump-sum payment computed in accordance with Section 9 of the Washington Job Protection Agreement of May, 1936. This provision was in the District's 1967 13(c) Agreement.

2. The Agreement provides that if the parties cannot agree on a settlement of a claim by an employee, disputes involving employees of the District shall be referred to arbitration in accordance with the procedure set forth in the District's current collective bargaining agreement. Should the dispute involve employees of other transit unions in the area, then the matter would be submitted to arbitration, utilizing a list to be provided by the American Arbitration Association.

3. Should the Project result directly in the increase in the number of employees necessary to utilize the capital equipment purchased pursuant to the capital grant, then it must notify all transit unions of any other carrier signifying desire to be a party to the 13(c) Agreement and give them first opportunity for employment in any such new jobs, if such priority is not inconsistent with any other Federal law or requirement.

Labor representatives of other mass transportation employees must give written notice of intention to become a party to this 13(c) Agreement within sixty (60) days after the date of the original execution. Employees of other carriers shall come to work for the District under the working conditions set forth in the applicable collective bargaining agreement of the District.

4. A dismissed employee receiving a dismissal allowance shall actively seek and not refuse other reasonably comparable employment offered to him which he is physically and mentally qualified to perform.

5. Protections and benefits as provided in the Amtrak decision shall not be available to any employee laid off in accordance with applicable agreements for reasons unrelated to the Project, or whose employment has terminated because of death, retirement, or dismissal for cause.

6. Protections and benefits as provided in the Amtrak decision shall not be available to any employee hired as the result of the Project, nor to any present employee whose position has been improved as a result of the Project, and who thereafter, as a result of the Project, is restored to his former position.

7. The term "Project" shall include any changes which are traceable to the assistance provided, including events occurring in anticipation of, during and subsequent to the Project. However, volume rises and falls, or changes in volume and character of employment brought about solely by causes other than the Project, including economies or efficiencies unrelated to the Project, are not covered by the agreement.

- \* This section requires that fair and equitable arrangements be made as determined by the Secretary of Labor to protect the interest of employees affected by Federal financial assistance.
- \*\* The Amtrak conditions are contained in Section 405 (b) of the Rail Passenger Service Act of 1970.

Alan L. Bingham

OFFICE OF THE  
GENERAL MANAGER

July 3, 1975

GM No. 33-75

TO: PERSONNEL COMMITTEE

FROM: General Manager

SUBJECT: Review of Affirmative Action Plan and Additional Personnel Requirements for Operation of Fremont/Newark Division 6 as well as Operation of City of Concord Service

At the June 17 meeting the Committee was advised that at its meeting on July 8 the subject matters were to be reviewed with recommendations for necessary additional personnel to adequately perform the additional services which become effective in early September.

1. Affirmative Action Plan

The Affirmative Action Plan is still under review by the Equal Employment Opportunities Commission. This plan when acceptable to the Equal Employment Opportunities Commission will be presented and reviewed in detail with the Committee. It has been reviewed by the staff together with employee advisory committee input. Mr. Jack Atkins of Education/Research will be present at the meeting of July 8 to review current status and provide a work progress report.

2. Additional Personnel Requirements for Start-up Operations of Fremont/Newark Division 6 (S.S.T.D. #2); Operation of Contract Services for Concord

With the opening of Division 6, in order to relieve the present coach storage squeeze, permit better utilization of Division 4 property and to relieve the exceedingly heavy administration and supervisory work load of both Transportation and Maintenance Departments at the Seminary Division yard, it is proposed at the next System Sign-up to move not only the lines now serving Fremont (including drivers and some maintenance personnel) to Division 6, but also certain lines operating out of Division 4 now serving S.S.T.D. #1.

With this move we will be operating approximately 2,700,000 miles annually from this Division.

Additional Personnel Needs - Fremont/Newark Division  
6 (S.S.T.D. # 2):

Transportation Department

One Transportation Superintendent  
Monthly Salary Range 19 (\$1,737 - \$1,819 - \$1,915)

One Chief Dispatcher Hourly Rate \$8.11

Four Dispatchers Hourly Rate \$7.77

Two Bus Drivers Hourly Rate \$7.22

Maintenance Department

One Superintendent of Maintenance.  
Monthly Salary Range 19 (\$1,737 - \$1,819 - \$1,915)

One Senior Clerk Hourly Rate \$6.77

One Mechanic "A" Hourly Rate \$8.30

One Mechanic "B" Hourly Rate \$7.65

One Service Employee  
"A" Hourly Rate \$6.75

Stores Department

One Leadman-Parts Clerk Hourly Rate \$7.50

Two Parts Clerks Hourly Rate \$7.05

Instruction-Safety-Training Department

One Instructor. Monthly Salary Range 14 (\$1,365-  
\$1,433-\$1,497)

One Junior Typist  
Clerk Hourly Rate \$6.04

Treasury Department

One Vault Clerk	Hourly Rate	\$6.42
Two Clerks	Hourly Rate	\$6.29

Note: All monthly wage ranges and hourly wage scales are basic wage rates plus adjustments for cost-of-living allowance.

Effective approximately the first part of 1976, when the expanded demand-responsive service is scheduled to be inaugurated, it is anticipated the number of coach requirements will increase with a necessary increase in bus drivers.

However, at this time the system design for the demand-responsive Dial-a-Ride service in the Fremont/Newark area has not finalized personnel requirements, particularly the number required for the control operations cannot be anticipated. When the system design is ultimately finalized staff will present to the Committee for its consideration, additional personnel requirements.

3. Concord Contract Service - Additional Personnel Needed

Transportation Department

Two Transportation Supervisors. Monthly Salary Range 15 (\$1,433 - \$1,497 - \$1,575)

Eighteen Bus Drivers	Hourly Rate	\$7.22
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Maintenance Department

One Mechanic "B"	Hourly Rate	\$7.65
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One Service Employee "A"	Hourly Rate	\$6.75
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RECOMMENDATION:

In view of the time requirements for screening, indoctrination and training of new personnel, it is recommended that the Committee recommend to the Board of Directors creation and approval of the required additional personnel as outlined in 2. and 3. above.

Estimated annual cost for Fremont/Newark (S.S.T.D. #2) is including fringe benefits \$ 412,000

Estimated annual cost for Concord Contract Service is including fringe benefits \$ 456,000

