



# ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

## Master Minute Order

---

**Report ID:** 21-163d **Status:** Approved/Provided Direction

**Type:** Regular - Finance & Audit

**Meeting Body:** Board of Directors - Regular Meeting 03/12/2025 **Final Action:** 03/12/2025

**Sponsors:** Board of Directors - Regular Meeting

**Attachments:** STAFF REPORT, Att 1 Resolution 25-011, Att 2 Resolution 25-011 Exhibit A, Att 3 Presentation, RED FOLDER: Res 25-011 Exhibit A ALTERNATIVE, RED FOLDER: Res 25-011 Exhibit A REVISED, Public Comment - 2025 AC Transit Fare Increase Coalition Letter, Red Folder - Syed Statement on Fare Increase March 12 2025, Red Folder - Revised March 12 2025 Syed Statement on Fare Increase

**Related Files:**

---

### Agenda Title:

Consider the adoption of Resolution 25-011 to implement on July 1, 2025, all previously postponed Local and Transbay fare increases that are scheduled to be effective on July 1, 2025, and July 1, 2026; and receive an update on a re-evaluation of fare pricing.

### Staff Contact:

Chris Andrichak, Chief Financial Officer  
 Claudia Burgos, Interim Executive Director of External Affairs, Marketing and Communications

### Legislative Action & Summary

---

Acting Body:	Date:	Action:	Result:
Board of Directors - Regular Meeting	03/12/2025	Approved and provided direction	Pass

---

### Action Text:

MOTION TO AMEND BY SUBSTITUTION: WALSH/SYED to adopt Resolution 25-011 approving a staggered fare increase of \$0.25 on July 1, 2025, and \$0.25 on July 1, 2026, as outlined in Alternate Exhibit A to Resolution 25-011. The motion carried by the following vote:

Ayes: 4 Vice President McCALLEY, Director PEEPLES, Director WALSH, Director SYED

Nays: 3 President SHAW, Director SILVA, Director YOUNG

---

### Notes:

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

Chief Financial Officer Chris Andrichak and the Interim Executive Director of External Affairs, Marketing and Communications Claudia Burgos presented the staff report.

**Public Comment:**

**Igor Tregub**, City of Berkeley Councilmember, expressed concerns about the proposed fare increase, which would make AC Transit's bus fare one of the highest in the nation. Tregub offered support to the Board in seeking assistance from the State or through ballot measures and called for further exploration into ways to reduce or limit the fare hike.

**Bryan Culbertson** commented that a 20% fare increase is excessive, especially when compared to fare increases from other agencies, which typically range from 3% to 6%. Culbertson stated that such an increase could negatively impact ridership and suggested efforts should be directed toward growing ridership instead. It was also mentioned that other transit agencies have explored alternative revenue-raising methods that AC Transit should consider, noting that the subsidy for the Salesforce Transit Center should be provided by the Metropolitan Transportation Commission, not East Bay transit riders.

**Cecilia Lunaparra**, City of Berkeley Councilmember, expressed opposition to the proposed fare increase, raising concerns that declining ridership could result in reduced service and push people away from AC Transit. The Board was urged to find alternative solutions that would not disproportionately affect vulnerable populations.

**Laurel Paget-Seekins**, Public Advocates, called on the Board to consider alternatives to the fare increase and include the public in the discussion to ensure that the voices of the most vulnerable riders are heard and that the impact is equitable.

**Jessie Gunn** urged the Board to reject the fare increase and prioritize keeping transit accessible to all. Gunn recognized the need for fiscal responsibility but encouraged the Board to focus on regional transit measures rather than implementing fare hikes based on outdated reports from six years ago.

**Andrea Horbinski** criticized the fare increase, arguing that it was proposed with little warning and based on outdated data. Horbinski stressed that raising fares could drive down ridership and worsen fiscal hardships and suggested delaying any large fare increases until an equity analysis could be done, outreach to current riders conducted, and Clipper 2 implementation considered.

