Attachment 5: Community Engagement Responses

A. ONLINE FEEDBACK FORM RESPONSE SUMMARY AND RESPONSES COLLECTED

The District included an online feedback form on the Contingency Service Plan page. We received 99 responses. Below are the key findings.

Key Findings

1. Most Needed Bus Service Times

- Of the options listed, late evening (after 7:00 p.m.) is the most important off-peak time for bus service, as ranked by respondents.
- Other times, such as early morning (before 7:00 a.m.), 9:00 a.m. to noon, and noon to 3:00 p.m. were less important compared to late evening.

2. Service Features to Preserve

- Respondents want to preserve service frequency (shorter wait times) and weekend service (Saturdays/Sundays) if cuts are necessary.
- Off-peak service (before 7:00 a.m. and after 7:00 p.m.) is also valued, but the highest priority is maintaining frequent and reliable service during the most important times

3. Frequency vs. Coverage Trade-off

- The majority of respondents prefer high frequency (buses arrive more often) even if it means fewer routes or longer walks to stops.
- Sample comment: “Frequency is more important and would keep people’s faith in public transport.”

4. Impact o Service Cuts

- Many respondents say that cuts to late evening service or frequency would significantly disrupt their ability to get to work, return home, or access essential activities. Some would be forced to drive, use rideshare or lose mobility options.
- Sample comment: “I would have to get a car, which I don’t want.”

5. Communication and Outreach

- Respondents learned about the proposed changes through email, city government notifications, social media, and other channels, indicating effective outreach.

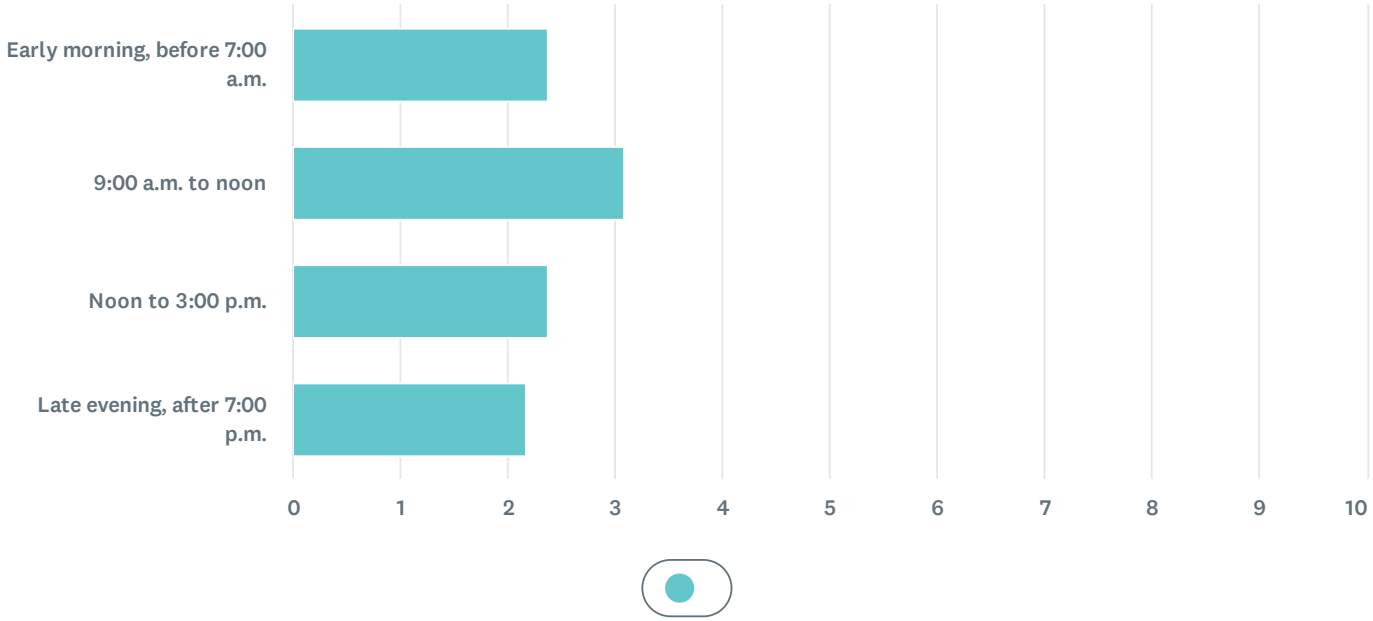
Actionable Insights

- Prioritize protecting late evening service, as it is the most important off-peak time for riders.
- Maintain high frequency and weekend service where possible.
- If cuts are unavoidable, reduce service during less important times first while shielding late evening service.
- Continue transparent, multi-channel communication to keep riders informed about changes and alternatives.

Online Feedback Form Results (6/10/26-8/11/26)

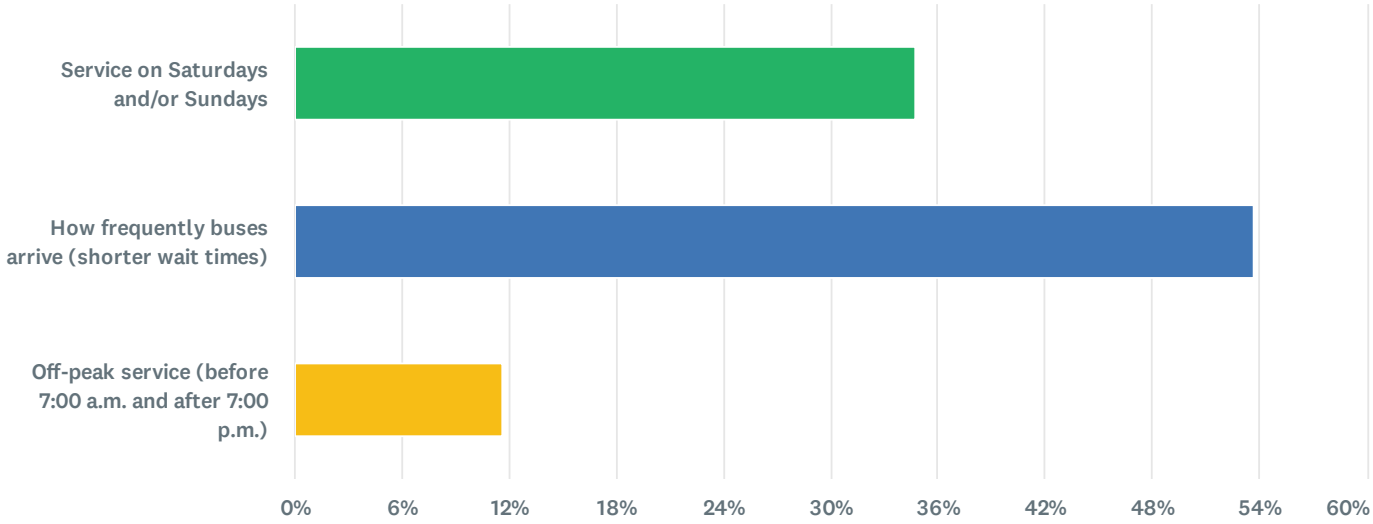
Q1 95 responses

At what times do you most need bus service? Rank them from 1 to 4, with 1 being most important and 4 being least important.



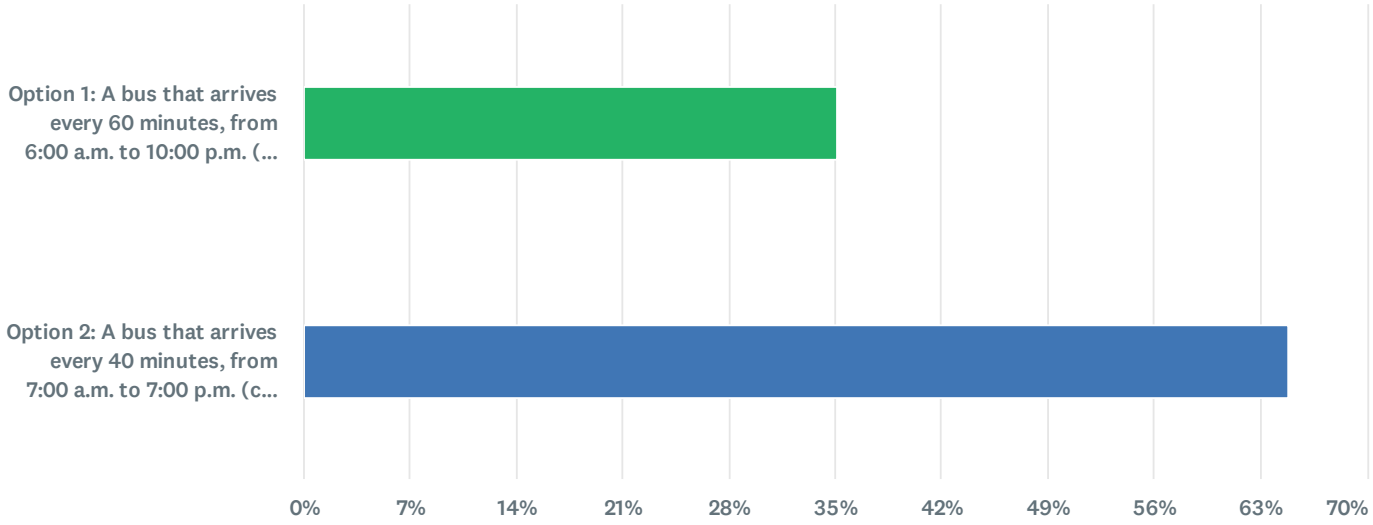
Q2 95 responses

Thinking about the line you ride, what would you most need AC Transit to preserve if service cuts are necessary?