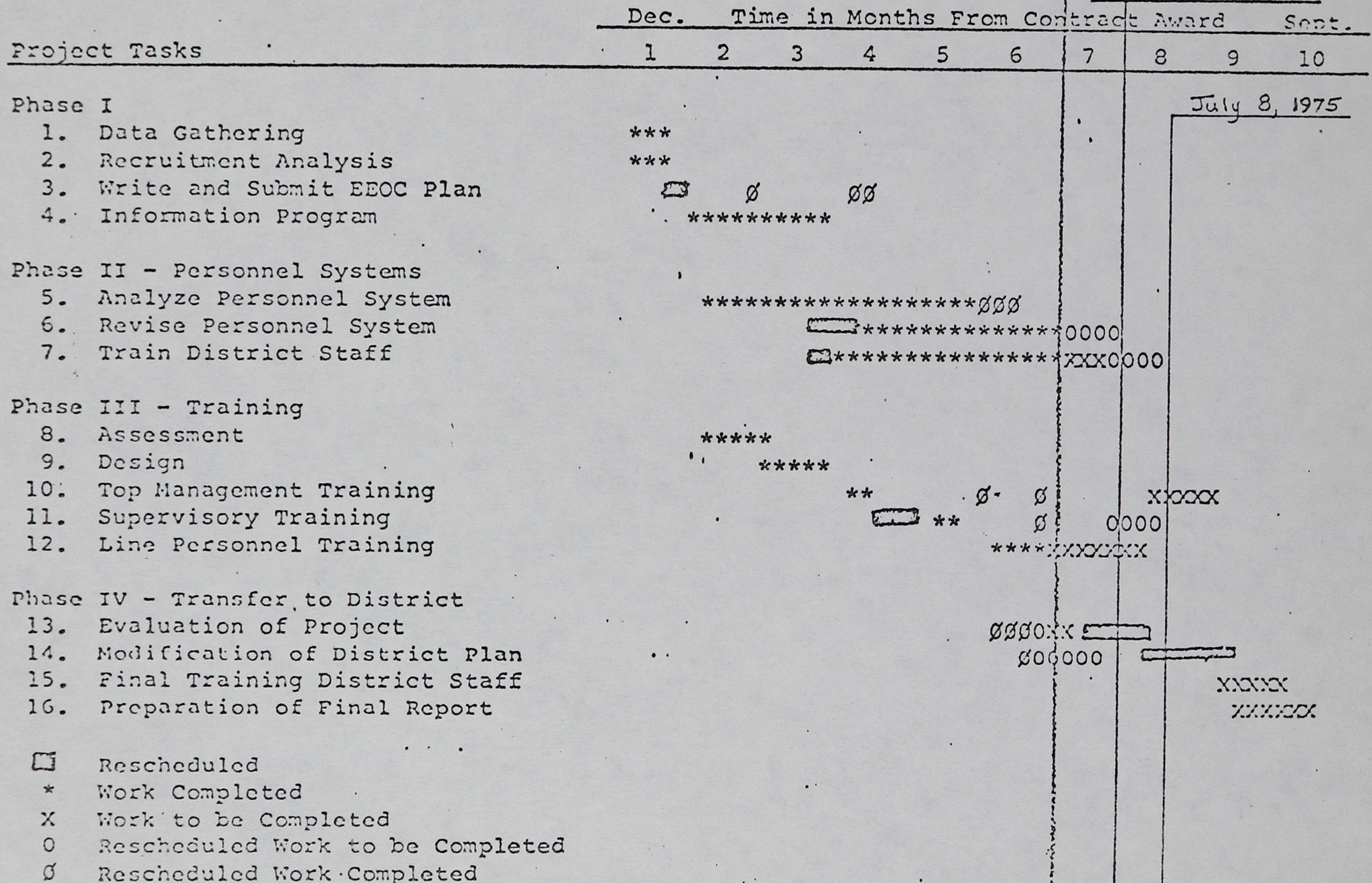
Alan L. Bingham

cc: Board of Directors

Project Work Plan (Revised)

May 13, 1975

June 17, 1975



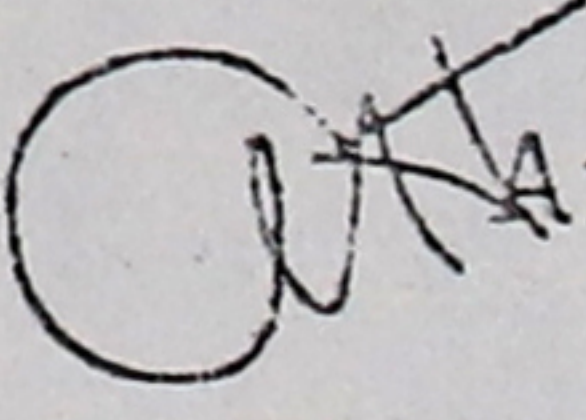
July 8, 1975

- ☐ Rescheduled
- \* Work Completed
- X Work to be Completed
- ∅ Rescheduled Work to be Completed
- ∅ Rescheduled Work Completed

MODEL CITIES  
PROGRAM

April 25, 1975

TO: Kenneth H. Smith, City Manager

FROM:  Arthur J. Hatchett, Deputy Director  
for Program Management

SUBJECT: THE RICHMOND DEMONSTRATION DIAL-A-RIDE OPERATION

This report is to provide information requested by the City Council relative to the Dial-A-Ride Operations in Richmond. Specifically, efforts were made to detail:

- (1) The objectives of the Demonstration Dial-A-Ride Project;
- (2) Projected vs. Actual Cost Levels;
- (3) Sources of Funds to Offset Operating Loss; and,
- (4) Recent Action by AC Board of Directors.

In addition, Attachment-C lists Personnel Employed in the Project and results of a recent survey relating to Racial Splits and Ridership Age Breakdown.

1. Demonstration Project Objectives

The Richmond Dial-A-Ride Operation is a demonstration project, originally planned for two (2) years. The objectives of the project were to develop a transit service with the flexibility to:

- a. Provide better access to potential jobs with special reference to job need of the unemployed;
- b. Provide good service to health, recreation, education and shopping facilities for Model Neighborhood Area residents with special attention to youth, elderly, ambulatory handicapped and to mothers with children;
- c. Provide better access to Bart, AC and supplemental transit where their systems do not serve;
- d. Integrate the new service with Bart and AC Transit;

- e. Provide services outside, as well as inside, the Model Neighborhood Areas wherever demand exists; and
- f. Develop a service which will help to permanently increase the use of transit instead of the private car.

These objectives are reflected in the Attachment-A City Council Resolution #189-72, the Council's endorsement of the Richmond Transit Demonstration Project Proposal September 18, 1972.

It is important to emphasize that although the need for flexible services for the elderly, youth, handicapped, unemployed and poor is stressed that it was not the intent of the project to limit its services to only disadvantaged groups. To the contrary, the success of the project is strongly correlated to the increase in the number of passengers served daily.

Start-up costs for the project included \$190,000 from UMTA (U.S. Department of Transportation - Urban Mass Transit Administration) for the conversion of vehicles as required by the project.

## 2. Projected vs Actual Cost Levels

As noted in Attachment-B "Summary of Richmond Dial-A-Ride Operations" AC Transit estimated prior to initial operations that passenger fares would provide \$115,000 in the first year of the demonstration, and that operating costs would be \$992,000 and that the project would operate at a loss of \$877,000. Although current estimates indicate that the operational loss will be \$998,000. It is significant to note that it was and is known that cost per passenger ride is considerably greater in personalized door step service than it is in fixed route service.

## 3. Funds to Off-set Operating Loss

The net operating loss will be off-set by state sales tax funds, property taxes; operating subsidies from the federal government and fare box revenues. The specific amounts from taxes are not known to staff. Three Hundred Thousand Dollars (\$300,000) will be made available from the Transportation Development Act Funds administered through MTC (Metropolitan Transportation Commission) and as noted above \$115,000 are anticipated from passenger fares.

## 4. Action by AC Board of Directors

At the AC Board of Directors meeting Wednesday, April 23, 1975, the Board accepted the financial report presented by the Finance Director (Attachment-B) and a presentation by Mr. Leo Farley.

Mr. Leo Farley made a presentation to the Board based on a financial report prepared by A Alan Post on the Santa Clara Dial-A-Ride Project. The Santa Clara report primarily stipulates that Santa Clara's Project was costly to tax payers. The deficit per passenger is \$2.32. The operation cost is greater than for the arterial (fixed route transit) operation which costs \$15.29 per hour compared to \$20.06 for the Dial-A-Ride.

Mr. Farley's premise was that if Santa Clara's Project is bad, Richmond's must be a disaster since Richmond's deficit per passenger is higher, \$3.58 and the net operating loss for the year is estimated at approximately \$1,000.000.

The AC Board of Directors decided not to take any action, but to consider changes which are being proposed by staff to make the project "more productive and less costly" at its next monthly meeting.

AC's Planning and Project Staff are still very optimistic regarding the possibilities of a successful project in Richmond. The record high of 1,103 rides on April 16th was to their knowledge a national high for a project designed as Richmond's. Plans are being pursued to increase the ridership which is now averaging between 800-900 per day. With an increase to only 2,000 passengers daily, the Richmond's demonstration will be considered highly successful.

Attachment-C is provided for further review indicating Employees of the Dial-A-Ride Project and the results of a recent survey conducted to obtain information on Racial Splits and Ridership Age Breakdown. Attachment-D is an extract from the March issue of the Transit-Times which may, also, be of interest to reviewing the Project.

An evaluation of the project was conducted after the first three (3) months of operations. Highlights of that Evaluation are included in letter (Attachment-E) from Michael Curry addressed to Mr. Lloyd Madden of this office.

Note that the project has only operated six (6) months of its first demonstration year. It is difficult at this time to make sound judgements because time is required in a demonstration to test modifications, expansion ideas and improvements in areas where difficulty is initially encountered. Staff recommends that the Council take no action until the AC Board of Directors present their conclusion.

Your assistance in providing City Council Review of this request is appreciated,

cc: Mayor & Members of the City Council  
Leo Farley

AJH:elo

RESOLUTION ENDORSING PROPOSED RICHMOND TRANSIT DEMONSTRATION PROJECT AND PREPARATION OF APPLICATION

WHEREAS, the City of Richmond received technical assistance from transportation consultants paid for by the U. S. Department of Housing and Urban Development in February 1971 to assist a transportation study in Richmond; and

WHEREAS, the study recommended that a major transit demonstration project be developed to capitalize on the opportunities both for improving the mobility of the Model Neighborhood Area population, and for maximizing the potential benefits to Richmond of the Richmond BART (Bay Area Rapid-Transit) Station; and

WHEREAS, studies in Richmond and elsewhere have indicated that no one type of service nor any one agency can provide for the full range of personal transportation needs of an urban population; and

WHEREAS, a more flexible and frequent system than the present fixed route transit system is needed in Richmond to serve the needs of people who do not have cars or who do not wish to use their cars to shop, to reach BART, to go to jobs off present transit routes, to transact personal business, and to go to cultural, educational, and recreational activities; and

WHEREAS, secondly, the needs of the low-income sick and the handicapped to get to health care facilities is recognized as a special need requiring free transportation as a part of the health care service; and

WHEREAS, the opportunity for meeting both of these existing unmet transit needs may be available now in Richmond due to the widespread interest in transit demonstration projects and to work already done by the City Public Works Department, Richmond Model Cities, the abovementioned transportation study, and the United Council of Spanish Speaking Organization (UCSSO), Incorporated;

NOW, THEREFORE, BE IT RESOLVED, that the Council of the City of Richmond hereby endorses in principle the proposed Richmond Transit Demonstration Project; and, further, that it directs the Public Works Department to work with the Alameda-Contra Costa (AC) Transit District and the Metropolitan Transit Commission (MTC) on the preparation of an application to the Urban Mass Transportation Administration of the U. S. Department of Transportation, for funds to support a two-year demonstration project in Richmond; and

BE IT FURTHER RESOLVED, that the Richmond City Council hereby commends the present transportation service to the County Medical Clinic operated by the United Council of Spanish Speaking Organizations, Inc.; and, further, that it directs the Model Cities Program to assist UCSSO in developing an expanded service contract proposal in conjunction with the County Social Service Department and the County Medical Services; to be funded by the County.

