



## **ALAMEDA-CONTRA COSTA TRANSIT DISTRICT**

### **MINUTES**

#### **Board of Directors - Regular Meeting**

VIRTUAL MEETING

**Wednesday, May 12, 2021 at 5:00 PM**

**<https://bit.ly/3ofxMSs>**

#### **MEMBERS OF THE BOARD OF DIRECTORS**

**ELSA ORTIZ, PRESIDENT (WARD 3)**

**JOEL YOUNG, VICE PRESIDENT (AT-LARGE)**

**JOVANKA BECKLES (WARD 1)**

**JEAN WALSH (WARD 2)**

**MARK WILLIAMS (WARD 4)**

**DIANE SHAW (WARD 5)**

**H. E. CHRISTIAN PEEPLES (AT-LARGE)**

#### **BOARD OFFICERS**

**MICHAEL A. HURSH, GENERAL MANAGER**

**JILL A. SPRAGUE, GENERAL COUNSEL**

**LINDA A. NEMEROFF, DISTRICT SECRETARY**

**1. CALL TO ORDER**

The Alameda-Contra Costa Transit District Board of Directors held a regular virtual meeting on Wednesday, May 12, 2021.

Members of the Board participated via video conference from off-site locations in accordance with the statewide shelter in place order issued on March 16, 2020.

At 4:01 p.m., the Board of Directors convened in Closed Session to discuss Items 7.A. - 7.D. as listed on the agenda. All Board members were present. Closed Session concluded at 4:47 p.m.

President Ortiz called the Board of Directors meeting to order at 5:00 p.m.

**2. ROLL CALL**

**Present:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

**3. PUBLIC COMMENT**

**John Minot**, East Bay Transit Riders Union (EBTRU), urged the Board to support the passage of Assembly Bill 339 (Lee) which would allow the public attend and provide comment at meetings of legislative bodies remotely.

**Katie Scott-Smith**, People's Transit Alliance of the East Bay Democratic Socialists of America (PTA-EBDSA), described the Metropolitan Transportation Commission's (MTC) position regarding local agencies' needs for the American Rescue Plan (ARP) funds which it controls. Scott-Smith urged the Board to make clear to the MTC the uses and need for the ARP funds and to request the District's disbursement.

**Joty Dhaliwal**, PTA-EBDSA, expressed agreement with Scott-Smith about the MTC position to hold onto ARP funding for times of greater need and urged the Board to express the District's immediate need for ARP funds, suggesting examples including the 'reimagining of policing' and 'jobs creation'.

**4. MODIFICATIONS TO THE AGENDA**

There were no modifications to the agenda.

**5. CONSENT CALENDAR**

MOTION: YOUNG/WILLIAMS to receive, approve or adopt the items on the Consent Calendar as indicated. The motion carried by the following vote:

**Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

**5.A.** Consider approving Board of Directors minutes of April 28, 2021.

[21-256](#)

MOTION: YOUNG/WILLIAMS to approve the Board of Directors minutes of April 28, 2021. The motion carried by the following vote:

**Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

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- 5.B.** Consider receiving the Accessibility Advisory Committee minutes of March 9, 2021. [21-239](#)
- MOTION: YOUNG/WILLIAMS to receive the Accessibility Advisory Committee minutes of March 9, 2021. The motion carried by the following vote:
- Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples
- 5.C.** Consider receiving Retirement Board Minutes of March 18, 2021. [21-244](#)
- MOTION: YOUNG/WILLIAMS to receive the Retirement Board Minutes of March 18, 2021. The motion carried by the following vote:
- Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples
- 5.D.** Consider receiving the Semi-Annual Retirement Board Report. [21-249](#)
- MOTION: YOUNG/WILLIAMS to receive the Semi-Annual Retirement Board Report. The motion carried by the following vote:
- Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples
- 5.E.** Consider approving amendments to Board Policy 101 - Board of Directors Rules for Procedure. [21-250](#)
- Jill Sprague, 891-4816
- MOTION: YOUNG/WILLIAMS to approve the amendments to Board Policy 101 - Board of Directors Rules for Procedure. The motion carried by the following vote:
- Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples
- 5.F.** Consider receiving the FY 2020-21 Third Quarter Travel and Meeting Expense Report for Directors and Board Officers. [21-218](#)
- MOTION: YOUNG/WILLIAMS to receive the FY 2020-21 Third Quarter Travel and Meeting Expense Report for Directors and Board Officers. The motion carried by the following vote:
- Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples
- 5.G.** Consider authorizing members of the Board of Directors to attend the following conferences and meetings during the remainder of calendar year 2021 and 2022: [21-243](#)
- American Public Transportation Association (APTA) 2021 TRANSform Conference & Expo in Orlando, Florida and 2022 Conference in Seattle, Washington;
  - Transportation Research Board (TRB) 2022 101st Annual Meeting in Washington, D.C.;
  - APTA 2022 Legislative Conference in Washington, D.C.; and
  - APTA 2022 Mobility Conference & International Bus Rodeo in Columbus, Ohio.
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MOTION: YOUNG/WILLIAMS to approve the authorization of the members of the Board of Directors to attend the following conferences and meetings during the remainder of calendar year 2021 and 2022:

- American Public Transportation Association (APTA) 2021 TRANSform Conference & Expo in Orlando, Florida and 2022 Conference in Seattle, Washington;
- Transportation Research Board (TRB) 2022 101st Annual Meeting in Washington, D.C.;
- APTA 2022 Legislative Conference in Washington, D.C.; and
- APTA 2022 Mobility Conference & International Bus Roadeo in Columbus, Ohio. The motion carried by the following vote:

**Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

- 5.H.** Consider adoption of Resolution No. 21-016 authorizing the General Manager or his designee to accept funds from the Alameda County Transportation Commission for the Quick Builds Transit Lanes and Tempo Quick Build Transit Lane Delineation Projects; and the adoption of Resolution No. 21-017 authorizing the General Manager or his designee to file an application for funding assigned to the Metropolitan Transportation Commission (MTC) and committing any necessary matching funds and stating assurance to complete the projects. [21-241](#)

MOTION: YOUNG/WILLIAMS to adopt Resolution No. 21-016 authorizing the General Manager or his designee to accept funds from the Alameda County Transportation Commission for the Quick Builds Transit Lanes and Tempo Quick Build Transit Lane Delineation Projects; and the adoption of Resolution No. 21-017 authorizing the General Manager or his designee to file an application for funding assigned to the Metropolitan Transportation Commission (MTC) and committing any necessary matching funds and stating assurance to complete the projects. The motion carried by the following vote:

**Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

- 5.I.** Consider receiving the Disadvantaged Business Enterprise (DBE) Semi-Annual Payment Report for the period of October 1, 2020 through March 31, 2021. [21-225](#)

MOTION: YOUNG/WILLIAMS to receive the Disadvantaged Business Enterprise (DBE) Semi-Annual Payment Report for the period of October 1, 2020 through March 31, 2021. The motion carried by the following vote:

**Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

- 5.J.** Consider receiving the Quarterly Report on the District's involvement in external planning processes. [21-214](#)

MOTION: YOUNG/WILLIAMS to receive the Quarterly Report on the District's involvement in external planning processes. The motion carried by the following vote:

**Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

- 5.K.** Consider the adoption of Resolution No. 21-015 approving the new classification of Bus Operator Mentor Coordinator and the revised classification of Bus Operator.

[21-209a](#)

MOTION: YOUNG/WILLIAMS to adopt Resolution No. 21-015 approving the new classification of Bus Operator Mentor Coordinator and the revised classification of Bus Operator. The motion carried by the following vote:

**Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

## **6. REGULAR CALENDAR**

### **External Affairs Items - Chair Williams**

- 6.A.** Consider receiving a briefing on the Next Generation Clipper (C2) Program.

[21-199](#)

Project Manager Darrell Takara presented the staff report.

#### **Public Comment:**

**Katie Scott-Smith**, PTA-EBDSA, commented on the benefits offered by the new Clipper card, but Scott-Smith also provided reasons the current Clipper card system needed to remain in place and not be phased out in 2023, saying that not every rider will have the ability to utilize the new Clipper card system because due to a lack of cellphone ownership.

**Joty Dhaliwal**, PTA-EBDSA, concurred with Scott-Smith's reasoning why the current Clipper card system needed to be kept as the new Clipper card system is implemented.