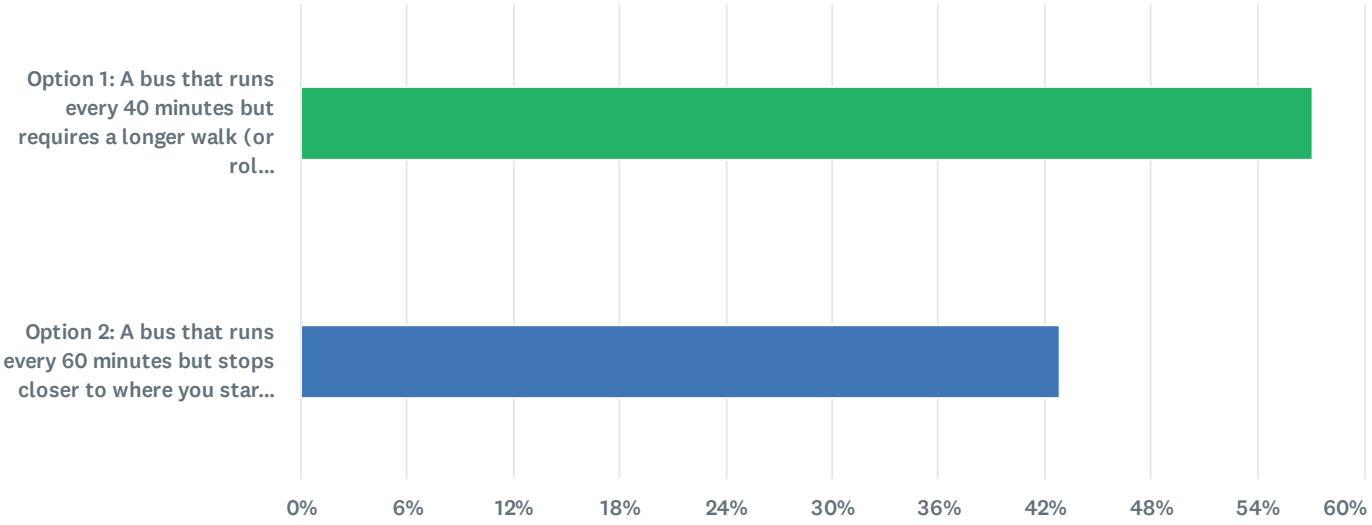
Q3 94 responses

Which option would be better for you?



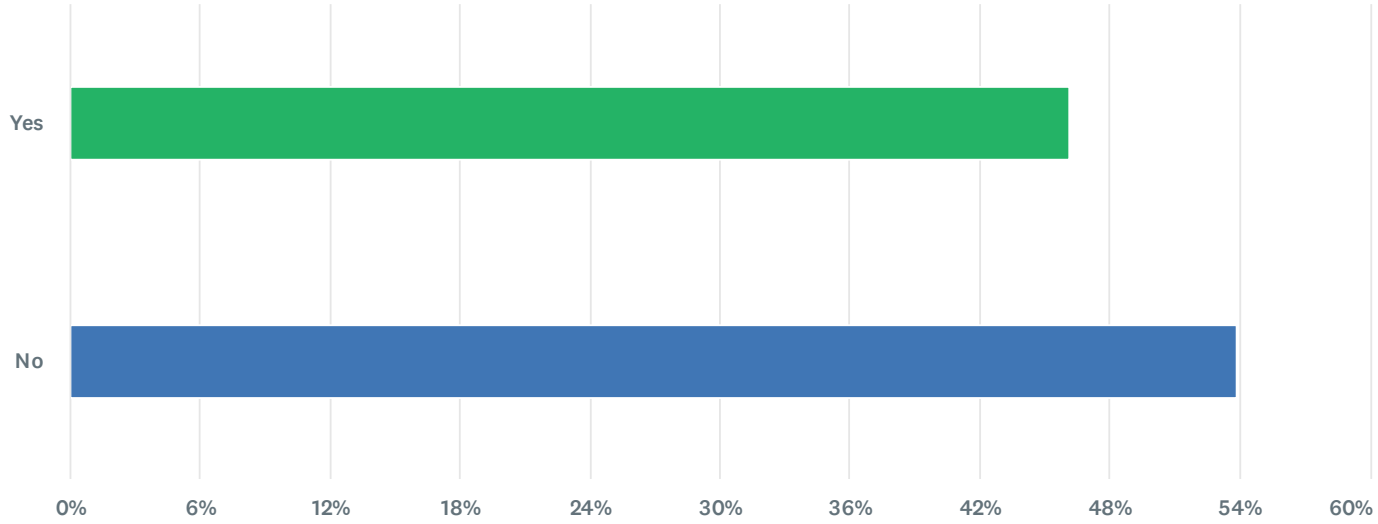
Q4 91 responses

Which option would be better for you?



Q5 91 responses

Would you, personally, choose a bus that gets you more places even if it arrives less often? Why or why not?



Answer Choices	Percentage	Responses
Yes	46.15%	42
No	53.85%	49
Total		**91**

#	PLEASE EXPLAIN.	DATE
1	We need buses that are frequent and accessible. Neither of these options are acceptible.	8/11/2026 4:18 PM
2	Because it's important to be able to access many places vs. a few limited places, even if we must wait longer to arrive. The places are worth the wait. I recall taking a shuttle (Merry Go Round) in Emeryville, it took a longer wait, but it provided the service to the selected destinations for FREE	8/11/2026 11:15 AM
3	If a bus line gets me more places, but not when I need it, then it's useless to me and I'll just take an Uber/ Lyft/ Waymo.	8/11/2026 8:51 AM
4	Even if a bus hits more places if I don't have the option of taking it more often then it's not useful as an option.	8/10/2026 6:21 PM
5	I am usually going one specific place.	8/10/2026 5:31 PM
6	I can schedule my bus trip to go more places. I prefer that to frequent busses that don't go where I need to go.	8/8/2026 9:55 PM
7	If I have to wait longer, I might as well take Uber/Lyft. My time is valuable, and, as an older person, I'm acutely aware that there's literally less time left to live fully. I don't want to waste it waiting for a bus.	8/8/2026 9:19 AM
8	Flexibility about when I commute is very necessary with my work.	8/8/2026 8:53 AM