I hereby certify that the foregoing resolution was duly passed and adopted by the Council of the City of Richmond at a regular meeting hereof held September 10, 1972, by the following vote:

- AYES: Councilmen Vargas, Bates, Fernandez, Anderson, Grydyk, Wagerman, Blanco and Silva.
- NOES: None.
- ABSENT: None. (One vacancy)

*Harlan J. Norton*  
Clerk of the City of Richmond

Approved:

A. E. SILVA  
MAYOR

HARLAN J. NORTON

Clerk of the City of Richmond

Approved as to form  
JAMES P. O'BRAIN

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT  
 SUMMARY OF RICHMOND DIAL-A-RIDE OPERATIONS  
 FOR 28 WEEKS ENDED MARCH 29, 1975

WEEK NO.	WEEK ENDING	PASSENGER FARES	FAREBOX REVENUE PER MILE	OPERATING COSTS	NET OPERATING LOSS	REVENUE PASSENGERS	NET OPERATING LOSS PER PASS.	MILES	NET OPERATING LOSS PER MILE
1 to 22	9/16/74 - 2/15/75	\$ 28,828	\$ .14	\$ 487,147	\$ 458,319	115,318	\$ 3.97	199,023	\$ 2.30
23	2/22	1,161	.16	18,978	17,817	4,645	3.84	7,240	2.46
24	3/1	1,177	.16	17,297	16,120	4,709	3.42	7,267	2.22
25	3/8	1,249	.17	17,692	16,443	4,996	3.29	7,535	2.18
26	3/15	1,321	.16	20,217	18,896	5,283	3.58	8,437	2.24
27	3/22	1,362	.16	19,786	18,424	5,450	3.38	8,762	2.10
28	3/29	1,374	.16	19,913	18,539	5,494	3.37	8,583	2.16
TOTAL- Last Six Weeks		\$ 7,644	\$ .16	\$ 113,883	\$ 106,239	30,577	\$ 3.47	47,824	\$ 2.22
TOTAL- (28 Weeks) 9/16/74 - 3/29/75		\$ 36,472	\$ .15	\$ 601,030	\$ 564,558	145,895	\$ 3.87	246,847	\$ 2.29
ESTIMATE for next 24 weeks		31,704	.16	485,208	453,504	126,816	3.58	202,488	2.24
TOTAL for Year (52 weeks)		\$ 68,176	\$ .15	\$ 1,086,238	\$ 1,018,062	272,711	\$ 3.73	449,335	\$ 2.27
Original Estimate		\$ 115,000	\$ .19	\$ 992,000	\$ 877,000	460,000	\$ 1.91	600,000	\$ 1.46
Adjust to Current Cost Levels		- 0 -	- 0 -	121,000	121,000	- 0 -	.26	- 0 -	.20
ORIGINAL ESTIMATE Adjusted to Current Cost Levels		\$ 115,000	\$ .19	\$ 1,113,000	\$ 998,000	460,000	\$ 2.17	600,000	\$ 1.66

LDW:eb  
4-21-75

RICHMOND DIAL-A-RIDE PROJECTEmployees

Total number employed = 40

Total number of Richmond residents = 14

- a. 26 - Drivers at \$6.94 per hr. (base rate)
- b. 12 - Control Room Operators at \$7.24 (base rate)
- c. 2 - Superintendants at \$20,000 each per year

RACIAL SPLIT OF DIAL-A-RIDE RIDERS IN RICHMOND

<u>Race</u>	<u>% Riders</u>
Black	53.6
White	37.3
Other	9.1
Total	<u>100.0</u>

The racial breakdown on an hourly basis; White tend to ride more heavily during the morning peak (6 a.m. - 9 a.m.), the early afternoon (3 p.m. - 4 p.m.), and the evening peak (6 p.m. - 7 p.m.). This is probably a reflection of the fact that they use the system more for work trips than other racial groups. Blacks and other minority outweigh Whites from 9.m. until 3 p.m. and after 6 p.m.

With 106 of the respondents indicating their age, the following table represents the percentage of riders in each group.

TABLE 6-2: RIDERSHIP AGE BREAKDOWN

<u>Age Group</u>	<u>% of Riders</u>
Under 18	29.2
18 - 25	30.2
26 - 44	17.0
45 - 60	13.2
Over 60	<u>10.4</u>
Total	100.0

The distribution of riders appears to be skewed towards the younger riders. In fact, there were 15 younger children who where not questioned.

Vol. 17 No. 9 March 1975

# Transit-Times



## Dial-A-Ride proves to be popular But expensive transit service

Dial-A-Ride service seems to be popular with the people who use it, but it's an expensive way to give people the convenience and security of door-to-door public transportation.

AC Transit's experimental Dial-A-Ride service in central Richmond and Santa Clara County Transit District's combined Dial-A-Ride and fixed route system share similar problems.

The cost per passenger per ride is considerably greater in personalized door step service than it is in fixed route service.

In Richmond, during the first 15 weeks, the operating cost per passenger was \$4.51, according to a financial summary. By the end of the 18th week, as ridership increased, the cost was down to \$3.45.

The total for the year, based on five months of operation and estimated costs for the next 30 weeks, presuming continued patronage growth, would bring the average operating cost per passenger to \$3.76. During the five months, Richmond Dial-A-Ride deployed an average of 11 buses a day, with an average week-day total of 900 riders.

### Door to door service

The door to door bus service is provided in a five square mile area of central Richmond.

District wide, the net operating cost per rider for fixed route service in the East Bay is between 66 and 67 cents.

In Special Service District 2, including Fremont and Newark, the cost per passenger for combined Dial-A-Ride and fixed route service is

estimated at \$2.83, presuming a better response and more riders per bus. Total bus requirements for both types of service, including spares, are estimated at 35.

Under present plans, Fremont would have six Dial-A-Ride zones; Newark would have two and there would be two fixed routes.

### Costs compared

In Santa Clara County, 212 buses are providing a county wide, 15 city combined arterial/personalized transit service, with week-day ridership of 30,000 a day, according to a February report. Buses deployed on Dial-A-Ride carry 6,000 riders per day at a cost of \$2.92 each. The cost per arterial rider is 75 cents, for a combined average of \$1.19 per rider.

Continued ridership growth is expected to reduce this cost; meanwhile the system is being plagued by lack of equipment to satisfy demands on the fixed route system, with Dial-A-Ride buses being diverted to carry capacity loads on arterial routes.

Experience in Richmond and Santa Clara County is far from complete and reflects only the preliminary phase, according to AC Transit General Manager Alan L. Bingham.

Richmond is considered an important demonstration site and experience gained there will be valuable in planning service wanted by voters in Fremont and Newark, Bingham said.

Possible alternates in operating the Richmond service to reduce costs will be presented to the Board of Directors in another three or four months.

January 20, 1975

(Attachment E)

Mr. Lloyd Madden  
Model Cities Program  
661 South 10th St.  
Richmond, Calif. 94801

Dear Mr. Madden:

In response to your recent inquiries concerning evaluations and projections for AC Transit Dial-A-Ride service in Richmond:

Currently we are evaluating the entire project. We had projected a goal of 1,000 passengers per day by the end of the first year, and are now carrying an average of 845 passengers per day. So we feel we are well on our way to making that goal. In 15 weeks we have carried 77,180 passengers. However, the cost of operating the system is greater than was first projected.

When Dial-A-Ride started September 16, 1974, we had a larger response than we anticipated. This caused some minor problems. It was like having a sale in your store and getting three times as many customers as you expected. We have ironed out some of the difficulties we encountered early in the project, and we are working on those areas where we feel other improvements can be made.

