



ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

MINUTES

Board of Directors - Regular Meeting

AC Transit General Offices
2nd Floor Board Room
1600 Franklin Street, Oakland, California

Closed Session 4:15 PM
Regular Meeting 5:00 PM

HYBRID MEETING

Phone (669) 900 6833 Webinar ID: 984 8717 5063

Wednesday, September 10, 2025 at 5:00 PM
Accessible agenda linked here <https://bit.ly/46351if> .

MEMBERS OF THE BOARD OF DIRECTORS

DIANE SHAW, PRESIDENT (WARD 5)
MURPHY MCCALLEY, VICE PRESIDENT (WARD 4)
VACANT (WARD 1)
JEAN WALSH (WARD 2)
SARAH SYED (WARD 3)
ANTHONY C. SILVA (WARD 6)
JOEL YOUNG (AT-LARGE)

BOARD OFFICERS

SALVADOR LLAMAS, GENERAL MANAGER/CHIEF EXECUTIVE OFFICER
AIMEE L. STEELE, GENERAL COUNSEL/CHIEF LEGAL OFFICER
LINDA A. NEMEROFF, BOARD ADMINISTRATIVE OFFICER/DISTRICT SECRETARY

1. CALL TO ORDER

The Alameda-Contra Costa Transit District Board of Directors held a meeting on Wednesday, September 10, 2025, at 5:00 p.m.

The meeting was called to order at 2:30 p.m. for the purpose of Closed Session. All Board members were present except Directors Walsh and Young. Director Walsh arrived at 2:39 p.m. and Director Young arrived at 4:30 p.m. At 2:33 p.m., the Board convened in Closed Session to discuss Items 8A-8C as listed on the agenda. Closed Session concluded at 4:46 p.m.

President Shaw called the Board of Directors meeting to order at 5:03 p.m.

2. ROLL CALL

Present: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

General Manager Salvador Llamas introduced and welcomed Aaron Vogel to the District as the new Chief Operating Officer.

3. IN MEMORY OF H. E. CHRISTIAN "CHRIS" PEEPLES - President Shaw

Director Shaw led a moment of silence to reflect and honor the life and legacy of Director H. E. Christian Peeples who passed away on August 6, 2025. President Shaw also announced plans to celebrate and honor Director Peeples.

Public Comment:

Kevin Dalley offered a remembrance of Chris Peeples and noted his dedication to the public as an AC Transit Board member.

4. PUBLIC COMMENT

[Written comment received prior to the meeting is incorporated into the minutes by reference as Exhibit A.]

Willie Posey shared experiences on several bus lines traveling from North Oakland to Berkely and the feeling of being unsafe.

Aleta Dupree, Team Folds, commented on the positive experience with the fare capping program and the need to implement it into Clipper 2.

Latrina Meredith, President of ATU Local 192, commented on some shortcomings of bus service changes that are causing bus operators to pass-up disabled bus riders due to coach overcrowding.

Bianca England, bus operator, commented on the need for more "school trippers" at Oakland High School and the challenges of overcrowding with the MCI buses since no standing is allowed.

Sakeema Pane commented on how the adjustment to Line 72 eliminated bus service to the Rollingwood community. Pane noted that residents relied on this bus line to quickly reach

BART.

A group of Piedmont High School students and several teachers commented on the effects of the Line 33 cancelation. Their stories and comments noted how Line 33 provided them with personal freedom, mitigated their transportation burden from their parents, shortened their transportation time to/from school, provided their parents with transportation to work, and connected them to their community and families. Student speakers noted that Piedmont is hilly, and many students now must walk farther to and from school with heavy loads of schoolbooks. Speakers added that the increased time they require to get to/from school affects their school lives in education and sports, as well as their after-school jobs. Each speaker asked the Board to reconsider this cancelation and reinstate Line 33 through upper Piedmont and their school. These speakers included:

- **Ariel Dolowich**, Assistant Superintendent of Educational Services, Piedmont Unified School District, commenting on the effect on 1,600 Piedmont students and families affected by the loss of Line 33.
- **Carmen Botero**
- **Ariadne Tatsis**
- **Madelyne Nguyen**
- **Ava Locre**
- **Dong Le**
- **Edison Zhu**
- **Abigail Jacoby**
- **Audry**
- **Riley Valentine**
- **Leo Hansel**
- **Allison**
- **Russell Pan**
- **Danny**
- **Sho**
- **Thomas Moyson**
- **Shia Snyder**
- **Baily Gantaman**
- **Walden Pan**
- **Mo**
- **Noah Hussein**
- **Quinton Cole**
- **Arden Sorensen-Walt**
- **Raffael Banin**
- **Robyn Kim**
- **Asher Takazawa**
- **Haley Adams**, Coach and Teacher
- **Heiko**, adding that, in the future, AC Transit should send representatives to the school and community to determine impact of changing bus service.