9	Please bring the 75 bus back,in San Leandro!!I've came down and talked to some about this ..tried to get signatures but I don't see my friends nomore because of this.159th ave Please.My Arthritis acts up Really bad lately,and the kids Loved getting on it after school!	8/7/2026 9:50 PM
10	I don’t have a car, so I rely heavily on public transportation.	8/7/2026 7:38 PM
11	I can walk 1.5 miles during daylight and good weather (BART to home) but I rely on the bus for longer distances within the city. I have limited driving ability.	8/7/2026 6:13 PM
12	Less transfers and walking	8/7/2026 2:43 PM
13	the 12 already comes only once every 20 minutes and that is too long. sometimes it doesn’t come at all. you are asking us to choose between two unreasonable choices, and we shouldn’t be put in this position. we are an extremely wealthy state in an extremely wealthy country. the fact that we cannot fully fund public transportation, but we can fund war, ICE, and data centers, is a POLICY CHOICE.	8/6/2026 1:19 PM
14	I live along the 7 bus line. The change to 1x per hour vs. 2x per house has essentially made the bus not viable for most of my needs. I have to budget a lot of time to wait around for the bus, but most often end up driving instead. Further reductions would be even worse, particularly since significantly more housing is being built on that line.	7/29/2026 12:12 PM
15	I’d probably use Uber, Lyft, or buy a vehicle.	7/29/2026 11:11 AM
16	With current routes, I typically have a 15-30min roll on either end. I don’t think less stops would have a huge impact on this. I’d rather have a shorter wait so I have more options for timing.	7/29/2026 2:11 AM
17	I take transit throughout the day at different times and all days of the week, so to me what matters most is convenience. If it arrives more often, the more likely it is that it’s available when I need it	7/27/2026 11:01 PM
18	Bus that goes more places would give more options but if I'm stressed for time, I would just call a Lyft	7/25/2026 12:01 PM
19	20min headways or better enable thoughtless transit use. 40–60min headways as contemplated here require advance planning and so reduce my ability to use transit, rather than driving.	7/23/2026 6:29 PM
20	I can plan around arrival times but eliminating access to areas means I will have to ride multiple buses. I want one bus to take me where I need to go	7/23/2026 9:18 AM
21	The bus I use primarily get me home from work or events on Alameda so I don’t need it for variety	7/22/2026 9:19 AM
22	I need to go where I need to go. The fact that it also goes other places I am not going does not help me get where I HAVE to go at that moment.	7/22/2026 6:21 AM
23	Because I don't mind walking, skating/biking or driving when possible	7/21/2026 7:49 PM
24	I take the bus to commute. 90% of the time I get on and off at the same spot. If my stop is eliminated then I cannot take the bus at all. I can adjust my schedule but not my stop being removed.	7/21/2026 1:44 PM
25	Inflexible work schedule. I commute via bike and bus but I have to arrive at work no later than 7:30 for the start of my shift. If the bus arrives at 7am or 8am, I would have to choose between arriving 30 minutes early to work (unpaid, and I still have to stay until 4:30 regardless of arriving early) or being late and getting written up. Additionally, longer wait times at bus stops typically mean fuller buses as people can’t afford to wait for the next one and have to cram inside.	7/21/2026 11:45 AM
26	Reliable schedule is the most important factor	7/21/2026 10:40 AM
27	i can wait.	7/21/2026 10:38 AM
28	There is only one destination I need the O for, which is to get to salesforce terminal.	7/21/2026 10:12 AM
29	Consolidate lines 19 and 51a they run parallel. Consolidate both line to run down Lincoln ave which is a wider street better suited for busses and bike lanes , buena vista and Santa Clara are too narrow for busses. Overall will make ac transit more efficient and alameda safer	7/20/2026 11:28 PM

30	I am good at making transfers to get me to where I want.	7/20/2026 12:56 PM
31	It is far more difficult to plan around infrequent arrivals. If you miss it at 9am and have to wait until 10am, it's oftentimes simpler to drive or hitch a ride. Regular, reliable stops are key to a usable transit system.	7/20/2026 9:49 AM
32	Yes, but not if it was more than 70 minutes between arrivals.	7/19/2026 5:32 PM
33	Bus routes are already too circuitous and stop too frequently reducing speed and requiring more buses. If routes were more direct and stopped less frequently, more buses would be available for higher frequency making taking the bus a better option.	7/19/2026 4:24 PM
34	Honestly, frequency is more important and would keep people's faith in public transport.	7/17/2026 6:00 PM
35	Usually I need consistency in my bus route, and perfect it to not be full	7/16/2026 8:02 PM
36	The issue is greater probability of a bus running late can mess up your itinerary for connecting buses, and with less frequent service, that becomes a bigger issue.	7/16/2026 7:58 PM
37	I can plan to use a bus based on it’s schedule.	7/16/2026 7:43 PM
38	My work day starts early in SF. I would need to in SF no later than 7:30am. If the bus schedule doesn’t line up, I would have to find another way to work.	7/16/2026 6:52 PM
39	I need a reliable and frequent bus service. I would prefer if it arrives more often, even if it gets me to less places. If the location I need to get to is close, then I can walk the rest of the way. AC Transit needs to centralize services to the main boulevards that will connect cities and rebuild local economies. TEMPO bus line is a perfect example of the seamless connection that AC Transit needs to expand to Oakland, San Leandro, Hayward and San Lorenzo. Please use these bus lines to restore the Key System streetcars.	7/14/2026 2:29 PM
40	I value the option of being able to take public transit even to places that are usually restricted only to drivers	7/12/2026 3:45 PM
41	I don't want to wait.	7/12/2026 10:58 AM
42	As a commuter, I travel all over the Bay Area and getting to where I need to go is important. There have been many times when BART has been unavailable due to some type of medical emergency or police activity. AC Transit has been a lifesaver in those cases, even if it takes longer to reach my destination.	7/10/2026 2:14 PM
43	I rely on public transit and there are places and neighborhoods I can’t get to. I can plan for the timing even if it’s inconvenient.	7/9/2026 7:57 AM
44	AC Transit wouldn't have to face so many dreadful choices like this if abusive simpletons like Director Joel Young understood how the rest of the world implements all-door boarding for buses. Instead the agency has been in managed decline even before covid. Thanks to parochial scum like you we'll get third-world service soon.	7/8/2026 11:03 AM
45	I like knowing that another bus will come within 10 - 15 minutes if I miss the previous bus.	7/7/2026 9:50 AM
46	I prefer the variety of destinations (I assume "gets you more places" is this choice). I ride the bus to shop in different places or attend different activities.	7/6/2026 6:02 PM
47	I can likely plan my day so that I can get to the bus at the time I need- it’s more important to be able to get to more places.	7/6/2026 11:23 AM
48	The frequency of bus service is key. It's a tax on people who can't afford to drive, or are physically unable to drive to take more time out of their day to commute to their end location. These are often the most financially challenged individuals.	7/2/2026 12:08 PM
49	If timing of bus doesn’t work out and fit with my schedule, I have the privilege and means to consider alternate transport (driving, ride share, biking)	7/2/2026 10:01 AM
50	Would rather get to my destination but if it's less frequent it makes me waste more time planning things around that one time	7/1/2026 10:54 PM
51	In the Fremont area, I would prefer not to have the frequency of the lines be reduced. This makes it harder to catch a bus when needed, especially after trips / days that are not regular routines.	7/1/2026 8:48 PM

52	Transfers are risky w. all the time they can gobble up a good many sometimes, tho not quite usually.....	7/1/2026 3:35 PM
53	I can use other modes of transportation to get me the extra mile. Like walking or biking.	7/1/2026 9:43 AM
54	Because I don't drive- I depend on the number 7 bus route- and the recent cuts (last August) have made it hard for me to get around. I need 7 day a week bus service from 9 am to 10 pm.	6/30/2026 7:32 PM
55	I do not have a vehicle, and while I can walk I would rather have the bulk of my transportation needs met by a bus that can get me into the general area of where I am trying to go.	6/30/2026 4:01 PM
56	My bus needs are mostly specific.	6/30/2026 3:58 PM
57	It's more reliable for the places I frequent.	6/30/2026 10:39 AM
58	I would rather wait a little longer than have my only option to be to walk.	6/29/2026 1:59 PM
59	Since I don't have a fixed schedule like needing to be at work every day I have more flexibility time-wise but would prefer a stop that is closer to where I am going.	6/28/2026 2:59 PM
60	It would allow me to make stops along the way to take care of shopping, medical appointments, etc.	6/28/2026 2:40 PM
61	N/a	6/27/2026 10:19 PM
62	I am disabled. I am on 3x weekly Dialysis. my chair time is by 7am. to make my clinic appointment , I need to be at the stop #51163 Shellmound & Christie before 6am. IF 57 outbound was made into like line 800 service , would make things Difficult in scheduling.	6/27/2026 5:57 PM
63	Some places I need to get to that I may not be able to get to any other way.	6/27/2026 4:08 PM
64	Personally, over 90% of my trips on AC Transit are a point-to-point commute. The current configuration of line 27 is great for me because I no longer need to change in downtown Berkeley.	6/27/2026 3:05 PM
65	Accessibility	6/27/2026 2:44 PM
66	A bus with infrequent arrivals is a bus I'd take only if the arrival time is convenient for me. If not, I'd likely take Uber instead. Less frequent arrivals decrease the chances that I'd actually take that bus, and having to wait longer than 30 minutes isn't worth it. My time is valuable; I don't want to waste it waiting for a bus.	6/27/2026 9:57 AM
67	Less Transfers, Shorter Walk to/from my destination.	6/27/2026 8:50 AM
68	If it arrives less often then I won't be able to use it because i need to get places on time	6/27/2026 3:09 AM
69	That sounds like a logical trade-off. If a bus is going to arrive less often, then what would compensate for that? What can a bus do to compensate? It can have fewer stops so it's an express bus for you (assuming that you don't have to walk significantly farther to get on the bus in the first place). It can stop at more places that you want to stop at (so more frequent stops or, compared to an alternative bus line, it could have a longer route than the other lines). What else could a bus do? So arrives less often, gets me to more places.	6/26/2026 8:44 PM
70	My legs work perfectly fine. Having to wait 15+ minutes for the bus is insane and, to me, feels like a massive waste of time.	6/26/2026 7:37 PM
71	I want a bus that operates more frequency so that I can get to my job.	6/26/2026 5:04 PM
72	A bus that goes more places tends to be more variable in its timing -- I'd rather have shorter routes with more predictable timing even if meant more transfers -- rideshare also makes this easier. Although expensive, having to use rideshare occasionally for when a transfer doesn't work out and timing is important is much better than just defaulting to rideshare because you can't count on the timing for a long route	6/26/2026 5:03 PM
73	I'm happy to bring my bike on the bus and be flexible with timing.	6/26/2026 4:49 PM
74	I primarily ride the 51A, 51B, and E, with very occasional rides on the 6 or 12. Most of the time that I choose AC Transit, it is because these buses will get me to my destination faster than walking to/from BART for the same trip. If the bus came less often, then this benefit of the faster trip on the bus wouldn't really be a benefit.	6/26/2026 2:38 PM
75	With the exception of the P, I don't use transit at the same times or either the frequency all the	6/26/2026 2:15 PM