**Rascal Cayangyang**, Assembly District 14 Delegate, noted that riders who transfer from one transit system to another must be able to seamlessly use the same technology so the older Clipper system should be retained. Cayangyang made the point that if one system has not migrated to the new Clipper card system and still requires the old Clipper card system, then potential interruptions in ridership may occur.

**John Minot**, EBTRU, noted a study indicating that 8.5 percent of households in Alameda County did not own smartphones in 2019.

#### **Board Discussion:**

Director Shaw was pleased to hear that the administrative authority of the Regional Transit Connection Card will transfer to the Metropolitan Transportation Commission (MTC). To Director Shaw's request, staff will share with the Board if there are additional costs associated with the transfer. Director Shaw clarified for the public speakers that AC Transit is not the owner of Clipper and urged the public to advocate with MTC.

Director Shaw requested that staff pay attention to the fare integration efforts across the State so that nothing stands in the way of how riders are using Clipper. She was concerned that with the implementation of the CalITP fare payment project, which kicked off in Monterey County, the Bay Area might get left behind because Clipper is

not compatible with the State's fare program.

Director Walsh asked how riders benefit from using Clipper 2. Mr. Takara advised that Clipper 2 is an account-based system that allows users to connect their Clipper product with a bank account for easy card loading or tagging with a smartphone. He added that the mobile Clipper 2 app operates in addition to the plastic Clipper card and is not a replacement. To Director Walsh's question about any additional benefits and the accumulator function, Mr. Takara advised that the fare accumulator function, which automatically applies a discount to multiple rides, is a possibility that may be available in the future. Chief Informational Officer Ahsan Baig added that an advantage of Clipper 2 is that it allows users to manage their account, such as adding value and using the mobile app. Later in the discussion, General Manager Hursh addressed additional questions about the accumulator function.

Director Walsh asked for clarification about RTC (Regional Transit Connection) card for those who are not familiar with the acronym. Mr. Takara and General Manager Hursh explained that RTC is a regional discount transit card for eligible people with disabilities, which requires proof of eligibility. Mr. Hursh added that the RTC program was administered by AC Transit on MTC's behalf for the entire Bay Area and that MTC took over the administration.

Director Beckles believed that technology could hinder some who cannot afford a smartphone and asked for clarification about the timeline for phasing out Clipper 1. Director Beckles asked if people without a smartphone would have an option to use Clipper to pay for rides. Mr. Hursh explained that Clipper 2 is an effort lead by MTC, which is still considering the timeline target dates. He further clarified that plastic Clipper cards are not going away and will exist in parallel with the launch of the Clipper 2 program. Mr. Hursh explained that Clipper 2 brings an upgrade not only to the riders but also to the back-end technology and how the fare data is loaded onto the card readers on busses. He further added that AC Transit would advocate for the accumulator function.

MOTION: SHAW/BECKLES to receive a briefing on the Next Generation Clipper (C2) Program. The motion carried by the following vote:

**Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

#### **Finance and Audit Items - Chair Shaw**

- 6.B.** Consider receiving a report on the history of the District's fare schedule and consideration of the following options: 1) adopt Resolution No. 21-019 to defer the implementation of the July 1, 2021 scheduled fare increase by six months to January 1, 2022; or 2) adopt Resolution No. 21-019 to defer the implementation of the July 1, 2021 scheduled fare increase by one-year to July 1, 2022; or 3) to receive the report, thereby taking no action and implementing the planned fare increase on July 1, 2021. [Requested by Director Beckles and Vice

**[21-163](#)**

President Young - 4/14/2021]

Chief Financial Officer Chris Andrichak presented the staff report and laid out the options for the Board's consideration.

**Public Comment:**

**John Minot**, EBTRU, supported the deferral of a fare increase to July 1, 2022. Minot commented that this is the worst time to implement a fare increase when the District seeks to increase ridership post-pandemic and such action would hurt any service recovery. Minot suggested the District insist that the MTC utilize ARP funds to counter the need to raise fares.

**Katie Scott-Smith**, PTA-EBDSA, supported the deferral of a fare increase to July 1, 2022, stating concerns that it is not the right time to start raising bus fares because such action would promote a loss of ridership.

**Joty Dhaliwal**, PTA-EBDSA, noted that raising bus fares would hurt efforts to increase ridership, believing that a fare increase would de-incentivize riders to return to the bus service. The Board was urged to utilize ARP funds to fuel ideas that can help increase ridership.