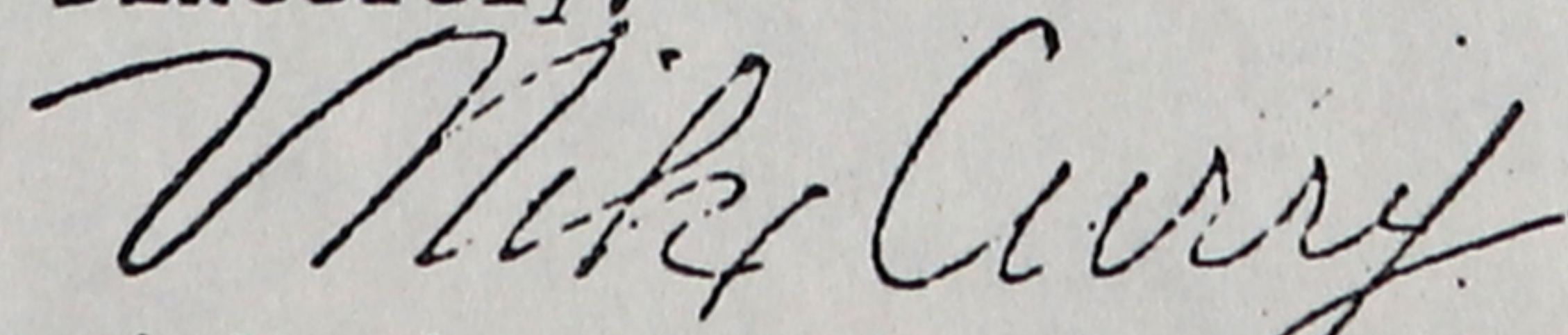
We have found there are more younger people and middle aged people riding Dial-A-Ride than we expected. There also are fewer senior citizens using the service than we anticipated. We are studying this, with an eye to promoting more ridership among the elderly.

Some expansion has been made in the Dial-A-Ride service area. Our first plans did not include the K-Mart center or Brookside Hospital, two points which lie outside of the basic five square mile area. Recently we extended service to El Portal Shopping Center in San Pablo on a trial basis to test passenger response. All areas surrounding the basic five square miles are being studied to determine if expansion of service is warranted. Evaluation of areas for expansion is an on-going project and will continue to be.

Over all, we have been very pleased by the response in Richmond. Naturally, however, we are anxious to get as many people as we can out of their cars and on to public transit.

Any comments or suggestions you have for improvement of service will be welcome.

Sincerely,



Michael M. Curry  
Public Information Department

MMC/sr

# CAPH

MARCH

CALIFORNIA ASSOCIATION OF  
THE PHYSICALLY HANDICAPPED INC.

1975

Vol. 1 No. 5

## Younger Surprise Speaker at CAPH Banquet

State Attorney General Evelle J. Younger will speak at the 1975 CAPH convention banquet, Saturday night, March 22, to be held at the Hotel Claremont, Oakland-Berkeley.

"Younger has been taking a firm stand on the rights of the disabled," said Hank Bennett, chairperson of the convention committee, "and we are honored to have him as our speaker."

## CAPH to Ride in Style to Hotel

CAPH convention-goers will ride in style from the Oakland Airport to the Hotel Claremont. Their royal chariot will be the new FMC Corporation's Elderly and Handicapped Transporter, which CAPH members Jan Richardson (director, region XI) and Velma Shelley helped design. According to Fred Stewart, FMC's Transit Sales Manager, the E/H Transporter is a completely new bus design, incorporating a hydraulic wheelchair lift and space for four wheelchair passengers, with restraints that fit 97% of all wheelchairs and can be adapted to most of the remaining 3%.

There is special seating for the blind near the driver so they can hear the street names called out, including room for guide dogs; and a low floor (only 18½" high as opposed to 36"), a wide door for ambulatory passengers, and an electrically operated first step for use in areas without curbs. Stewart will be at the convention to answer any questions.

Santa Clara County Transit District has ordered four of the buses to go into operation this spring. Denver has already put 12 FMC buses into operation on a subscription basis, getting almost nine times the ridership they expected, according to Mike Hartman, FMC representative. The FMC E/H Transporter is a 30-foot mid-size bus (most transit buses are 45 feet long), and is ideally suited to medium-to-small cities and communities.

Other high points of the convention will be a series of workshops on everything from transportation to sexuality, and the election of 1975 officers.

The agenda calls for 16 workshops on nine different subjects, on Sat., March 22, all headed by authorities in the field, says Greg Sells, CAPH president. There will be four "super sessions on transportation," says Sells; "the most total, comprehensive, up-to-date information on transportation for the handicapped ever." There will also be workshops on Housing, Community Political Action, Supplemental Security Income ("Your Rights and How to Keep Them,"), Employment, Bio-feedback, two workshops for junior high and high school students and four for college level, and two sessions on Sexuality.

The general membership will meet late Saturday afternoon to elect the 1975 state officers, and the regular annual meeting of the general membership will be

held Sunday after the Board of Governors meeting in the morning.

Register March 19  
for Saturday Banquet

Anyone wishing to attend the banquet Saturday night must register by March 19, according to Irene Bennett, convention committee member. "The hotel has to know in advance how much prime rib to get," she explained.

Registration is \$34, and includes the cocktail party Friday night and all meals except breakfast. Special diets can be accommodated at no extra charge if the information is furnished by March 19.

Reservations can be made directly with the Hotel Claremont or through the CAPH Convention committee. Rates are \$19 for a single and \$23 for a double.

All checks should be made payable to the CAPH Convention Fund and mailed to 1731 Alray Drive, Concord, CA 94519.



Jan Richardson, director of CAPH region XI, prepares to enter the FMC Elderly and Handicapped Transporter. Operating the hydraulic lift is Barry Weitzenberg, assistant to the manager of the FMC

Motor Coach Division. Richardson was hired by FMC as a consultant in designing the E/H Transporter, along with CAPH member Velma Shelley.

## A Rainbow by Any other Name

Let me be personal for a bit. A few people have been confused about my name and my initials. I was born Frances Marion Marbury, named for my grandmother and my grandfather, with a fine old English surname which I loved and took a great deal of pride in. Then, a brief marriage aeons ago changed my name to Frances Marion Marbury Mowbray. (Honest!). I never liked the name "Mowbray," but that was before the women's movement touched my life, and I never considered keeping my own name, (although I did tell my husband *he* should take *my* name because it was nicer.)

After contemplating the move for years, on Aug. 22, 1974, I changed my name by court order to Frances Marbury Rainbow and I have been delighted with it. I was prepared for a lot of teasing and weird looks, but the responses have been heartwarming: usually people do a double-take, then say almost wistfully, "What a beautiful name!"

However, I still use the initials "FM." They have stuck with me all these years, through all these changes, and they, like my new name, seem natural and *me*.—FM

## Name the Baby

We hit the jackpot this month! Suggestions are (in no particular order) CAPH Staff, Genesis II, New Hope, Strength, Re-birth, 2nd Start, "The Rainbow," The Independence, Topicaph-Reports, CAPH Outreach, CAPH Informer, CAPH Speaks, CAPH Clarion, Forward (without "CAPH"), Tele-CAPH, CAPH Alpha, CAPH Friend, CAPH Graphic, CAPH Action. Also CAPH Advocate, CAPH Arrow, CAPH Echo, CAPH Time, CAPH Event, CAPH Facts, CAPH Beat, CAPH Force, CAPH Freedom, CAPH Impact, CAPH Issue, CAPH Reporter, CAPH Review, CAPH Tempo, CAPH World, CAPH Aspect, CAPH Graffiti, CAPH Happening, CAPH Heartbeat, CAPH Highlight, CAPH Feature, CAPH Zap, CAPH-ABET, CAPH Loquacity, CAPH-A-Lot, CAPH Facet, and CAPH-finger.

Remember—you can still submit entries to the editor by noon, Sat. March 22, at the CAPH Convention.

## CAPH Magazine

Published Monthly by the California Association of the Physically Handicapped, Inc., a non-profit corporation

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### CAPH OFFICERS

President . . . . . Gregory Sells, Fresno  
Vice-President . . . . . Bob Campbell, Sherman Oaks  
Secretary . . . . . Margaret DeLain, Santa Clara  
Treasurer . . . . . Irene Bennett, Concord

MEMBERSHIP ADDRESS, P.O. Box 22552, Sacramento, CA 95822

## CAPH Members Want to Participate

Gregory Sells

On the first page of this issue you will note that you, the members of CAPH, gave direction to this Association by placing priorities on your needs. In computing your votes one central theme became self evident: CAPH members want the right and the ability to participate, to become involved citizens in their communities.

Transportation, employment and architectural barriers were rated significantly higher than any other problem area. Although not really a surprise to anyone, it does help us in placing emphasis on the seemingly endless needs that must be dealt with.

The legislation we introduce and support will reflect more than anything else these selected needs. And although in the past we have been especially successful in supporting architectural barrier legislation, this year we have broadened the scope of our legislative efforts. Housing, welfare and health insurance must be worked on.