	time, but it is valuable to me that if I need to go somewhere, I can get there with minimal transfers. I'm happy to spend longer on the bus if I don't have to change buses and potentially miss a connection and have to wait in an unideal area for 30+ minutes.	
76	frequency top priority... NEW location areas next, but not closer-spaced stops, just going to new areas	6/26/2026 2:12 PM
77	If the bus can’t get me where I need to go by the time I need to be there it’s of no use. Time is money. I’ll take ride share.	6/26/2026 2:02 PM
78	because then i would continue to have access to it even if the frequency decreased.	6/26/2026 2:01 PM
79	More often	6/26/2026 1:48 PM
80	Need it for regular rides to work on weekends.	6/26/2026 1:23 PM
81	This question isn't very clear. If there's only 1 bus every 60 min, if it doesn't show up you're totally out of luck for transfers and can only get somewhere way too early or too late.	6/26/2026 1:20 PM

Q6 If these service cuts are made, how would they affect your daily life?

Answered: 86 Skipped: 13

#	RESPONSES	DATE
1	They would be horrific for me, for my community, and for our planet. This is the wrong direction for Oakland. We should be looking to cities like Portland for their public transportation model.	8/11/2026 4:18 PM
2	Would not have a way to grocery shop, and handle business needs.	8/11/2026 11:15 AM
3	Commute, errands, etc.	8/10/2026 6:21 PM
4	I would be late to work and need to find a new way to get to work.	8/10/2026 5:31 PM
5	I would have to spend way more money on rideshare options, never go anywhere, or get really good at biking and risk my wellbeing on dangerous streets	8/8/2026 9:55 PM
6	I would likely take Uber/Lyft more often.	8/8/2026 9:19 AM
7	I would have to arrive 30-40 minutes early to my job, instead of arriving right before it.	8/8/2026 8:53 AM
8	Horribly	8/7/2026 9:50 PM
9	I would be more inconvenienced.	8/7/2026 7:38 PM
10	cut my work hours and limit moving around the city on the weekend	8/7/2026 6:13 PM
11	A lot less bus service on the weekends	8/7/2026 2:43 PM
12	I would lose the ability to use the bus recreationally in the evenings, which is when I use it the most now	7/29/2026 12:12 PM
13	I would probably consider buying a car, I don’t have one at the moment.	7/29/2026 11:11 AM
14	Significantly. I would likely start using paratransit.	7/29/2026 2:11 AM
15	I frequently take the O line into and from the city. It affects how late I stay out in the city. I rely on the 96 a lot to get home from both leisure and work.	7/27/2026 11:01 PM
16	I take the bus to and from work every weekday	7/25/2026 12:01 PM
17	would need BART+line 51 (slow, annoying transfer, BART is crowded) rather than line O: getting to work if I get a late start on my day (leaving after 9am) home from work when I'm able to leave early (leaving before 3pm) home from work if I meet a friend in SF after work (leaving after 7pm)	7/23/2026 6:29 PM
18	Cutting the O on weekends and evenings would be devastating. I might lose my job.	7/23/2026 9:18 AM
19	I would not be able to use public transit to get home later in the day and would have to either walk an hour to get home or pay for an uber which is more expensive	7/22/2026 9:19 AM
20	Likely more walking, more planning. Not sure though. You are already canceling SO MANY buses right now - how many buses can I really rely on? AC Transit service is already very unreliable, so it is tough to say. How reliable will the service be? How many drivers will call out on a sunny Friday? I think you need to heavily focus on reliability and rein in the all-too-frequent cancellations on your schedule. Right now I find it extremely difficult to trust what you say because of the very frequent cancellations which are occurring on ALL Alameda routes. Your credibility needs to be rebuilt before I can say how my daily life will be impacted.	7/22/2026 6:21 AM
21	It would be hard for me because I use the bus to get home and around to places I often need to go to, it would be very inconvenient to have to wait a longer time or not have a bus that goes to those places. It would also be more expensive because I would need to get an Uber/Lyft more often if Im unable to walk/bike there.	7/21/2026 7:49 PM
22	I would not be able to get to work on time.	7/21/2026 2:35 PM