**Patrick** asked the Board to reject the plan for a fare increase, noting that the District's bus fare is already exceedingly more expensive than other transit fares around the Bay Area and would not improve ridership.

**Derek Sagehorn**, EBTRU, supported the deferral of a fare increase to July 1, 2022. Sagehorn noted that many people who seek a return to pre-pandemic times will be ready to return to riding the bus, but a fare increase may deter such riders from choosing to ride the bus and seek alternative modes of transportation that are less expensive. Sagehorn noted that the District needs to find better long-term solutions to retain riders.

**Haden Miller** supported the deferral of a fare increase to July 1, 2022, noting that public transit is critical to an economic recovery. Miller encouraged the District to consider utilizing rider promotions with Transbay service because Miller the service is more expensive than competitive alternatives like the San Francisco Bay Ferry and BART.

**Darrell Owens** supported the deferral of a fare increase to July 1, 2022, noting that whatever shortfall is caused can be recouped through a bailout request to the MTC and federal government.

**Nathan**, EBDSA, supported the deferral of a fare increase for now, saying that the District should offer incentives to ride the bus.

**Annie Lloyd**, EBDSA, supported the deferral of a fare increase to July 1, 2022. Lloyd expressed the feeling that a fare increase is bad timing and that the District has an opportunity to show it cares for its riders. Lloyd recommended that the District do as much as possible to incentivize riders to return.

**Board Discussion:**

Director Beckles reported that other agencies were suspending their fare increases and it was the wrong time for AC Transit to impose an increase that would result in decreased ridership. She further pointed out that low income and essential workers

would be the hardest hit by a fare increase, and the focus should be on stimulating the economy through growth, saying that the ARP money should be used to fill the gap of a fare increase.

Director Williams asked what impact a delay in the fare increase would have on the overall budget and collective bargaining obligations. General Manager Hursh advised that the budget would be affected by the amounts stated in the staff report and there would be no impact on collective bargaining. Director Williams also asked about the status of discussions with the Metropolitan Transportation Commission with regard to the disbursement of ARP funds. Mr. Hursh reported that MTC is having a workshop in June and is planning to announce an allocation on July 28, 2021.

MOTION: BECKLES/WALSH to receive a report on the history of the District's fare schedule and approve Option 2 to adopt Resolution No. 21-019 deferring the implementation of the July 1, 2021 scheduled fare increase by one-year to July 1, 2022. The motion carried by the following vote:

**Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

#### **Planning Items - Chair Peeples**

- 6.C.** Consider receiving a report on the District's planned service changes associated with the June 2021 Sign-up. [21-233](#)

Planning and Schedules Manager Ajay Martin presented the staff report.

#### **Public Comment:**

There was no public comment offered.

#### **Board Discussion:**

Director Shaw thanked staff for trueing up service in Special District 2.

Director Peeples noted that a concern was raised at the South County Transit Talks event regarding the need to have additional shadow buses for school service in Special District 2. Mr. Martin advised that the District did not offer any school service as part of the June sign-up but will consider the request for the August sign-up when the school year begins.

Director Walsh asked what it meant to have fewer line management resources and how extensive the service changes were. Mr. Martin advised line management resources refers to shadow service and that the June sign-up services changes were minor and that more extensive changes, including Transbay service, would be introduced for the August sign-up.

MOTION: SHAW/PEEPLES to receive a report on the District's planned service changes associated with the June 2021 Sign-up. The motion carried by the following vote:



**Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

**Operations Items - Chair Beckles**

- 6.D.** Consider receiving the Quarterly Operations Performance Report for AC Transit Fixed Route Services during the Third Quarter of Fiscal Year 2021. [21-236](#)

Director of Maintenance Cecil Blandon presented the staff report.

**Public Comment:**

There were no comments offered.

**Board Discussion:**

Director Shaw asked staff to include the customer service metrics in the next Quarterly Operations Performance Report.

Director Walsh asked for clarification on the percentage of unavailable bus operators, which was around 18% according to the staff report, and if that meant that 18 out of 100 operators were absent at any given time. General Manager Hursh confirmed Director Walsh's understanding and added that the District had seen an improvement. He added that AC Transit operators have heroically faced incredibly difficult conditions during the pandemic and that other transit agencies have seen a similar trend in absences.