Transportation, in all its many facets, has been a prime target area since the Association's inception. The efforts we are making can best be identified in past and future newsletters. You can be assured, however, that CAPH is working actively at the national, state and local levels on transportation. Results are already appearing around the state.

Now that we have identified these priorities, we must all respond. Let each of us select one or two problem areas, whether it be Transportation, Recreation, Housing or any of the others, and become involved. Write letters to state legislators and city officials. Join committees and attend hearings. Make this a year of involvement.

## Write On!

Dear Editor:

I have enjoyed reading the CAPH Magazine and think it is a very neat, readable paper and you are doing a god job.

—Richard C. Smith, Hayward

Dear Mr. Smith:

Thanks for your kind words; we assume you mean "good," but it was nice for a moment to feel compared with God.—FM.

Dear Editor:

Thanks for the informative newsletter. I'm looking forward to it becoming a magazine. I did want to correct the spelling of Bruce Diaso's name. Perhaps an article about Bruce would of of interest. He was quite a fellow.

—Carol DeVaney, Fresno.

Dear Ms. DeVaney:

Thanks for the kudos and correction; we discovered the misspelling too late. We appreciate your suggestion, and we do plan an article about Bruce Diaso in a future issue.—FM.

## NOTES FROM JERICHO

"JOSHUA FIT THE BATTLE OF JERICHO,  
AND THE WALLS CAME TUMBLING DOWN."

### Younger—"Laws Must be Enforced"

State Attorney General Evelle J. Younger has issued what he terms "a friendly warning" to all city, county, and state officials to begin enforcing state laws relating to the handicapped, especially those laws entitling the disabled to full and equal access to public accommodations.

He added that he has instructed his staff "to see that all state laws for the handicapped be complied with. If informal efforts to achieve compliance fail, I have instructed my staff to file legal actions—after first checking with local authorities." "This is not a threat. If you (officials) don't enforce these laws, my office will," Younger said. "We expect everyone to enforce the laws."

Younger's office is preparing a pamphlet explaining those laws affecting the handicapped, and it will be made available to the public.

### HANDICAPPED HAVE RIGHT TO VOTE, BUT NOT TO HAVE BARRIERS REMOVED

U.S. District Judge David W. Williams took no action in the class action suit brought against the city of Los Angeles by CAPH, Easter Seal, and the California Paralyzed Veterans Assn. charging that the disabled are denied their right to vote because of architectural barriers at many polling places.

Williams said although the handicapped have a constitutional right to vote, they do not have the right to require all polling places to be accessible.

Besides absentee ballots, Williams listed several inexpensive alternatives he said the city could commit itself to: have several centrally-located polling places for the handicapped; change the law that forbids the removal of voting materials from the polling place; and allow absentee ballots to be returned to the polls in person instead of through the mail.

### WRITING TO YOUR LEGISLATOR

When writing to a legislator, it's important to *use your own words*, and not a mimeographed or otherwise printed letter. Pre-printed letters or post cards generally are not even read by legislators, they are just thrown in the trash. Type or write what you want your representative to do. Identify the bill by number if you know it and say *why* you want him or her to vote the way you do.

Any letter addressed to a public official, should be addressed on the envelope as follows:

The Honorable Jim Jones  
Governor of California  
State Capitol  
Sacramento, California 95814

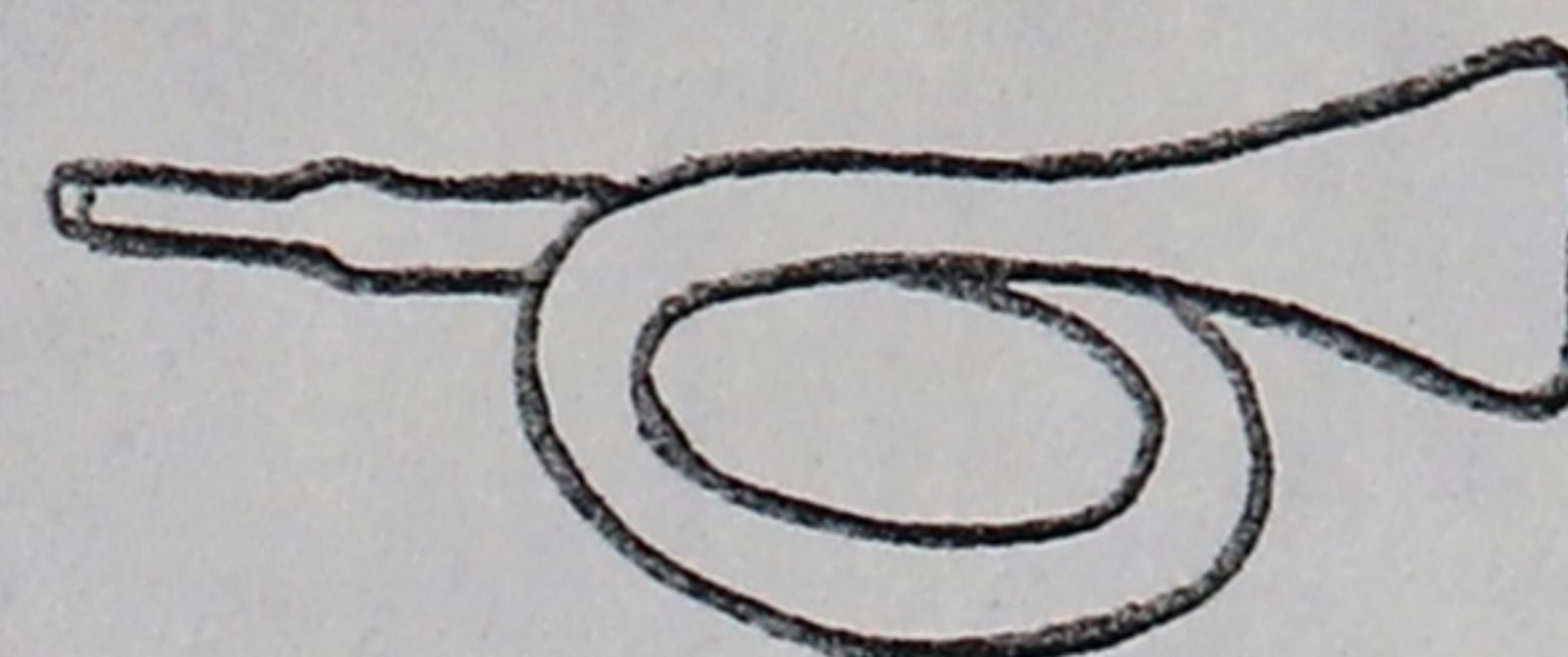
The salutation on the letter itself should read:

Dear Governor Jones:

The same basic rules apply whether you're writing to the Governor, a Legislator, Mayor, City Councilman, U.S. Senator or the President.

Legislators and other elected officials represent *you*, so don't hesitate to tell them what you want. Enough letters or telegrams, and a legislator's vote can be changed.

Remember—use the proper format, write in your own words, identify the bill, say what you want and why. If you do this, your letter will be read and it will count.



### PERSONAL OPINION MESSAGES

Western Union will send Personal Opinion Messages to the President, members of Congress, a Governor, or members of a State Legislature for a reduced price. The price to Washington D.C. is \$2 and to Sacramento it's 95¢.

Their rules for the POM are as follows:

1. The message can be 15 words or less.
2. It can be signed by only one person, or Mr. and Mrs., but not a whole group of individuals. (It could be signed by a chapter of CAPH, but not the individual members.)

### A LISTING OF ELECTED OFFICIALS

The California State Chamber of Commerce, 455 Capitol Mall, Sacramento, California 95814, publishes a listing of elected officials, such as Assemblymen, Senators, U.S. Congressmen, etc. The pamphlet lists most elected officials, and gives their local office address as well as their address in Sacramento or Washington D.C. It costs \$1.00.

### WHERE IS THAT BILL NOW?

If you are trying to follow a particular bill through the legislative process and you want to know where it is at any given time, call your legislator's office and ask them to give you the current status of the bill. You will have to identify the bill by number, but they should be able to give you the current status within a minute or two, whether the bill is in Sacramento or Washington.

### HOW TO GET COPIES OF LEGISLATION

For state legislation, phone or write your local State Legislator asking for a copy of the bill in question. Or you can write to the Legislative Bill Room, State Capitol, Sacramento, Calif. 95814, and they will mail you one copy of any bill you want, free. You may request one copy of as many bills as you want, but for more than one copy, there is a charge of about 10¢ per copy. Your State Legislator may be willing to supply you with more than one copy without charge if you tell them why you need the extra copies.

The best way to secure Federal Legislation is to phone or write your Representative in Congress. If you don't know who that is, look in your phone book white pages under "United States Government", under the heading of "Congressman". U.S. Senators maintain offices both in the LA and SF areas. A phone call will usually get the quickest results, or write to your Representative or Senator, U.S. Congress, Washington, D.C.