Several Speakers commented on the Department of Homeland Security (DHS) grant application agenda item which was pulled from this Board meeting's agenda. Speakers opposed AC Transit involvement towards accepting funding from a government agency with significant requirements that could encroach on the freedom of bus riders. Speakers asked for instructions on how the public can add its input on any decision to seek these funds. These speakers included:

- **Alex Contreras**
- **Kathleen Nay**, also voicing concerns about the loss of Line 33 through upper Piedmont.

5. MODIFICATIONS TO THE AGENDA

Agenda item 6.L. (Grant Application with DHS) was removed from the agenda.

6. CONSENT CALENDAR (AND CALL FOR PUBLIC COMMENT ON CONSENT ITEMS)

Agenda items 6.F., 6.H. and 6. K. were pulled from Consent Calendar for clarification. Staff addressed questions.

- 6.A.** Consider approving Board of Directors meeting minutes of August 25, 2025. (special meeting) [25-441](#)

Staff Contact:

Linda Nemeroff, Board Administrative Officer/District Secretary

MOTION: YOUNG/McCALLEY to approve Board of Directors special meeting minutes of August 25, 2025. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

- 6.B.** Consider review of Board Policy 460 - Disadvantaged Business Enterprise (DBE) Policy with no recommended changes. [25-397](#)

Staff Contact:

Phillip Halley, Interim Director of Civil Rights & Compliance

MOTION: YOUNG/McCALLEY to receive review of Board Policy 460 - Disadvantaged Business Enterprise (DBE) Policy with no recommended changes. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

- 6.C.** Consider review of Board Policy 466 - Small and Small Local Business Enterprise Policy with no recommended changes. [25-398](#)

Staff Contact:

Phillip Halley, Interim Director of Civil Rights & Compliance

MOTION: YOUNG/McCALLEY to receive review of Board Policy 466 - Small and Small

Local Business Enterprise Policy with no recommended changes. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

- 6.D.** Consider approving minor amendments to Board policy 422-Disposition of Lost and Unclaimed Property. [25-399](#)

Staff Contact:

Claudia Burgos, Executive Director of External Affairs and Customer Experience

MOTION: YOUNG/McCALLEY to approve minor amendments to Board policy 422 - Disposition of Lost and Unclaimed Property. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

- 6.E.** Consider approving minor amendments to Board Policy 231 - Alternative Work and Flexible Work Schedules. [25-419](#)

Staff Contact:

James Arcellana, Executive Director of Human Resources

MOTION: YOUNG/McCALLEY to approve minor amendments to Board Policy 231 - Alternative Work and Flexible Work Schedules. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

- 6.F.** Consider approving an exception to Board Policy 226 - Relocation Policy granting the General Manager authority to approve an additional \$20,000 in relocation expense reimbursement for the newly hired Chief Operating Officer (COO). [25-428](#)

Staff Contact:

Salvador Llamas, General Manager/Chief Executive Officer
James Arcellana, Executive Director of Human Resources

The agenda item was pulled from Consent Calendar by Director Walsh. Executive Director of Human Resources James Arcellana addressed questions from the Board.

Public Comment:

Latrina Meredith, President of ATU Local 192, opposed the approval of an additional \$20,000 in relocation expense reimbursement for the newly hired Chief Operating Officer.

MOTION: YOUNG/McCALLEY to continue the item to next Board meeting when Board Policy 226 is scheduled for review. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, SILVA, YOUNG

Nayes: WALSH, SYED

- 6.G.** Consider approving Board Policy 607 - Statute of Limitations with no recommended amendments.

[25-432](#)

Staff Contact:

Aimee L. Steele, General Counsel/Chief Legal Officer

MOTION: YOUNG/McCALLEY to approve Board Policy 607 - Statute of Limitations with no recommended amendments. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

- 6.H.** Consider approving minor amendments to Board Policy 650 - Access to Public Records Requests and Fees.

[25-429](#)

Staff Contact:

Aimee L. Steele, General Counsel/Chief Legal Officer

The agenda item was pulled from the Consent Calendar by Director Walsh. General Counsel Aimee Steele addressed questions from the Board.