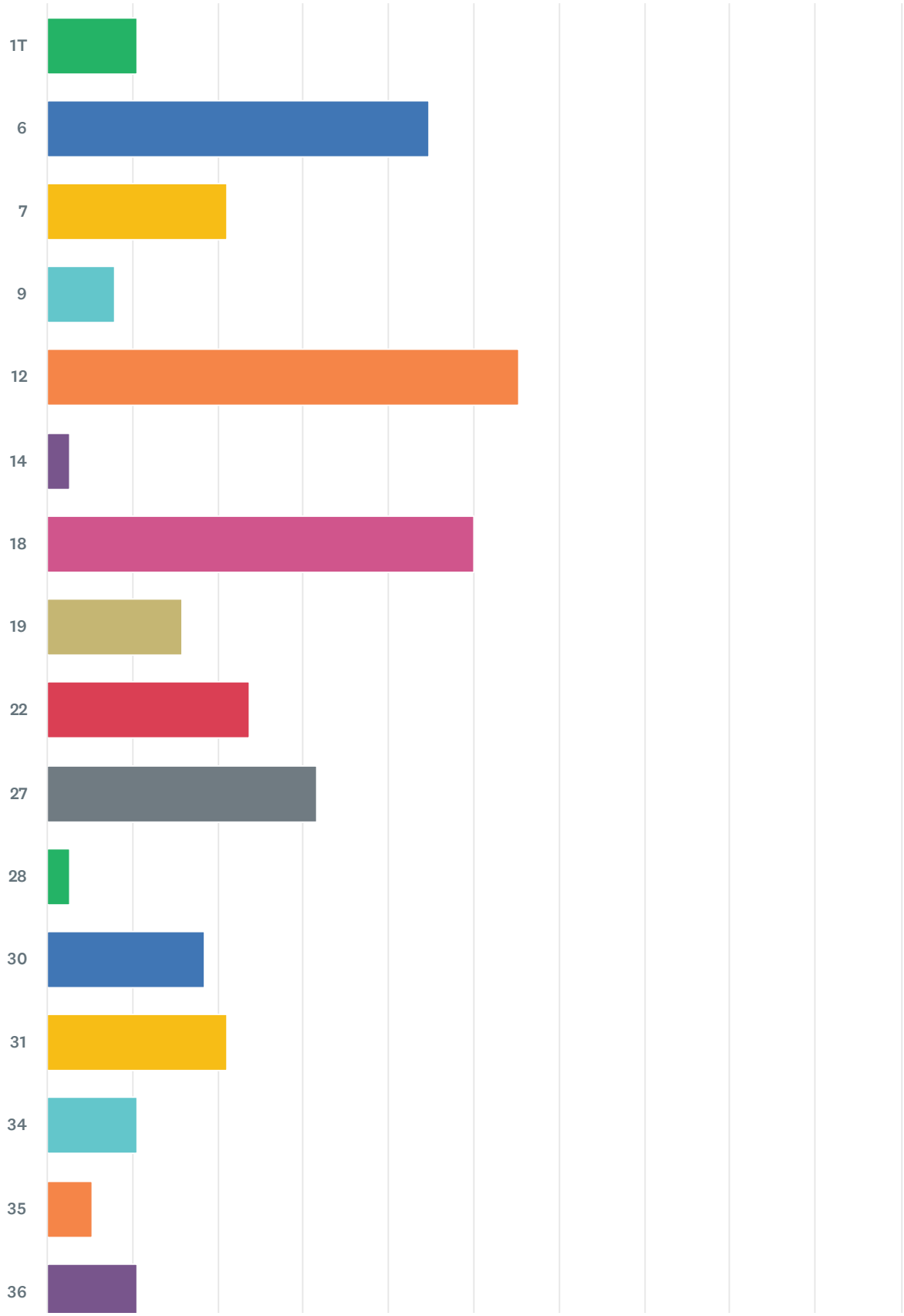
23	Immensely. I will not be able to get to work.	7/21/2026 1:44 PM
24	Improve quality of life ~	7/21/2026 12:16 PM
25	I would continue to bike to work when possible but would consider buying a second car for our family depending on how the changes affect my work schedule.	7/21/2026 11:45 AM
26	I'd have to drive to either Bart or the ferry, which means I'd be adding to traffic congestion and air pollution.	7/21/2026 10:40 AM
27	5 days/week	7/21/2026 10:25 AM
28	Cutting the O service beyond what you've already done will dramatically alter my life. I use it frequently to get into the city on weekends -- it is, despite what your planners may say, the only reliable option to get from the island to the city. I commute on it three days a week, and my quality of commute has already been dramatically reduced because of your earlier cuts. This bus is a LIFELINE to thousands of people on Alameda and your proposed cuts show how little you care or understand the vital role of transit in the lives of people on the island. Which is odd, given that you're a transit agency and all. I understand the need for the cuts, but I question how many people responsible for these decisions truly USE transit in their day to day lives, because from what I can see the answer is none.	7/21/2026 10:19 AM
29	It would make it much harder to travel to SF on weekends, which I do regularly.	7/21/2026 10:12 AM
30	I commute to work Monday through Friday 8am-5pm from Alameda to SF. I rely heavily on the first W line every single morning. I then transfer to another bus or shuttle to get me to work *barely* in time. I am one of many riders that have the same experience. Many mornings I've had to run to the O, which then becomes filled with frustrated W passengers, leaving riders to wait for the next bus. Taking public transportation is financially smarter for me and many others with the rise of gas prices, toll fees, and parking. I am the breadwinner of my family while my spouse is in graduate school. I NEED the first W line to be able to go to work on time to support my family. Please take this under consideration.	7/20/2026 11:30 PM
31	Consolidate lines 19 & 51a to run down Lincoln ave	7/20/2026 11:28 PM
32	Alameda lines: difficult reliability getting to and from Fruitvale Bart O: no weekend service is devastating, need to get into SF sometimes early in the morning before Bart is available, and with this service cut I cannot. 52: less late service is tough to get back to Bart on a late night	7/20/2026 12:56 PM
33	It would mean potentially waiting for half an hour or more in order to arrive to classes, etc, on time, which would have a big negative impact on my daily life and routine.	7/19/2026 5:32 PM
34	I would use the bus less often.	7/19/2026 4:24 PM
35	I would ride my bike to BART and back every time. But what about people who are not as mobile?	7/17/2026 6:00 PM
36	It would affect commute times on days I need to support childcare pickup and drop off	7/16/2026 8:02 PM
37	I'd need to consider driving as a single person to work and start my day earlier. Overall driving more roundtrip.	7/16/2026 7:58 PM
38	I would need to drive more, which I really prefer not to do	7/16/2026 7:43 PM
39	It would make commuting to work and back home more stressful.	7/16/2026 6:52 PM
40	I already do not use AC Transit buses because the service is inadequate and I am forced to drive a car. However, the United States is in an oil shock, which means that people will need to depend more on public transit and less on cars. We should get people to give up their cars and use AC Transit.	7/14/2026 2:29 PM
41	I work on Saturdays, so reducing or eliminating Line F weekend service would make it much more difficult for me to get to work. It would negatively affect my ability to commute reliably.	7/12/2026 10:58 AM
42	Not much. I used to ride the No. 19 as an alternative to the 51A to reach downtown Oakland, but the current route thru Alameda Point takes way too long. Besides, the bus was nearly empty.	7/10/2026 2:14 PM
43	A lot. I mostly use bus to get around and do not drive. I am already struggling with the cuts made in the past years. I use the bus to get to work and it often doesn't line up with when I	7/9/2026 7:57 AM

	need to be there. I am either late or early to Everything. There are places I just can't get to. I hate that it's even harder to get anywhere on the weekend.	
44	I would leave the bay area. There would be no point in living in an economically deprived shithole embodied by AC Transit.	7/8/2026 11:03 AM
45	For me, I live near frequent transit service that isn't as impacted by the cuts. However, I imagine there may be more traffic on the roads so buses overall will be slowed down.	7/7/2026 9:50 AM
46	Reduce the variety of places I shop and venues of activities	7/6/2026 6:02 PM
47	I would have to get a car, which I don't want.	7/6/2026 11:23 AM
48	Access to Alameda Point is essential. There is already very limited bus service. This impacts the economic development of the area and access to the social services that are centralized in the district.	7/2/2026 12:08 PM
49	My morning commute (72L or 72M) seems to not be impacted.	7/2/2026 10:01 AM
50	They would affect my ability to get to work on time in a timely manner that doesn't waste my life sitting in transit instead of living my life and having more time before.after work. AND the elimination of the F bus on the weekends would prevent me from accessing the city SF on the weekends. How the heck would I get there from Emeryville, F is the only transbay service that even gets close!!! Eliminating key times on the J bus would drastically impact my housemate's ability to get to work- the J bus gets too full and only has 2 bike racks and so eliminating multiple busses would make them even more crowded making less of a chance to get on a bus with a bike.	7/1/2026 10:54 PM
51	Less frequent service means less flexibility for me to catch a bus when I need it.	7/1/2026 8:48 PM
52	Walk and ride bike more	7/1/2026 3:35 PM
53	I would have to switch to biking everyday instead of having the choice of bike or bus.	7/1/2026 9:43 AM
54	I would be isolated in my home	6/30/2026 7:32 PM
55	It would make my work commutes longer and less flexible, meaning my productivity for the rest of the day (chores, studying, appointments) would be strained.	6/30/2026 4:01 PM
56	Reduced convenience and flexibility	6/30/2026 3:58 PM
57	I would have to rely on my vehicle instead. Walking only is not an option.	6/30/2026 10:39 AM
58	I would explore and travel around less and go out less in the evening and after dark.	6/29/2026 1:59 PM
59	Just have to plan ahead more.	6/28/2026 2:59 PM
60	I probably would drive my truck or use a ride share vehicle.	6/28/2026 2:40 PM
61	I would have to wait around for the bus or take Bart	6/27/2026 10:19 PM
62	would have to change lines, take earlier bus if available. possibly walk to another line farther away.	6/27/2026 5:57 PM
63	AC transit has already abandoned those who live in the Berkeley Hills so I don't feel particularly inclined to support it because it doesn't offer anything of use to me or my family. As an example: to get my daughter to Berkeley High School at 8:30am, she would have to start out at 7:17am, walk 0.9 miles take a bus that would get her to Berkeley HS 1 hour 10 minutes later. I compared this to if she just walked the 2.3 miles and it would take 53 minutes. I took AC transit every day to school growing up and it was clean, didn't have anyone harassing me on board and it was reliable. This is no longer is true. On top of that, when I asked the bus driver for directions, they declined. I guess I get it -- they have to stay on time and some of the riders are awful but the last 2 times have been awful. I'm not asking for anything special but I just got back from NYC and we were able to get everywhere for $3/trip and only had to wait ~ 15-20 minutes. Plus (contrary to what I expected) the staff were nice - gave directions and appeared to want to help.	6/27/2026 5:04 PM
64	I would not be able to get where I needed to go. Uber and Lyft aren't always available and if they are, they cost a lot more than the bus.	6/27/2026 4:08 PM
65	The cuts in the plan won't affect me, because I rarely take the bus in the late evening and	6/27/2026 3:05 PM