Registrations for the 1975 CAPH convention must be made by *March 19* if you want to eat at the banquet Sat., March 22, says Irene Bennett, convention committee member; "The hotel has to know how much prime rib to get."

## Survey Results Set Priorities

According to the results of a membership survey conducted over the past several months, transportation is "by far considered the most important problem," says Greg Sells, CAPH president.

Members were asked to rank first, second, and third the areas they felt deserved our greatest attention. In tabulating the results, areas ranked first were given three points, second two points, and third one point. Using this method, transportation received the vast majority of the votes. Employment and architectural barriers ranked second and third.

Receiving a smaller proportion of the votes were, in order of selection, housing, welfare/Social Security, recreation, education, and health insurance. Just how CAPH intends to respond to this ordering of priorities is outlined in the President's Message.

### AD RATES

Our ad rates have been reduced approximately 60% from those published in the first issue, July, 1974. For ad rate sheets and space orders, write CAPH Magazine, P.O. Box 229, Northridge, CA 91324.

#### BUY, SELL, TRADE

Classified ads are 10¢ a word or \$7.50 an inch for display.

## Sells, Rose on New Task Force

Attorney General Evelle J. Younger has announced that Gregory Sells, CAPH president, and Mason Rose, CAPH chief legal counsel, have been named to the newly-formed Attorney General's Task Force on Problems of the Physically Handicapped.

The task force will serve as an advisory board on proposed litigation, proposed legislation, proposed administrative actions, and problems where solutions are not immediately apparent.

The task force will be primarily concerned with architectural barriers (including housing), transportation, employment, and education.

Coordinated by Deputy Attorney General James Claytor, the task force will address itself to existing laws; their adequacy for achieving the legislative intent and the needs of the disabled; the effectiveness of their enforcement on all levels; the need for additions or amendments; the identification of major architectural and engineering problems encountered in these general areas; and the collection of supportive and informational materials in relation to their problems and their resolution.

His office is also making an effort to hire the physically handicapped as deputy

attorneys general, and his staff has visited a number of California law schools seeking physically handicapped persons for legal positions.

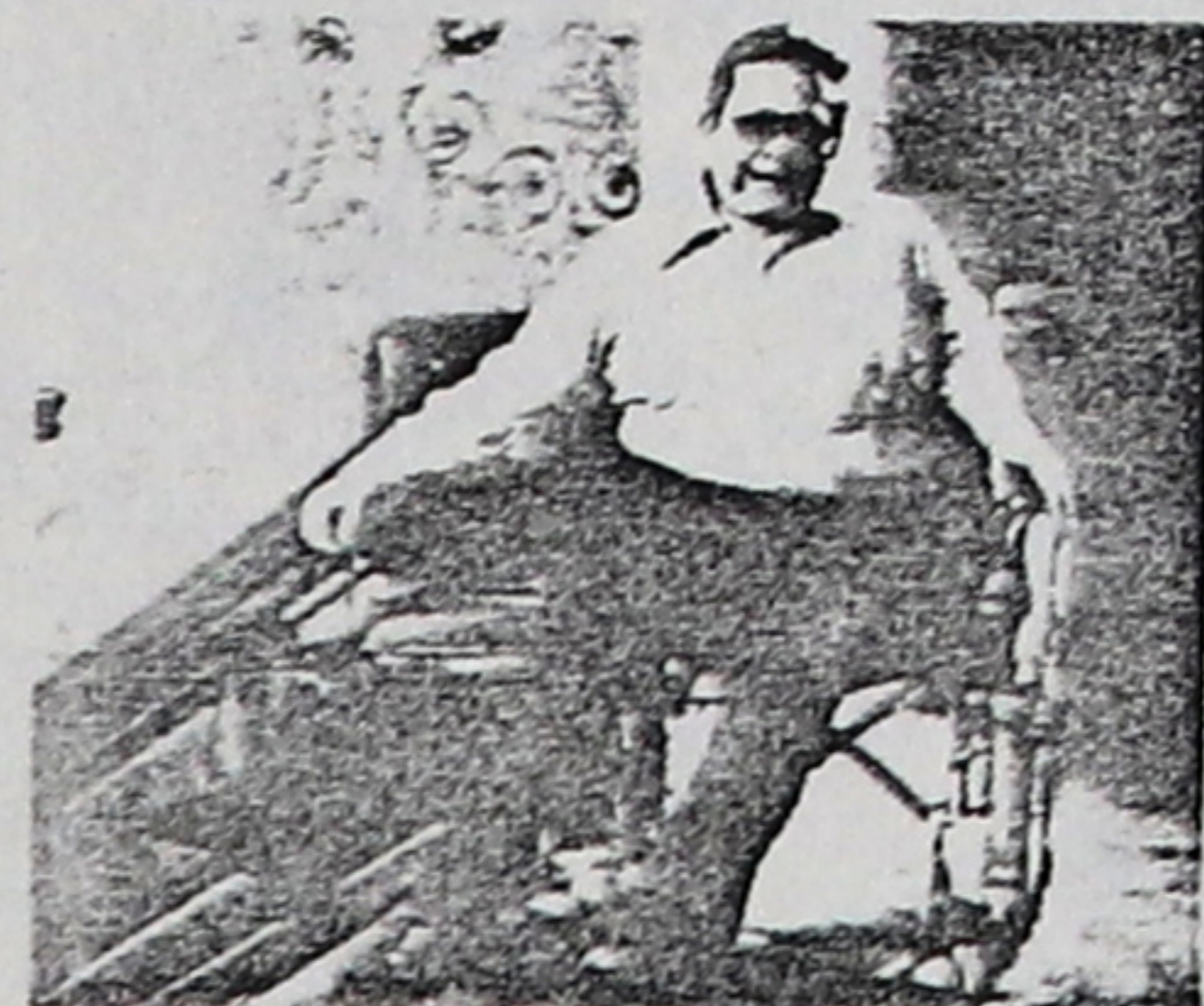
## CAPH's Loss

CAPH deeply regrets the death of A. Milton Miller, lawyer and long-time advocate for the rights of the disabled, in Los Angeles Jan. 29, 1975. Born in 1912, Miller had had polio as a child. At the time of his death he was on the Governor's Committee for the Employment of the Handicapped, an advisor to the National Center on Law and the Handicapped, on the Board of Governors of the state and Los Angeles county Easter Seal Societies, and was past president of the Southern California Chapter of the National Rehabilitation Association. Miller initiated the 1968 accessibility laws which became Civil Code 54.1, which states that all physically handicapped persons are entitled to full and equal access to all public accommodations.

Pressed for money? Registration for the 1975 CAPH Convention *without meals* is only \$5.