Public Comment:

Kevin Dalley, Transport Oakland, suggested the District allow members of the public to see documents released for public records requests, and to modify Board Policy 650 to include language that memorialize this approval.

Jane Kramer requested clarification of phrases characterizing policy amendments as "minor" or "non-substantive".

MAIN MOTION: WALSH/McCALLEY to approve minor amendments to Board Policy 650 as recommended by staff and direct General Counsel to add to the Policy that all documents released in response to Public Records Act requests be made public to everyone who can access the system.

AMENDED MOTION: YOUNG/SHAW to continue the item to a future meeting when staff can provide additional information to address the issue of making all Public Records Act requests publicly available. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, SILVA, YOUNG

Nayes: WALSH, SYED

- 6.I.** Consider approving non-substantive amendments to Board Policy 651 - Records Retention Policy.

[25-430](#)

Staff Contact:

Aimee L. Steele, General Counsel/Chief Legal Officer

MOTION: YOUNG/McCALLEY to approve non-substantive amendments to Board Policy

651 - Records Retention Policy. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

- 6.J.** Consider authorizing the General Manager to enter into a contract extension with Brink's U.S., a division of Brink's Incorporated, for up to an additional nine (9) months for cash revenue collection services from July 1, 2025 through March 31, 2026. [25-435](#)

Staff Contact:

Chris Andrichak, Chief Financial Officer

MOTION: YOUNG/McCALLEY to authorize the General Manager to enter into a contract extension with Brink's U.S., a division of Brink's Incorporated, for up to an additional nine (9) months for cash revenue collection services from July 1, 2025 through March 31, 2026. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

- 6.K.** Consider authorizing the General Manager to execute a contract with Quisitive, LLC to implement an Enterprise Datawarehouse in Microsoft Azure Cloud under the California Multiple Award Schedule (CMAS) rates in an amount not to exceed \$394,585. [25-111a](#)

Staff Contact:

Ahsan Baig, Chief Information Officer

Director of Innovation and Technology Manjit Sooch and Manager of Innovation and Technology Michael Carvalho presented the report and addressed questions from the Board.

Public Comment:

Gideon Murray, Senior Systems Engineer & President AFSCME Local 3916, urged the Board to stop the outsourcing of union work to Quisitive LLC and provided detailed information concerning grievances that had been filed concerning this issue.

Stanley Wyrick commented that the staff report was incomplete, stating there will be no cost savings next year and any expense is simply towards training. Wyrick commented that the current staff has the expertise to perform the work and the Board should reject this contract.

Steven J presented the viewpoint that the Quisitive LLC contract is an inlet to bring in the Paratransit Dial-a-Ride platform and should be rejected by the Board.

MOTION: to authorize the General Manager to execute a contract with Quisitive, LLC to implement an Enterprise Datawarehouse in Microsoft Azure Cloud under the California Multiple Award Schedule (CMAS) rates in an amount not to exceed \$394,585, as recommended by staff, and direct staff to return to the Board in 3 months with a report on how the team is working together and how the team is integrated into the project. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SILVA, YOUNG

Nayes: SYED

- 6.L.** ITEM HAS BEEN REMOVED FROM THE AGENDA - Consider ratifying a grant application with the Department of Homeland Security (DHS) for the FY 2025-26 Transit Security Grant Program (TSGP), and authorize the General Manager, or his designee to execute funding agreements, if awarded. **25-417**

Staff Contact:

Chris Andrichak, Chief Financial Officer

Marla Blagg, Chief Safety & Security Officer

[Written comment received prior to the meeting are incorporated into the file by reference.]

The agenda item was removed from the agenda.

- 6.M.** Consider exercising the second of three one-year options with MV Transportation to continue operating the Dumbarton Express service under the existing contract through December 31, 2026. [11-256t](#)

Staff Contact:

Ramakrishna Pochiraju, Executive Director of Planning & Engineering

MOTION: YOUNG/McCALLEY to approve the second of three one-year options with MV Transportation to continue operating the Dumbarton Express service under the existing contract through December 31, 2026. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

- 6.N.** Consider authorizing the General Manager to enter into a 12-month extension of the Dumbarton Bridge Regional Operations Consortium (DBROC) Cooperative Agreement from January 1, 2026, to December 31, 2026, concurrent with exercising the second one-year option of the service contract with MV Transportation to provide contracted Dumbarton Bridge Express Bus Services. [11-256u](#)

Staff Contact:

Ramakrishna Pochiraju, Executive Director of Planning & Engineering

MOTION: YOUNG/McCALLEY authorize the General Manager to enter into a 12-month extension of the Dumbarton Bridge Regional Operations Consortium (DBROC) Cooperative Agreement from January 1, 2026, to December 31, 2026, concurrent with exercising the second one-year option of the service contract with MV Transportation to provide contracted Dumbarton Bridge Express Bus Services. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

7. REGULAR CALENDAR

Finance and Audit Items - Chair McCalley

- 7.A.** Consider receiving a report on the formation of a General Manager's Budget Taskforce to assist staff in planning for the next fiscal year budget. [25-422](#)

Staff Contact:

Chris Andrichak, Chief Financial Officer

Chief Financial Officer Chris Andrichak presented the staff report. There were no public comments offered.

MOTION: SHAW/YOUNG to receive a report on the formation of a General Manager's Budget Taskforce to assist staff in planning for the next fiscal year budget. The motion failed by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

Operations Items - Chair Walsh

- 7.B.** Consider receiving the semi-annual Service Reliability Report for AC Transit Fixed Route Services covering the second half of Fiscal Year 2024-2025. [25-284](#)

Staff Contact:

Salvador Llamas, General Manager/Chief Executive Officer

Director of Transportation Dwain Crawley presented the staff report. There were no public comments offered.

MOTION: YOUNG/SHAW to receive the semi-annual Service Reliability Report for AC Transit Fixed Route Services covering the second half of Fiscal Year 2024-2025. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

- 7.C.** Consider receiving the Annual Sustainability Report (CY 2024) and update on AC Transit's Sustainability Program. [25-394](#)

Staff Contact:

Ramakrishna Pochiraju, Executive Director of Planning & Engineering

Director of Bus Rapid Transit David Wilkins presented the staff report.

Public Comment:

Aleta Dupree, Team Folds, commented on how encouraging the addition of electric car

chargers can help with employee recruitment and retention. Dupree noted the most significant sustainability challenge will be acquiring the remainder of the zero-emission fleet.

MOTION: WALSH/SHAW to receive the Annual Sustainability Report (CY 2024) and update on AC Transit's Sustainability Program and direct staff to develop a Transportation Demand Management element to incorporate into the program. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

Board Administrative Matters - President Shaw

- 7.D.** Consider the adoption of Resolution No. 25-032 approving amendments to Board Policy 605: Claims and Lawsuits: Settlement Authorizations and repealing Resolution No. 20-034. [25-420](#)

Staff Contact:

Aimee L. Steele, General Counsel/Chief Legal Officer

General Counsel Aimee Steele presented the staff report. There were no public comments offered.

MOTION: YOUNG/McCALLEY to adopt Resolution No. 25-032 approving amendments to Board Policy 605: Claims and Lawsuits: Settlement Authorizations and repealing Resolution No. 20-034. The motion carried by the following vote:

Ayes: SHAW, McCALLEY, WALSH, SYED, SILVA, YOUNG

- 7.E.** Announcement of appointments to the General Manager's Budget Taskforce. [25-426](#)

Presenter:

President Shaw

President Shaw announced that Vice President McCalley, Director Walsh and President Shaw were appointed to the General Manager's Budget Taskforce. There were no public comments offered.

8. CLOSED SESSION/REPORT OUT

General Counsel Aimee Steele reported on the following actions:

MOTION: McCALLEY/SILVA to approve settlement via compromise and release in the amount of \$150,000, plus a supplemental job displacement voucher, in the matter of Franklin v. AC Transit, WCAB Case Nos: ADJ12934616, ADJ12934561, ADJ12933990. The motion carried by the following vote:

Ayes: McCALLEY, SILVA, WALSH, SYED, YOUNG, SHAW

MOTION: YOUNG/McCALLEY to approve settlement via compromise and release in the amount of \$250,000 minus permanent disability advances paid to date in the matter of Roberts v. AC Transit, WCAB Case Nos. ADJ717916; ADJ264922; ADJ1040479; ADJ4403213; ADJ396369; ADJ4397245; ADJ4304544; ADJ2262441; ADJ4467336; ADJ2140827. The motion carried by the following vote:

Ayes: YOUNG, McCALLEY, WALSH, SYED, SILVA, SHAW

8.A. Conference with Legal Counsel – Existing Litigation

(Paragraph 1 of subdivision (d) of Government Code Section 54956.9)

Franklin v. AC Transit, WCAB Case Numbers: ADJ12934616, ADJ12934561, ADJ12933990

Roberts v. AC Transit, WCAB Case Numbers: ADJ717916; ADJ264922; ADJ1040479; ADJ4403213; ADJ396369; ADJ4397245; ADJ4304544; ADJ2262441; ADJ4467336; ADJ2140827