Director Walsh asked for clarification as to what is being done to meet the KPI and reduce absenteeism. Mr. Hursh advised that the situation was traditionally difficult, even more challenging pre-pandemic because of the strong job market. He explained that overtime was used as an incentive to engage operators, which was not sustainable because of high operating costs. Mr. Hursh explained that several Federal leave programs were enacted during the pandemic, which added another hurdle in achieving the KPI. Mr. Hursh believed that things were somewhat improving with the aggressive hiring campaign and the alternative dispute resolution protocols that were put in place.

Director Beckles asked if there was data that statistically shows why ridership was down in the last quarter versus the previous, noting that the District was in the pandemic during both quarters. Chief Operating Officer Sal Llamas explained that, in general, the ridership and performance data during the pandemic has shown many irregularities compared to a regular service year. He speculated that the main contributors were the worsening Covid infection numbers and stay-at-home orders in January and March as well as the school closures. Mr. Hursh advised that the report shows data generated at the time the report was written and that most recent data has shown an increase in ridership.

**MOTION: ORTIZ/SHAW** to receive the Quarterly Operations Performance Report for AC Transit Fixed Route Services during the Third Quarter of Fiscal Year 2021. The motion

carried by the following vote:

**Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

- 6.E.** Consider receiving an update concerning District-operated park-and-ride lots, including pricing, operational cost, and background information. [Requested by Director Walsh - 1/13/21]

[21-220](#)

Real Estate Manager Lois Rawlings presented the staff report.

**Public Comment:**

**John Minot**, EBTRU, recognized that many commuters rely on the Park and Ride locations and long-term solutions need to be considered. Minot suggested the Board consider alternative options for its Park and Ride services in favor of more efficient use of resources, such as building out resource properties.

**Board Discussion:**

President Ortiz asked if the District would enter into a new maintenance agreement with Caltrans and whether the District could increase the parking fees. Ms. Rawlings explained that Caltrans owned the parcel utilized at the Richmond Parkway Transit Center and the District would need to renegotiate the agreement if the Board decided to change it. President Ortiz reiterated that the District has an opportunity to negotiate a new park-and-ride lot agreement with Caltrans and asked if staff planned to do that, which was confirmed by Ms. Rawlings.

Director Shaw noted Caltrans' ownership of the three parcels at the Ardenwood park-and-ride facility and asked if there was a way to cover the cost of operating the lot by charging users based on frequency of use, with frequent riders paying less than those who park and ride occasionally or those whose monthly passes are paid by employers. General Manager Hursh explained that in order to pay differently, all users would have to register for parking. He further explained that an increase in parking fees would require a Title VI analysis. Given that the lots are currently underutilized because of the pandemic, such an analysis wouldn't be representative of a true scenario. Mr. Hursh commented that costs would mount up with additional technologies to register, survey and ticket the tiered users. Director Shaw commented that before Covid, the Ardenwood lot was extremely popular.

Director Walsh wanted to know why park and ride fees had not been adjusted since 2005. Ms. Rawlings explained that there was no concrete historical data as to why there was no decision to change the pricing since 2005. She added that staff is examining the lots to determine improvements in operations. Director Walsh recalled a discussion about park and ride lots in 2018 and asked about the survey that was conducted at that time. Ms. Rawlings advised that the 2018 survey results were disqualified for the lack of language representation and a new survey was under development. The new survey should be completed by the end of July and should inform lot usage on a consistent basis. Director Walsh was concerned that the District was losing money and not recovering its operating costs. Further in the discussion, Director Walsh raised a

question about the survey and its relation to Title VI requirements. Ms. Rawlings explained that a fee increase, by the Federal regulations, requires a Title VI analysis to determine the impacts on disadvantaged populations.

Director Peeples commented that he was historically against the District operating any park-and-rides and the by policy, the District was obligated to recover operational costs and, in order to do so, should raise the prices to market value once ridership recovers.

Director Beckles asked why the Richmond Parkway Transit Center Rehabilitation is prioritized highly on the list of capital improvement projects. Ms. Rawlings explained that the transit center's rehabilitation includes the construction of permanent restroom facilities for the bus operators and is a high priority for that reason. She added that an agreement with Caltrans needs to be in place before the construction can move forward and that is the reason to renegotiate the lot provisions.