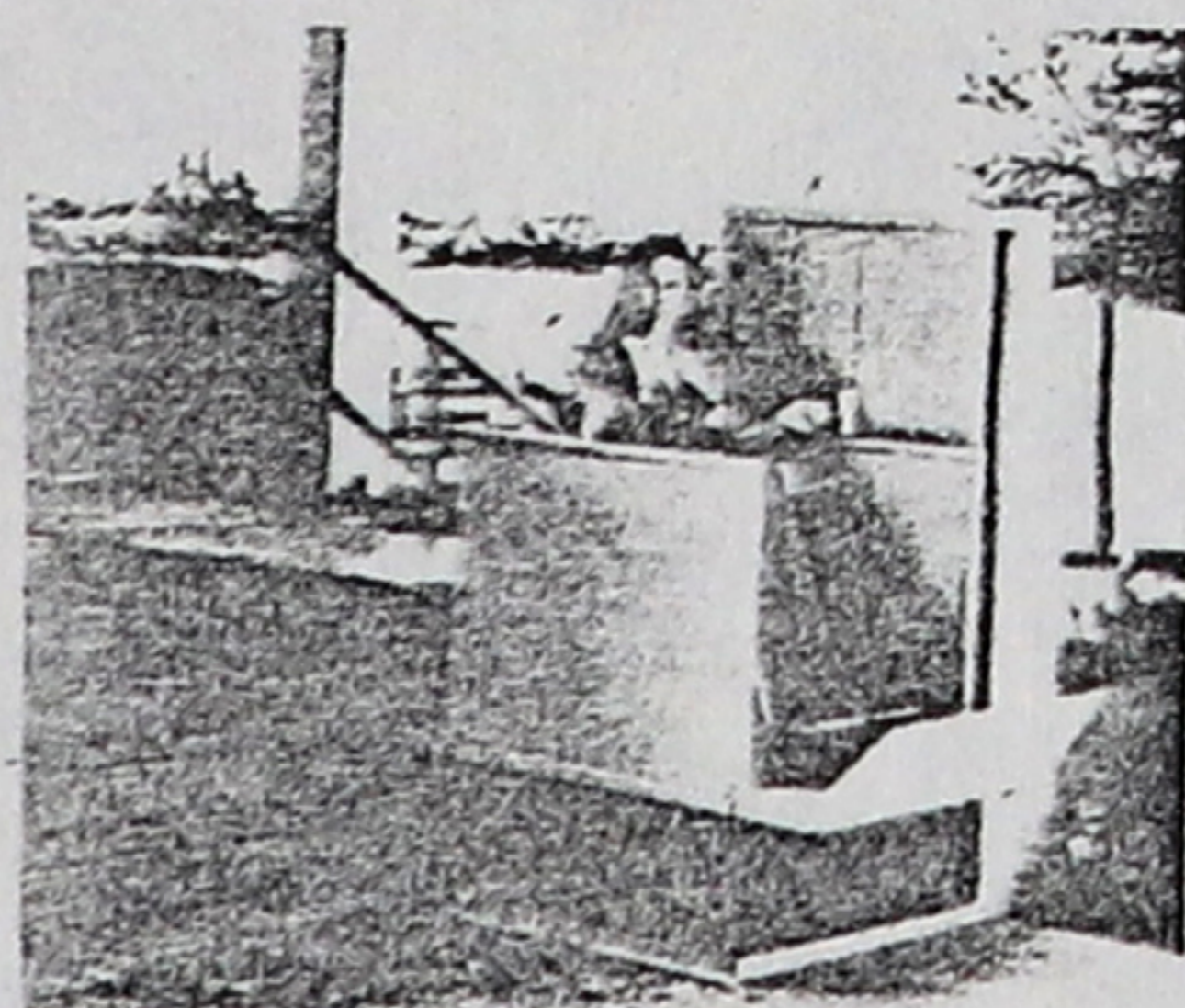
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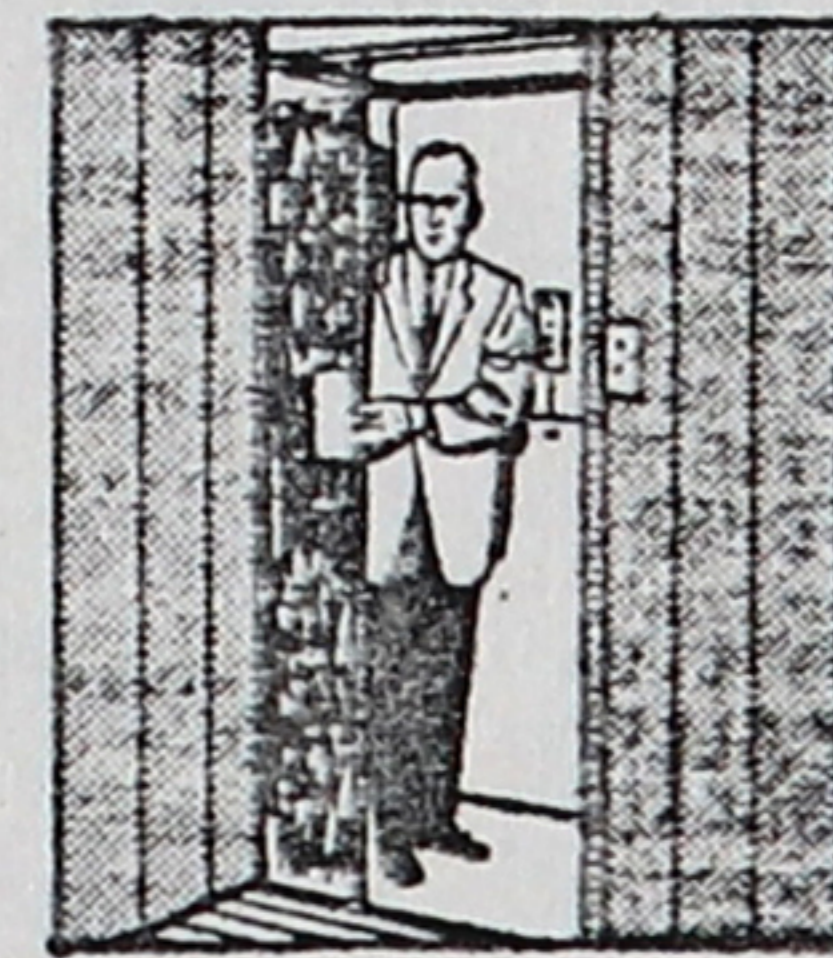
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## Transbus Specs Due in August

Specifications for Transbus—the Urban Mass Transit Authority's (UMTA) "bus of the future," which is supposed to include accessibility for the handicapped—will be complete and ready to submit for bids by August, 1975, according to Frank C. Herringer, UMTA Administrator.

The August date represents a speedup of from two to five years, depending on where you get your figures.

Herringer was reported in Urban Transport News as indicating that once the production Transbuses being offered for sale by manufacturers met the upcoming August specifications, transit operators wishing to buy them would have little difficulty obtaining 80% UMTA capital grants. (Transit districts usually have to put up only 20% of the cost of their buses, with UMTA supplying the remaining 80%; however, this funding is available only for buses which UMTA specifies, and at this time UMTA does not specify any accessible bus.

Three manufacturers—AM General, General Motors, and Rohr-Flexible—built three prototypes each (nine buses in all). One prototype from each manufacturer includes provisions for wheelchair accessibility. The August specifications will combine the best features of each of the three prototypes, but, according to Dick Wooten, chairperson, legislative committee, the accessibility provisions have not yet been put into writing. Wooten says that a year ago the target date for the specs was 1977 or 1978, with the buses scheduled to be in operation about 1980, and that the program became more and more delayed as time went on.

According to one source in the Southern California Rapid Transit District, the action of the SCRDT's changing its specifications to include accessibility and submitting the changed specs to the manufacturers and UMTA was one factor in speeding up the UMTA timetable. "They figured we weren't going to back down," explains our source.

On the other hand, UMTA representative Alan Steiner says that the August date is according to the original timetable, and that the buses will not be on the streets until about 1977.

Our source in the SCRDT said that UMTA's claim that it is sticking to its original timetable is a face-saving gesture; that the program was so delayed that even the 1977 or 1978 date for the specs was doubtful until actions like the SCRDT's and the favorable court decisions won by handicapped people in Washington D.C. and Baltimore forced them into action. Dick Wooten says that of all the areas he has worked in, "transportation is by far the most complex and

confusing. I have worked with it for two years, and I'm not sure I understand everything."

The prototypes have undergone a series of in-service tests in Miami, New York City, and Kansas City, and are now in Seattle. After the Seattle test, Wooten hopes to bring one to California.

### ADVERTISEMENT

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## Pay Ut or Elst!

Did you pay your CAPH dues a few months ago only to be billed again recently? For \$100 yet? Panic not: It's our friendly new computerized membership system. With every new computer program there are goofs, and ours is no exception.

So if you receive a bill in error, please don't file it under !†+\$%/&. Just write on the bill the amount you paid and when and return it in the enclosed envelope to Sacramento. Only in this way can the mistake be rectified, the computer straightened out, and you left in peace.

Bills are mailed the middle of the month, so if you paid near the end of the last month, or the first of the present month, you may be re-billed. Shortly there will be a line on the statement reading something like, "If you recently mailed in your dues, please ignore this statement." Until that line appears, just pretend it's there.

## CAPH Stays C-4

CAPH will retain its political orientation, the Board of Governors decided Feb. 15. The Board voted to retain CAPH's status under Internal Revenue Service (IRS) Code 501(c)4 as a non-profit, tax-exempt corporation able to engage in political activity, and to set up in a few months a charitable organization under IRS Code 501(c)3 which will also be non-profit, tax-exempt, but barred from political activity and allowed to accept tax-deductible gifts.

The Board is in the process of adopting a new set of CAPH by-laws. The question of whether each regional director should be elected by all state members, or only by those members in the regions involved was tabled until the convention. Assuming the matter of regional directors is resolved, the new by-laws will become operative after the close of the general meeting Mar. 23.

### HERE COMES TRANSBUS!

Get on board! . . . with the San Fernando Valley Chapter, the chapter that helped persuade Southern California Rapid Transit District to specify wheelchair accessibility for all new buses!

Tickets free!  
Seats available at 7:30 p.m., the 2nd Tuesday of every month at Howard Johnsons Restaurant, Northridge.