Alameda-Contra Costa Transit District v. California Department of Transportation, Alameda County Superior Court Case Number: 22CV022839

AC Transit v. CenturyLink, et al., Alameda County Superior Court Case Number: 23CV048523

AC Transit v. Hathaway Dinwiddie, et al., Alameda County Superior Court Case Number: 23CV02878

AC Transit v. Innovative Construction Solutions, et al., Alameda County Superior Court Case Number: 23CV047231

AC Transit v. The Martin Group, et al., Alameda County Superior Court Case Number: 23CV031555

8.B. Conference with Legal Counsel – Anticipated Litigation

Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2) and (d)(3): two (2) potential cases

Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2) and (d)(4): three (3) potential cases.

8.C. Public Employee Performance Evaluation

(Government Code Section 54957)

Title: General Manager

9. AGENDA PLANNING

9.A. Review of Agenda Planning Pending List and Agenda Planning Request Forms.

[25-015p](#)

Staff Contact:

Linda Nemeroff, Board Administrative Officer/District Secretary

No new items were added to the planning list.

10. BOARD/STAFF COMMENTS

(Government Code Section 53232.3(d))

The General Manager provided an update to the Board on SB 63. Members of the Board commented on meetings and events attended since the last Board meeting.

- 10.A.** Written reports from Board members on travel to District-related conferences occurring in the last 30 days.

[25-038p](#)

Staff Contact:

Linda Nemeroff, Board Administrative Officer/District Secretary

There were no travel reports entered into the record.

11. ADJOURNMENT

There being no further business to come before the Board of Directors, the meeting adjourned at 7:43 p.m. in memory of AC Transit Board Member H. E. Christian "Chris" Peeples. The next meeting of the Board is scheduled for September 24, 2025 at 5:00 p.m.

Respectfully submitted,

/s/Linda A. Nemeroff

Board Administrative Officer/District Secretary

EXHBIT A
SEPTEMBER 10, 2025
BOARD OF DIRECTORS MEETING

ITEM 4. PUBLIC COMMENT

User: Guest User

Comment: From: S. Payne Sent: Wednesday, September 10, 2025 2:26 PM To: MyVoice <myvoice@actransit.org> Subject: [EXTERNAL] Public Comment for BOD Meeting 09/10/2025 Hello, I have a Public Comment for today's board of directors meeting. My comment: "Concerned AC Transil Passenger & Community Member Would Like to Address & Ask The Board About: The Recent Transit Realign, asking the AC Transit Board to please reinstate line 72 to its former route, not omitting the Rollingwood and Richmond Hilltop communities." Thank you. -Sakeema Payne
Created at: 9-3-2025 02:46 PM

User: Guest User

Comment: Good evening, I wanted to leave a complaint to whom is in charge of ac transits realign service changes!! Canceling the 33 bus line and replacing it with the 88 and 633 was a really really bad idea!! And I believe that it can't just be my personal preference but it affects a lot of residents that live in the downtown Oakland area who elementary school kids go to school in Oakland Chinatown (Lincoln elementary school) or la esculita elementary school! Let's not even talk about the high schoolers that have now 1 chance in the morning to catch the 633 ? 1 chance for high schoolers to make the bus in the morning??? I am not yet a parent of a high schooler but a middle schooler and we all know how most of them struggle in the morning for one reason or another 藍 Not having a school bus servicing Lincoln elementary made it not only very convenient but also crucial for the 33 to run all the way from piedmont to Montclair!! I financially depend on public transportation for my children to school! Speaking to several bus drivers also points out the service time that the 88 is given to make it from one end of its destination to the other! It's impossible to make it one time, for the short time running the bus has been I want to say at least 80 percent of the time late! The last couple days significantly late!!! Please bring the 33 bus back!! I can't be the only person affected by these service changes!
Created at: 9-3-2025 02:32 PM

User: Guest User

Comment: Concerned AC Transil Passenger & Community Member Would Like to Address & Ask The Board About: The Recent Transit Realign, asking the AC Transit Board to please reinstate line 72 to its former route, not omitting the Rollingwood and Richmond Hilltop communities.
Created at: 9-3-2025 02:21 PM