Director Beckles asked if the District has a project labor agreement. President Ortiz commented that there was a project labor agreement for the construction of Tempo but not for other contracts in general. Director Beckles commented that the District should consider a project labor agreement in the future.

MOTION: SHAW/WILLIAMS to receive an update concerning District-operated park-and-ride lots, including pricing, operational cost, and background information. The motion carried by the following vote:

**Ayes:** Ortiz, Young, Walsh, Beckles, Williams, Shaw, Peeples

## **7. CLOSED SESSION/REPORT OUT**

There was nothing to report out of closed session.

### **7.A. Conference with Legal Counsel – Existing Litigation**

(Government Code Section 54956.9 (a))

Quarterly Litigation Report:

- Pearl v. AC Transit, ACSC No. RG19-015118;
- Galpern v. AC Transit, U.S. District Court (No.Cal.Dist.), No. 20-cv-02572-TSH;
- White v. AC Transit, U.S. District Court (No.Cal.Dist.), No. 20-cv-03804-TSH;
- Jackson v. AC Transit, ACSC No. RG18-890256;
- Dollene Jones v. AC Transit Retirement Board, et al., ACSC No. RG20-050706; and
- Dollene Jones v. AC Transit Retirement Board, et al., U.S. District Court (No.Cal.Dist.), No. 20-cv-00385-SI.

### **7.B. Conference with Legal Counsel – Potential Litigation (Two Cases)**

(Government Code Section 54956.9(b))

### **7.C. Conference with Labor Negotiators**

(Government Code Section 54957.6):

Agency Designated Representative:

- General Manager Michael Hursh;

- Acting Executive Director of Human Resources Nathaniel Kramer;

Employee Organizations: ATU Local 192, AFSCME Local 3916, IBEW Local 1245,

Unrepresented Employees

#### **7.D. Public Employee Performance Evaluation**

(Government Code Section 54957)

Title: General Manager, General Counsel, District Secretary

### **8. AGENDA PLANNING**

#### **8.A. Review of the Agenda Planning Pending List.**

[21-018h](#)

Director Shaw requested an update on the Oakland DOT mobility project, specifically on the City of Oakland's pilot incentive to increase ridership on Bus Rapid Transit and what the results are so far. (Director Walsh concurred)

Director Shaw requested an update from the Metropolitan Transportation Commission on the status of Dumbarton Forward Project and reasons for project delay. (President Ortiz concurred)

Director Walsh requested a report on staff's plan to reestablish the Transbay service; specifically, what data staff is evaluating, how are they evaluating ridership needs, and whether staff is considering pilot Transbay runs. (Director Shaw concurred)

Director Walsh requested a report on the possibility of moving to no physical distancing on busses. The report should include details on what the reduction in distancing is going to be based on; the timeline and the plan to communicate with ATU and other stakeholders. (Director Shaw concurred)

Director Peeples requested a report on plans to use the American Recovery and Reinvestment Act funds (ARRA), including different scenarios assuming the funds are available and that there is no physical distancing on buses; and what metrics are going to guide the use of funds. (Director Beckles concurred)

Director Peeples requested an update on legislative efforts in Washington to reinstate Federal Operational Funding. (Director Beckles concurred)

### **9. GENERAL MANAGER'S REPORT**

#### **9.A. General Manager's Report for May 12, 2021.**

[21-020h](#)

Director Beckles commented that the Metropolitan Transportation Commission (MTC) plans to release the American Rescue Plan Act funds in July and asked the General Manager to communicate with MTC that AC Transit needs the funds. General Manager Hursh advised that the prioritization of equity is the District's main argument in front of MTC when requesting the allocation for AC Transit. He added that the District will continue to advocate for the funds.

**10. BOARD/STAFF COMMENTS**

(Government Code Section 54954.2)

Members of the Board commented on meetings and events attended since the last Board meeting.

**11. ADJOURNMENT**

There being no further business to come before the Board of Directors, the meeting adjourned at 7:03 p.m. The next meeting of the Board is scheduled for May 26, 2021 at 5:00 p.m.

Respectfully submitted,

/s/

Linda A. Nemeroff  
District Secretary