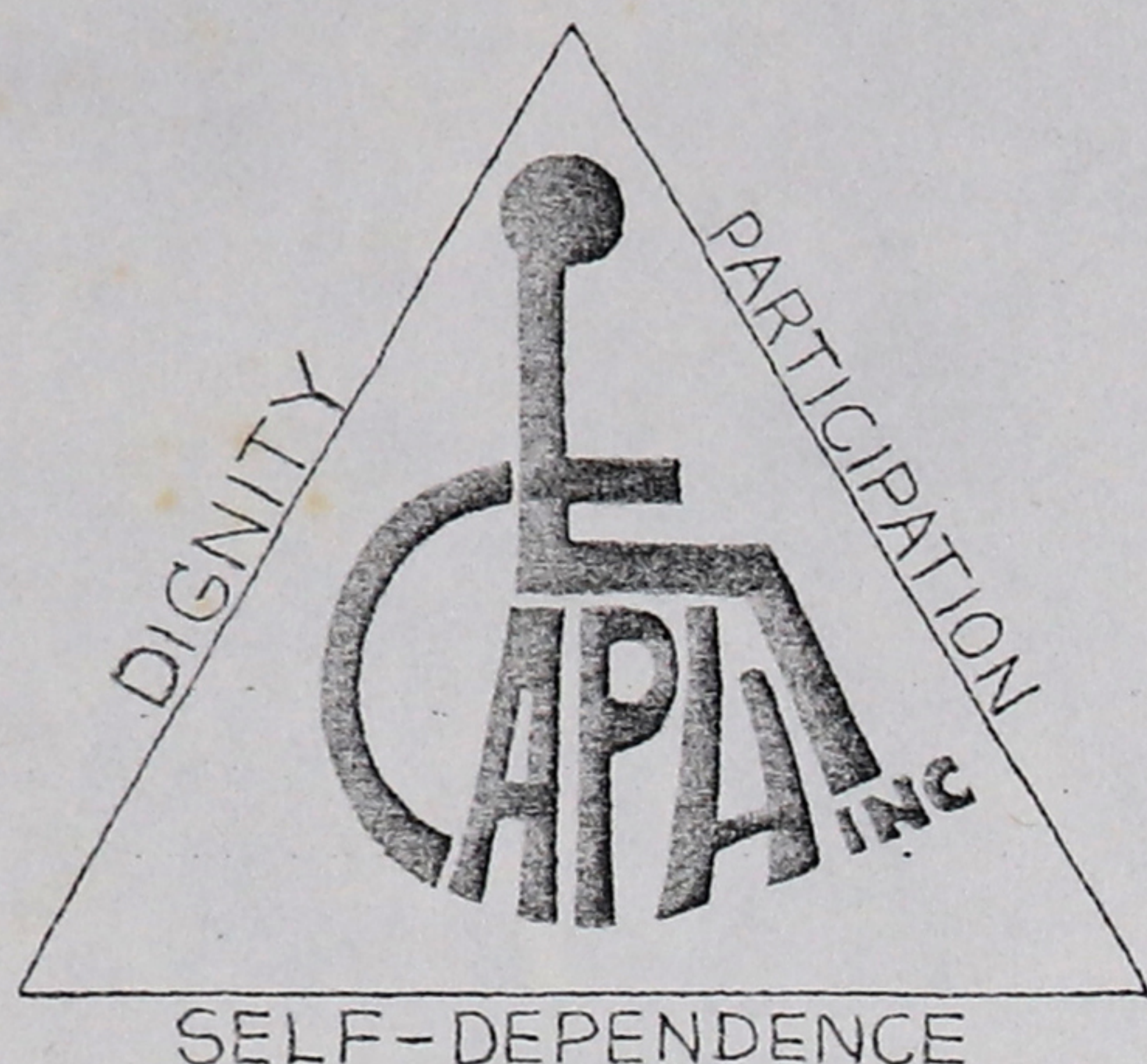
Please visit us if possible.

SAN FERNANDO VALLEY CHAPTER  
P.O. Box 229 • Northridge, CA 91324

## How About These?

Choice of a logo for the magazine will not be made until after the name is chosen, for obvious reasons: the logo should symbolize the name in some way. However, a few people have sent in suggestions for logos, and here are two which

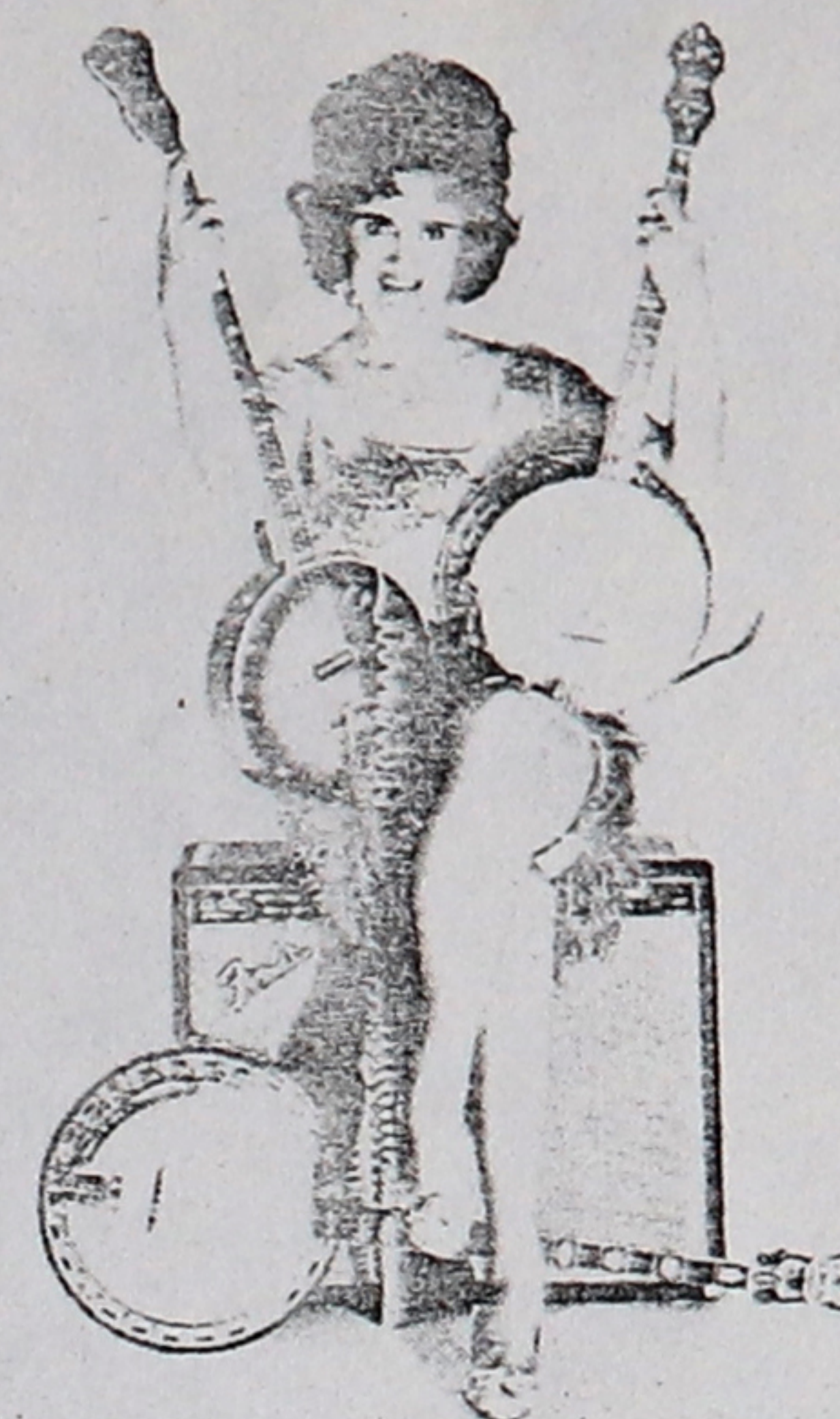
were submitted in camera-ready form (ready for reproduction). More about this next month.



How about this? It is a composite of the ideas of a number of members, and the Magazine Committee presents it as a suggestion for a symbol unique to CAPH to be used on letterheads, membership cards, stickers, and so on, as well as in the Magazine title.



How about this for a logo if the Magazine were named "CAPH Communicator?" Bryce Ryder, member of the South Bay chapter, is the artist. Look for Ryder's cartoon feature starting next month.



GEORGETTE TWAIN, "QUEEN OF THE BANJO"

Georgette Twain, "Queen of the Banjo," will be featured at the party Friday night, March 22, to kick off the 1975 CAPH Convention. An opera singer before polio robbed her of her singing voice, Twain has entertained world-wide with her banjo. She is scheduled for a ten-week tour of Japan this spring, and will be featured on a luxury cruise to Alaska this summer. A member of CAPH, Twain lives in Pleasant Hill.

### CONVENTION GENERAL MEETING PROXY FORM

I, \_\_\_\_\_  
hereby attesting that I am a paid up 1975 CAPH member, do appoint \_\_\_\_\_  
as my voting representative at the general meeting of CAPH at the annual convention in Oakland/Berkeley the weekend of March 21-23, 1975.

Signed \_\_\_\_\_

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- ACTIVE LIFE MEMBERSHIP: \$100.00
- SPONSOR MEMBERSHIP: \$50.00 PER YEAR

- AFFILIATE MEMBERSHIP: \$100.00 PER YEAR
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CHAPTER \_\_\_\_\_

DATE \_\_\_\_\_