User: Deleted User

Comment: From: wilsonconn@gmail.com <wilsonconn@gmail.com> Sent: Tuesday, September 9, 2025 3:37 PM To: District Secretary <Districtsecretary@actransit.org>; ACT Board Members <actboardmembers@actransit.org> Subject: [EXTERNAL] Webform submission from: Submitted on Tue, 09/09/2025 - 15:36 Submitted by: Anonymous Submitted values are: Your Name Wilson Your Email wilsonconn@gmail.com Your Address 2100 channing Berkeley, 94704 Subject Please do not agree to DHS grant! Message As an AC Transit rider and Berkeley resident I am highly concerned about the potential data collaboration of our system with ICE and other federal law enforcement agencies. The Trump administration is using these forces to cause irreversible damage to our community, and we cannot take part! People should feel comfortable taking the bus, regardless of immigration status
Created at: 9-3-2025 11:43 AM

User: David Low

Comment: From: Jordan Burns <jordanpburns13@gmail.com> Sent: Tuesday, September 9, 2025 1:55:15 PM To: Jean Walsh <jwalsh@actransit.org>; Sarah Syed <ssyed@actransit.org>; Murphy McCalley <mmccalley@actransit.org>; Diane Shaw <dshaw@actransit.org>; Anthony C. Silva <acsilva@actransit.org>; Joel Young <jyoung@actransit.org> Cc: info@ebtru.org <info@ebtru.org>

EXHIBIT A
SEPTEMBER 10, 2025
BOARD OF DIRECTORS MEETING

ITEM 4. PUBLIC COMMENT

Subject: [EXTERNAL] Please do not make AC transit a part of ICE's deportation machine Dear AC transit board, I'll be brief. Do not partner with ICE. You will be putting riders in harms way by partnering with this fascist organization. I don't think buses being raided by dozens of ice agents is going to increase safety, and I certainly don't think it's going to help AC transit increase its ridership. Best, Jordan Burns Berkeley 94708
Created at: 9-3-2025 11:36 AM

User: Guest User

Comment: AC Transit 1600 Franklin St Oakland, CA 94612 Attention: Joel Young, Director-at-Large Jean Walsh, AC Transit Representative for Ward 2 Claudia Burgos, Director of Legislative Affairs and Community Relations and the AC Transit Board Anthony C. Silva Diane Shaw Christian Peeples Murphy McMcalley Sarah Syed Dear AC Transit Board and Staff: My name is Anneliese Skye Prata and I live at 8 Cavendish Lane in Piedmont. I have lived in the same house my whole life. We live right on the edge of Piedmont and Oakland, and our house is far from school (PHS). The discontinuation of Route 33 service to Upper Piedmont during morning and afternoon school hours has an important impact on me and my whole family. First, my mom is a working single mom. Her work is in SF and transportation is often an issue for us. We need flexible options because we only have 1 car in our family and we have three people (my mom, my brother and me). The bus is the most effective way to get to school from our neighborhood if you aren't driving. Second, my mom really tries to emphasize environmentally friendly transportation for us. So having a bus line that is near our house is important for that reason also. Also, based on principle, I think it's important and fair to keep our bus line. As you know, of course, there are three bus lines extending to Bishop O'Dowd High School: lines 680, 682, and 683. These are considered "Service to Schools Lines," but AC Transit has terminated the connecting service for the entire PUSD including 6 schools, and two neighborhoods (Upper Piedmont and Montclair) that really aren't walkable or bikeable for most children due to steep hills. This does not seem fair to me. We are asking you to please restore Route 33 service to Upper Piedmont during morning and afternoon school hours – Thank you so much for listening to our request and needs! Sincerely, Anneliese Skye Prata, (16) skye@thebaacks.com
Created at: 9-3-2025 09:59 AM

User: Guest User

Comment: From: mveraskye@gmail.com on behalf of Mel Darling <mveraskye@gmail.com> Sent: Tuesday, September 9, 2025 8:41 AM To: District Secretary; ACT Board Members Subject: [EXTERNAL] Webform submission from: Submitted on Tue, 09/09/2025 - 08:41 Submitted by: Anonymous Submitted values are: Your Name Mel Darling Your Email mveraskye@gmail.com Your Address Berkeley, 94705 Subject NO COOPERATING W KIDNAPPERS Message Hi! Please do not cooperate with homeland security or ICE. We know they will offer you insane compensation for their insane cruelty. It doesn't matter. Our community and its safety matters, especially if you consider yourself a part of it. Please keep us safe by not cooperating with this bribe to kidnap innocent people. We will be watching & waiting to hold you all accountable for this choice.
Created at: 9-2-2025 01:14 PM