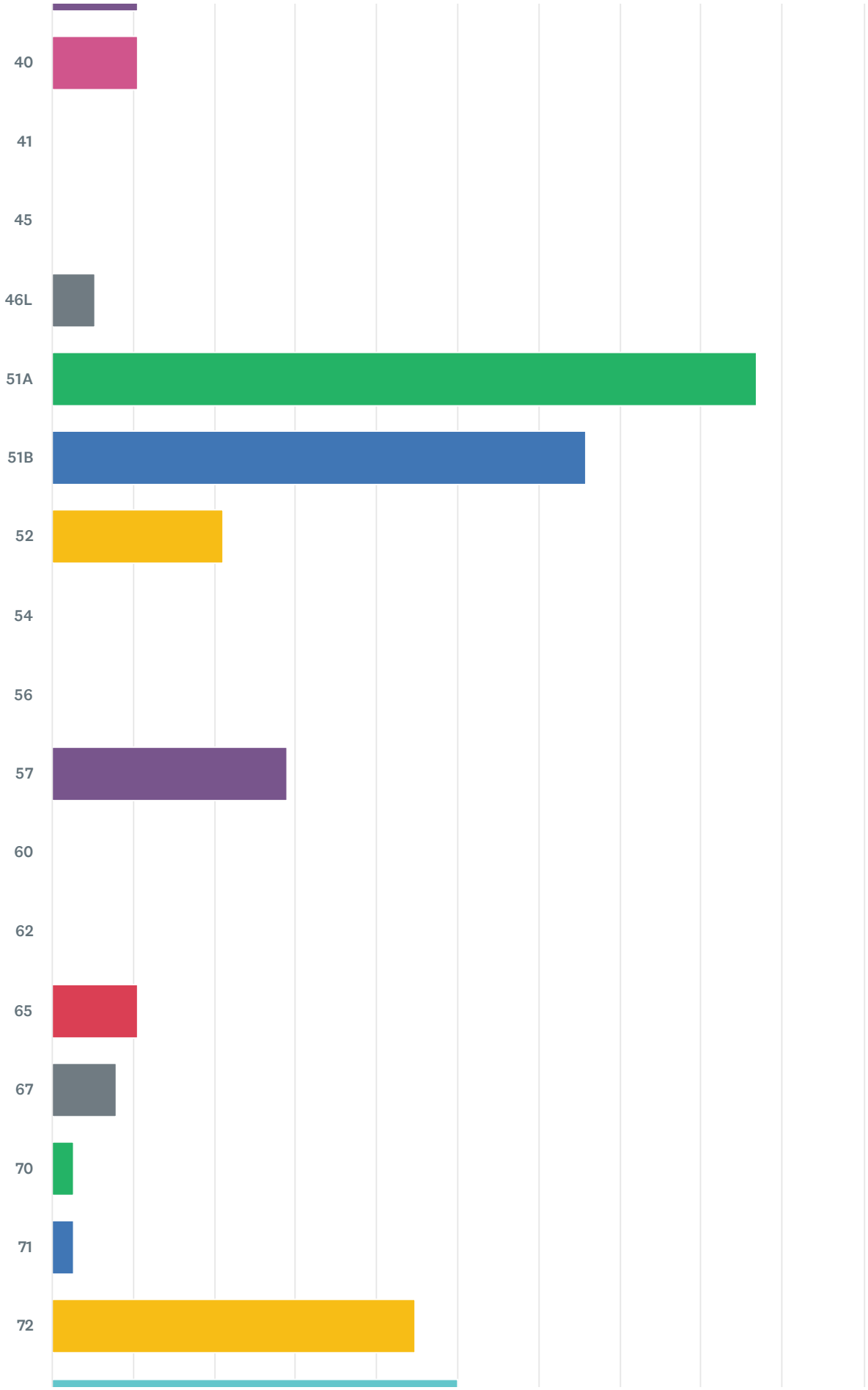
	never in the early morning.	
66	Mildly as I live in SF	6/27/2026 2:44 PM
67	Make it hard to get to/from work and around the bay more generally	6/27/2026 1:58 PM
68	Extremely. I don’t drive and I rely on transit for work and everything else. I am not alone as people who cant drive — under 16, elders, and those why disabilities live better and can live with thanks	6/27/2026 10:27 AM
69	I’d feel frustrated, might take Uber more often in order to get to my destinations in a timely manner.	6/27/2026 9:57 AM
70	No Problem	6/27/2026 8:50 AM
71	It would be detrimental to me as I would have to pay triple the price to take an uber	6/27/2026 3:09 AM
72	I need the bus very early sometimes (5am or 4:30am) and sometimes I need a bus very late (after 12am).	6/26/2026 8:44 PM
73	I usually take the NL to get from east Oakland to downtown and San Francisco because it is faster than the 57. If it were eliminated on weekends, I would likely go out less often.	6/26/2026 7:37 PM
74	I will not be able to go to job and eventually become homeless.	6/26/2026 6:29 PM
75	Really bad.	6/26/2026 5:04 PM
76	Shopping on weekends will become more difficult due to reduced frequency (there will be more waiting around, having coffee, etc.). In general, rideshare will become necessary more often	6/26/2026 5:03 PM
77	They wouldn't - I use ACT sometimes, but prefer to bike anyway, and so can usually get where I need to faster than ACT.	6/26/2026 4:49 PM
78	I am fortunate to live near bus lines with frequent service that is not projected to change very much, so I would probably ride AC Transit a little less often, but I would not personally experience a huge change. I know others are not so lucky.	6/26/2026 2:38 PM
79	I almost exclusively use the 88 and the P, and I've already felt the negative impact from the cancelation of the 33 in favor of the 88 (there is no longer a bus route that allows me to catch bart to either Lake Merritt or 12th/19th. The 88 not servicing Lake Merritt means that if I miss an evening bart train, I might have a 20 minute wait instead of being able to catch the next blue/green train that comes sooner). More service cuts, especially on these routes, would cut off my part of my neighborhood from Downtown Oakland and San Francisco and I would have to rely more on rideshare and driving (I have a car but deeply prefer to ride transit). I used to regularly take the P westbound but since the pandemic the service has decreased and also ends earlier. I regularly take the eastbound 7pm P and eliminating that would double my commute so I really hope that's not one of the ones on the chopping block.	6/26/2026 2:15 PM
80	!!!	6/26/2026 2:12 PM
81	The 7 already comes only hourly making it almost impossible to use based on my schedule needs and meeting up with BART. The G is two miles away. So is BART. BART is faster and less expensive. The H is long since discontinued.	6/26/2026 2:02 PM
82	it would make it unattractive to go to most of Oakland or any town that service has been cut to.	6/26/2026 2:01 PM
83	Will not impact me because I take a line that will not be affected	6/26/2026 1:48 PM
84	Tougher	6/26/2026 1:23 PM
85	I'd have to take the bus less frequently.	6/26/2026 1:20 PM
86	They would give me less flexibility in getting to work and I would likely have to take Uber some times which would be costly.	6/26/2026 9:58 AM

Q7 95 responses

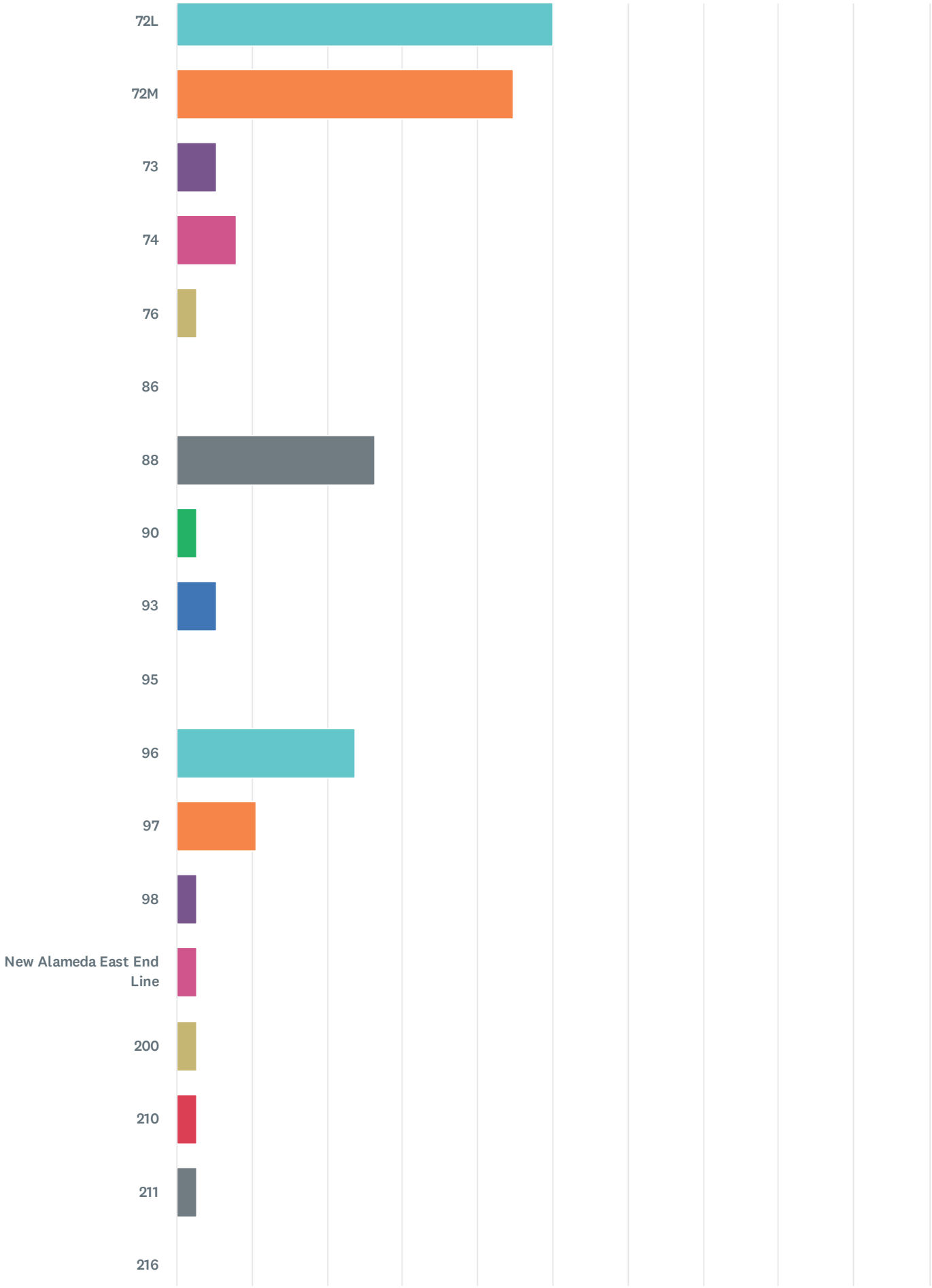
What lines are you commenting on?



