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San Francisco Chronicle

Report Praises BART / AC Transit Urged To Trim Service; [FINAL Edition]

[Harre W. Demoro](#). [San Francisco Chronicle \(pre-1997 Fulltext\)](#). San Francisco, Calif.: Apr 21, 1986. pg. 2

Abstract (Summary)

For more than a decade the analyst's office has been critical of BART, but this time [William Hamm] praised BART in the report for its fiscal success. Hamm also recommended that East Bay cities help defray **AC Transit's** deficit, much as San Francisco uses general city and county tax revenues to subsidize its Municipal Railway.

Hamm recommends cutting BART's guaranteed share to 65 percent and letting MTC allocate the 35 percent among BART, **AC Transit** and Muni.

AC Transit competes with BART by running buses from BART East Bay rail stations directly to San Francisco. The **AC Transit** bus service that is supposed to feed riders to BART trains is so poor that BART has embarked on a \$65 million expansion of BART parking lots.

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Full Text (456 words)

Copyright Chronicle Publishing Company Apr 21, 1986

The state should not rescue ailing **AC Transit** until the East Bay system trims its wasteful bus network, the Legislature's chief fiscal watchdog has said in a detailed report.

Legislative Analyst William Hamm recommended giving less sales tax money to fiscally strong BART and more to the San Francisco Municipal Railway and the East Bay system.

However, Hamm said **AC Transit**, which faces a \$3 million deficit this year, should not get aid unless it cuts routes and stops competing with BART for long-haul business.

For more than a decade the analyst's office has been critical of BART, but this time Hamm praised BART in the report for its fiscal success. Hamm also recommended that East Bay cities help defray **AC Transit's** deficit, much as San Francisco uses general city and county tax revenues to subsidize its Municipal Railway.

How the \$124 million in annual sales tax revenues is passed out among the three transit lines has become critical because federal funds are drying up.

Unless the sales tax funds are divvied up differently than they are now, **AC Transit** and Muni will have a combined deficit of \$42.9 million for the five years ended June 30, 1990, and BART will have a \$46 million surplus, Hamm said.

State legislation now guarantees BART 75 percent of the half-cent sales tax collected in San Francisco, Alameda and Contra Costa counties.

The remaining 25 percent is divided between BART, **AC Transit** and Muni by the Metropolitan Transportation Commission, a nine-county planning agency.

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Author(s):

Harre W. Demoro

Publication title:

San Francisco Chronicle (pre -1997 Fulltext)

BART's financial picture has been so strong it has never asked for a piece of the 25 percent.

Hamm said that taking away some of BART's sales tax revenue "could be viewed as penalizing BART for fiscal responsibility," but that there may be no alternative.

Hamm recommends cutting BART's guaranteed share to 65 percent and letting MTC allocate the 35 percent among BART, **AC Transit** and Muni.

AC Transit for years has resisted making major changes to its routes.

The publicly owned system, which carries about 69 million riders a year on 810 buses, was a national model as long as it could continually raise property taxes to finance improvements and higher wages. That stopped with the passage of Proposition 13 in 1978, which limited property tax levies.

AC Transit competes with BART by running buses from BART East Bay rail stations directly to San Francisco. The **AC Transit** bus service that is supposed to feed riders to BART trains is so poor that BART has embarked on a \$65 million expansion of BART parking lots.

A bill by Assemblyman Elihu Harris, D-Oakland, that would change the sales tax ratios but also make BART pay **AC Transit** for feeder service has cleared the Assembly Transportation Committee.

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