User: Guest User

Comment: Concerned AC Transit Passenger & Community Member Would Like to Address & Ask The Board About: The Recent Transit Realign, asking the AC Transit Board to please reinstate line 72 to its former route, not omitting the Rollingwood and Richmond Hilltop communities.
Created at: 9-2-2025 02:48 AM

EXHBIT A
SEPTEMBER 10, 2025
BOARD OF DIRECTORS MEETING

ITEM 4. PUBLIC COMMENT

User: Guest User

Comment: From: aleta dupree <tsjoan@icloud.com> Sent: Friday, August 8, 2025 11:25 AM To: MyVoice <myvoice@actransit.org> Subject: [EXTERNAL] comments concerning fares Greetings District Secretary, please forward this message to the full AC Transit Board and District Staff for the next General Meeting. Greetings Board President Diane Shaw and Members. Aleta Dupree for the record, she, her, with Team Folds. I bring you my comments concerning the payment of fares on AC Transit. I share with you my experiences of learning new things pertaining to the payment of fares on AC Transit. I was not able to make it to your most recent Meeting of 6 August, 2025, given my attendance at the SamTrans Meeting, where I shared Public Comment. Over the last few weeks, since my return to Oakland from my time in Seattle and Portland, I have been using the fare capping feature on the Token Transit mobile application. I do enjoy the fare capping protocol very much. Before using fare capping, I practiced intentionally limiting my fare payment by using other systems such as the Emery Go Round and BART. And I still use those systems when the need arises. Yet in fare capping, I am actually using AC Transit more, especially after reaching the 7 day cap. I have had to learn a lot on my own, and I offer my explainer on how to use fare capping on Token Transit. You see, I purchase several single ride passes at \$1.25 each and put them in the virtual wallet. (I am a user of Reduced Fares and I have a Reduced Fare Clipper card). I use them as I go and then the app automatically converts my virtual wallet to day and weekly passes. I am notified with a text message when the conversion happens. It takes three single ride passes used in a day to cap for the day. In a seven day period capping will only happen on the fifth, sixth, or seventh day, if the \$12.50 spend is reached. Capping is not possible before five days because the maximum spend possible over four days is \$11, (\$2.75 maximum per day). I have not yet reached the monthly cap of \$37.50, given I have not yet been in the service area and used the system for more than three weeks in a calendar month. This might come soon, yet I do not know how long I will be in the AC Transit service area. This is why fare capping is very helpful, as I do not have to worry about purchasing and committing to period passes in advance. I am aware of the difference in monthly passes for different user groups, rolling 31 days for adult fares, and calendar months for reduced fares. I would like to see the website portray this distinction more clearly, and I think we are making progress with our website messaging over time. I would like to see more direct links to the fare capping information on our AC Transit website. I am appreciative of the improvements that have been made so far in helping me to access this important information. Token Transit gives a very good explainer about how fare capping works, I would like to see these links more obvious, even front and center. I would like to see clarification on how long unused passes will be valid for, so I do not risk overbuying and taking a loss due to product expiration. I think more people would use this fare capping program if the information and messaging was more prominent and obvious. I have used Token Transit for a number of years. A few years ago I signed up with a reduced fare verification on the Santa Monica Big Blue Bus, and I received a free day pass in Token Transit. I have used Token Transit in Connecticut as well, on CT Transit. Token Transit offers a high quality service that is used by a number of transit systems throughout the country. Yet it is absolutely essential to continue our work toward Clipper 2 being placed into full revenue service. A date has not been set for that yet, however BART is planning to implement open payment sometime this month. I mention to you that your General Manager Sal Llamas serves on the Clipper Executive Board of which I have attended and offered comments at their Meetings for a number of years. I am very appreciative of the work of Sal Llamas and Chris Andrichak in helping to build the best AC Transit we can have. Fare capping is indeed the right thing to do, and I hope to see this same daily, weekly, and monthly fare capping in Clipper 2 as soon as practicable. There are many who use this program, and the drivers all know about the app, I have never had a problem boarding a vehicle upon presentation of a valid pass. Yet of many who use this program, I might be the only one sharing

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these matters with you in letters and Meetings. I look forward to your continued progress concerning fare payment on AC Transit. Thank you