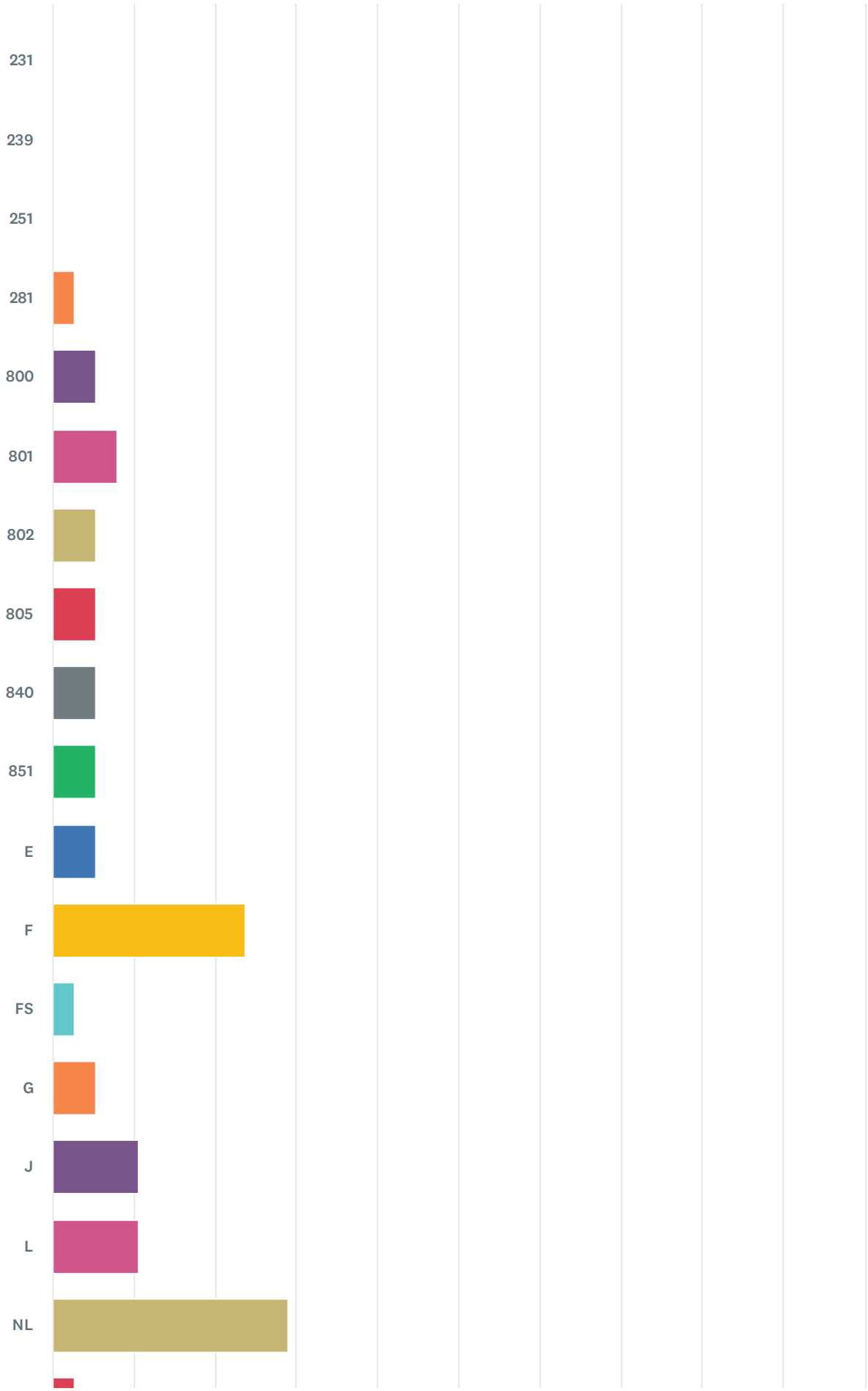
Feedback - Contingency Service Plan



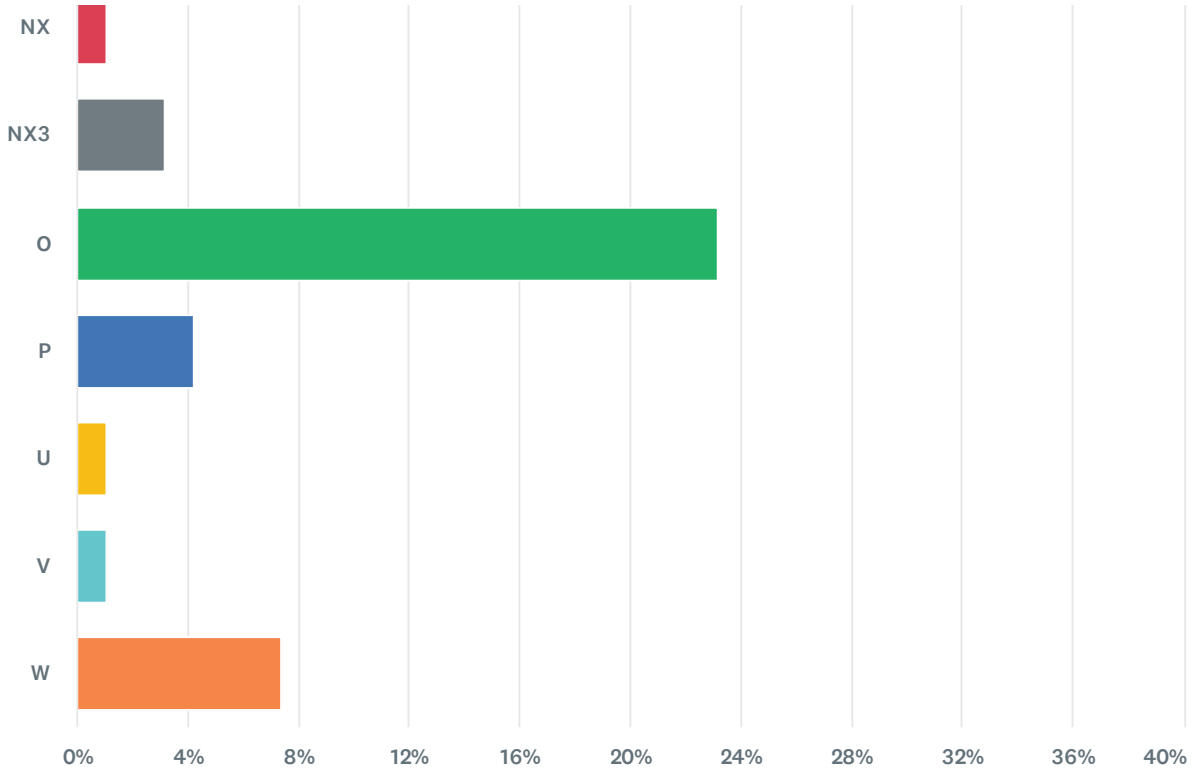
Feedback - Contingency Service Plan



Feedback - Contingency Service Plan

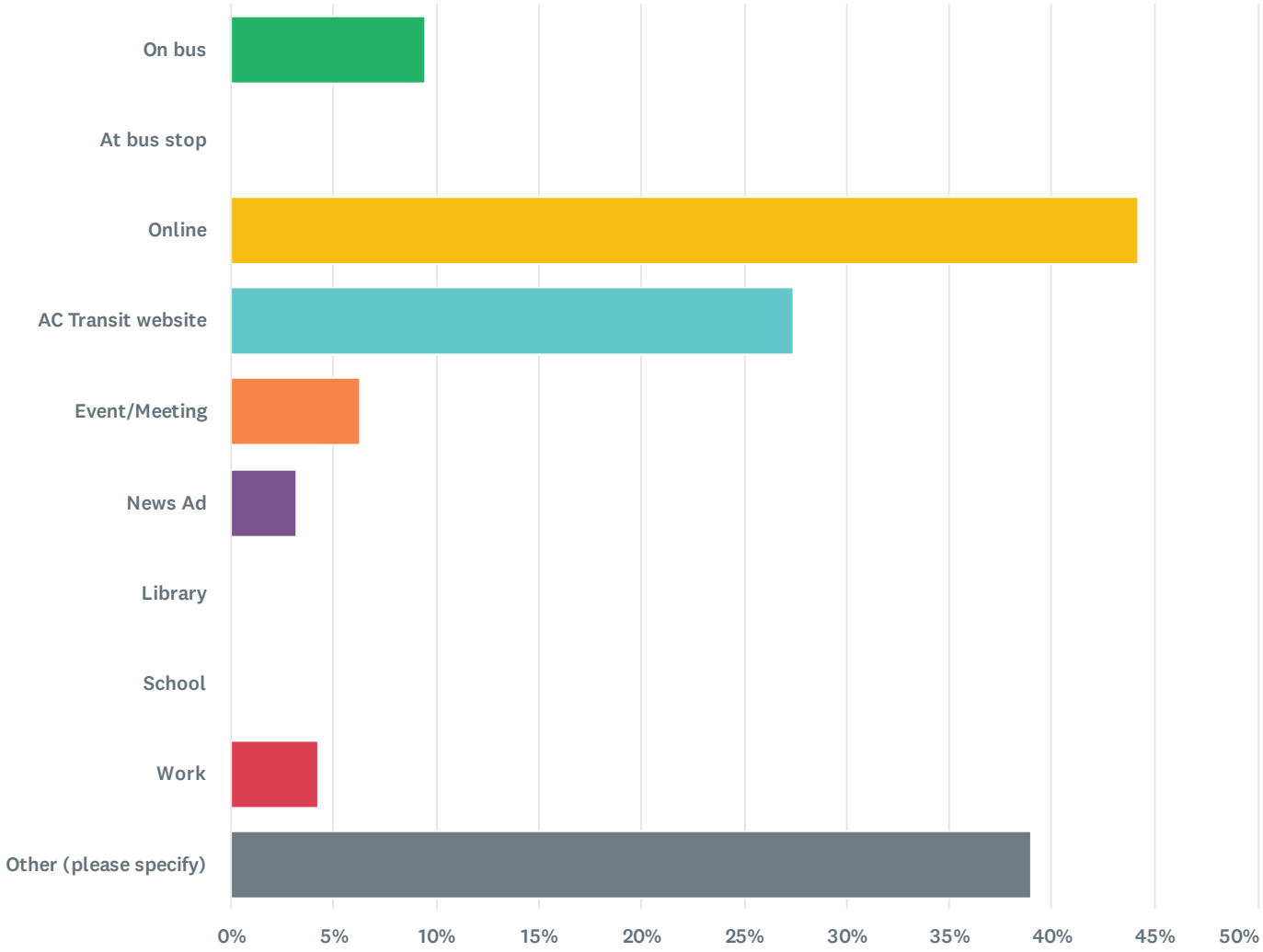


Feedback - Contingency Service Plan



Q8 95 responses

How did you hear about the Proposed Contingency Service Plan? Check all that apply.



Answer Choices	Percentage	Responses
On bus	9.47%	9
At bus stop	0%	0
Online	44.21%	42
AC Transit website	27.37%	26
Event/Meeting	6.32%	6
Total		**127**

Answer Choices	Percentage	Responses
News Ad	3.16%	3
Library	0%	0
School	0%	0
Work	4.21%	4
Other (please specify)	38.95%	37
Total		**127**

#	OTHER (PLEASE SPECIFY)	DATE
1	Organizer at bus stop	8/10/2026 6:21 PM
2	Laurel street fair	8/8/2026 9:55 PM
3	Terry Taplin's Newsletter	8/8/2026 8:53 AM
4	A concerned citizen alerted me	8/8/2026 7:13 AM
5	Email	8/7/2026 9:50 PM
6	emails from AC transit	8/7/2026 6:13 PM
7	Email from AC Transit	7/29/2026 11:11 AM
8	The Alameda Pulse	7/27/2026 11:01 PM
9	HOA group	7/25/2026 12:01 PM
10	Alameda Post, Reddit	7/22/2026 6:21 AM
11	Reddit	7/21/2026 10:40 AM
12	AC transit email list	7/19/2026 5:32 PM
13	In personal email	7/17/2026 6:00 PM
14	Alameda City council notification	7/16/2026 7:58 PM
15	City Government	7/14/2026 2:29 PM
16	Email from district representative	7/12/2026 3:45 PM
17	A woman sent me a note at Salesforce transit centre	7/12/2026 10:58 AM
18	Family member	7/6/2026 11:23 AM
19	City of Alameda	7/2/2026 12:08 PM
20	email	7/1/2026 10:54 PM
21	e-mail---thank you for them	7/1/2026 3:35 PM
22	email newsletter	6/30/2026 3:58 PM
23	email	6/30/2026 10:39 AM
24	Instagram	6/29/2026 1:59 PM
25	Instagram	6/27/2026 10:19 PM

26	Friend	6/27/2026 2:33 PM
27	Neighbor	6/27/2026 1:58 PM
28	Socials	6/27/2026 10:27 AM
29	email from AC Transit	6/27/2026 9:57 AM
30	Friend	6/26/2026 8:44 PM
31	email	6/26/2026 7:53 PM
32	you emailed me	6/26/2026 4:49 PM
33	Email sent by AC Transit on 6/26/2026.	6/26/2026 2:38 PM
34	A friend	6/26/2026 2:15 PM
35	email newsletter from actransit	6/26/2026 2:12 PM
36	Got a text message form ACT.	6/26/2026 1:20 PM
37	AC Transit personnel sent me an email	6/10/2026 3:21 PM

Q10 General Comments

Answered: 54 Skipped: 45

#	RESPONSES	DATE
1	This is insane that we are going through this process. We live in the wealthiest state in the country- the fourth largest economy in the world. The fact that we're talking about service cuts AFTER two rate hikes and in a climate catastrophe is insane. Tax the billionaires. The working class is keeping their state running. They should pay their fair share to make public transit accessible.	8/11/2026 4:18 PM