**Lupin Miller**, a bus operator, shared that fare increases lead to more stress for operators due to increased altercations with outraged riders. Miller asked the Board to delay the fare increase until a strategy to support bus operators is better developed, along with a plan for equitable passenger service.

**Emily Wheeler** requested the Board reconsider the fare increase, particularly noting concerns about the eligibility limits for Clipper Start and the need for free transfers. Wheeler suggested delaying the fare increase until Clipper 2 is implemented and exploring alternative revenue sources, such as renegotiating the Transbay Terminal contract.

**Carter Lavin**, Transbay Coalition, referenced an earlier letter delivered to the Board, signed by multiple local agencies and organizations opposing the fare increase. Lavin stated that higher fares are counterproductive and could push AC Transit into a downward spiral of reduced ridership, less revenue, and decreased service.

**Rebecca Mirvish** expressed agreement with other speakers, urging the Board not to implement the fare increase.

**Claudine Tong**, Genesis Transit and Disability Justice Task Force, shared a personal experience with bus rides and asked the Board to consider alternatives to a fare increase that would not

disproportionately affect people already financially strained.

**Erin** voiced strong opposition to the fare hike, agreeing with many previous speakers. Erin highlighted that the fare increase would unfairly impact low-income riders and suggested the Board focus on finding funding elsewhere, particularly through regional measures, and possibly delay the fare increase until Clipper 2 service is available.

**Mara Schechter** expressed agreement with other public speakers and shared a personal story about the importance of affordable public transit for disabled riders. Schechter noted that those who need buses most are often unable to afford cars and cannot bear the burden of fare increases. The Board was urged to consider these riders when deciding on the fare increase.

**Warren Cushman** opposed the fare increases, particularly due to their strong impact on people with disabilities. Cushman noted that people with disabilities face high unemployment rates and other challenges and that a fare increase would exacerbate these issues. The Board was urged to conduct extensive outreach to ensure the needs of these riders are addressed.

**Anthony** emphasized the need for high-quality, cost-effective service for patrons and recommended that the fare increase be delayed until Clipper 2 free transfer policies are implemented, along with conducting a new study to update outdated data.

**Alex Contreras** suggested that increasing ridership is better achieved by improving service frequency, rather than raising fares. Contreras argued that a fare increase would disproportionately affect marginalized communities in Alameda County and could lead to a loss in ridership.

**Tommaso Boggia** commented that a fare increase would drive riders away, leading them to seek alternative modes of transportation, potentially cars. It was recommended that bus services be expanded to reduce greenhouse gas emissions.

**Sam Greenberg**, Walk Bike Berkeley, opposed the fare increase, citing its potential harm to transit use and its disproportionate impact on low-income riders. Greenberg urged the Board to prioritize equity and not place additional financial burdens on transit-dependent, low-income riders.

MAIN MOTION: SHAW/YOUNG to adopt Resolution 25-011 to implement all previously postponed Local and Transbay fare increases effective on July 1, 2025, and July 1, 2026, as recommended by staff.

Director Syed intervened with a motion to postpone the action to a future date, which was seconded by Director Peeples. The motion to postpone failed by a vote of 2-5 (Directors Walsh, McCalley, Silva, Young, Shaw - Nayes).

Director Walsh then introduced a motion to amend by substitution:

MOTION TO AMEND BY SUBSTITUTION: WALSH/SYED to adopt Resolution 25-011 approving a staggered fare increase of \$0.25 on July 1, 2025, and \$0.25 on July 1, 2026, as outlined in Alternate Exhibit A to Resolution 25-011.

MOTION TO AMEND THE AMENDMENT: SYED/PEEPLS to implement a \$0.25 increase on July 1, 2025, and reevaluate the fare plan before the second increase in 2026. The motion failed by a vote of 3-4

(Directors McCalley, Silva, Shaw, Young - Nays).

Following the defeat of the Motion to Amend the Amendment, the Board took action on the Motion to Amend by Substitution offered by Director Walsh.

---