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Comment: From: aleta dupree <[redacted]@icloud.com> Sent: Wednesday, August 27, 2025 10:21 PM
To: MyVoice <myvoice@actransit.org> Subject: [EXTERNAL] Comments on fares District Secretary, please forward this message to the full AC Transit Board and District Staff for your next Regular Meeting. Greetings Board President Diane Shaw and Members. Aleta Dupree for the record, she, her, with Team Folds. I bring you my various comments concerning the work and mission of AC Transit. I continue to share with you my experiences with paying fares on AC Transit over time. As I have mentioned to you before, I am using the Token Transit mobile application to pay appropriate fare on AC Transit. As time goes by, I continue to experience the benefits that come from the program known as fare capping. I share my experiences with you not as any kind of training tool or promotion of particular methodologies. I relate my experiences to you as a way of informing the conversations that come with the evolution of the payment of fares. And I communicate with you in a series of letters, given that fare capping is something that is experienced over time, much like climbing a ladder or walking a particular distance. I have been using the Token Transit mobile application for over a month now. And when I began, I saw what a daily fare cap looked like. Then a few days later I experienced the 7 day cap. And after two more 7 day caps reached, I am now capped for the rest of the calendar month of August. I am subject to calendar month capping given that I am a Reduced Fare user. I have a Reduced Fare Clipper Card which can be asked for as proof of Reduced Fare eligibility. I more often refer to fare capping as fare accumulation. For some, saying fare accumulation involves more syllables. Yet I have found over time, as I activate passes in the app, I am making deposits into what I call the bank of AC Transit. And so whether it be day, week, or month, once I make the full deposit for the time interval, if you will, then I am paid up for the rest of that time. When I first used the app, I bought a weekly pass, I figured why not, given that I would use the system for a week. Yet at the time I had no idea how fare capping worked in the app. Yet even if I bought and used three weekly passes in a month, I would have then been paid up for the rest of the month. And so I stayed buying single ride passes, a few at a time, and that is where everything became more apparent to me. For me much of understanding this fare capping program is through math. Such involves a proverbial ladder or waterfall, terms I have seen in various financial presentations. So I begin with purchasing several single ride passes into the app at the reduced fare price of \$1.25 each. The daily fare cap is \$2.75, which takes effect after the third trip. So three of these passes at \$1.25 each add up to \$3.75. Yet when I activate the third pass of the day, I am given a refund of \$1, which is returned to me within a few days. I could buy a day pass for \$2.75, yet if I don't take three rides in a day with that, then I have overpaid. For this reason I only load single ride passes into the app, and use them accordingly. Then over the consecutive 7 day period I continue to activate single ride passes at \$1.25 each, until I have invested \$12.50 before the 7 days are up. When the \$12.50 threshold is reached, then whatever pass I have used converts to a 7 day pass. A conversion to a 7 day pass can only occur on the 5th, 6th, or 7th day. If there is extra money left from the up front payments upon the conversion, that will be refunded back to me within a few days. In order to reach the 7 day cap, a minimum of 10 to a maximum of 14 single ride passes would be activated, resulting in a spend between \$12.50 and \$17.50. Yet since the weekly cap is \$12.50, anything spent over that will be refunded. In order to reach the monthly cap of \$37.50, such requires a minimum of 30 to a maximum of 42 single ride passes within the monthly period, for reduced fare users which is a calendar month. And any amounts overpaid will be refunded, ensuring that the user spends no more than \$37.50 in the monthly period. I reached the monthly cap on day 21, and the

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conversion gave me a monthly pass with 10 days remaining until the end of the calendar month. As much as I enjoy this program on the Token Transit mobile app, I am looking to see this same fare schedule implemented on Clipper. We might have to wait for Clipper 2 implementation in order to go forward. You see, with Clipper, the BART transfers will count, I get a \$.50 discount when transferring from BART to AC Transit, and only when using Clipper. And fare capping, or accumulation if you will, is really about money spent as opposed to the number of rides taken. Given that I am not always in the Bay Area, I have to be careful not to purchase too many passes in the app. I did not know if unused passes have an expiration date. On some other systems, such as New Jersey Transit, unused passes do have expirations. I can see why agencies have expiration dates on passes, perhaps due to accounting concerns. Yet Clipper stored value funds never expire. I do emphasize the importance of card registration, in the event the card is lost, funds can be restored. And as Clipper 2 comes into its own, open payments will be an important part of that. You see, on 20 August, 2025, BART implemented open payments on its system, for adult fares only. This work is being watched from many places. This is not just an important development for users of BART, but also reflects the basic and distinctive ideal which I share often, that BART is The Peoples System. And so it goes, another long, detailed, and perhaps rambling letter on the things of AC Transit. I did get to see some of you at a recent AC Transit-BART interagency Meeting. Yet I have learned much, and it is my hope that fare capping will become the default standard of fare collection on AC Transit. Thank you.

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