2	How about looking at increasing the cost to ride service during the most peak times and keep regular cost at non-peak hours. Also, asking homeowners to help pay the difference. Do not cut services that would impact the most vulnerable, elderly, and disabled population.	8/11/2026 11:15 AM
3	Do not go through with these cuts the bus is an essential service.	8/10/2026 5:31 PM
4	Busses are an essential part of what makes the Bay Area such a functional place. Robust public transit is the mark of a successful society.	8/8/2026 9:55 PM
5	Love yall	8/7/2026 9:50 PM
6	More people should ride the bus.	8/7/2026 6:13 PM
7	If you guys cut the NL on the Weekends at least bring back the 58 or extend the 73 to Downtown Oakland	8/7/2026 2:43 PM
8	you are asking us to choose amongst unreasonable choices, and we shouldn't be put in this position. we are an extremely wealthy state in an extremely wealthy country. the fact that we cannot fully fund public transportation, but we can fund war, ICE, and data centers, is a POLICY CHOICE.	8/6/2026 1:19 PM
9	Tell the CEO to take a pay cut. Stop hiring consultants to figure out how to punish people for being poor. Public services should be publicly owned not held by private interests.	7/29/2026 11:11 AM
10	I live in Ballena Bay without a car and rely a lot on bus lines. I use the 96 a lot to get home as it is the closest bus line. The 51A and O lines are 20 minutes walk which is far enough to impact my usage and planning. I love taking the O into the city on the weekends, but 96 is my lifeline	7/27/2026 11:01 PM
11	Please preserve the O on weekends and evenings. It's the best and safest way for people in Alameda to get to SF. Of the 14 cities in Alameda County, Alameda city is one of the few cities that does not have a Bart stop. It is the responsibility of AC Transit to make sure cities not serviced by Bart have more access to public transportation. We need the O in Alameda. It is a life line for people working in the city on weekdays as well as weekends. You already eliminated the bus to the airport which has also been a hardship. Please stop eliminating Alameda lines.	7/23/2026 9:18 AM
12	You have a serious credibility problem. We went through a years-long revision post-pandemic, which should have fixed the need for so many cancellations. Yet here we are, where cancellations are now extremely frequent, particularly on Mondays after a nice weekend and/or on a sunny Friday afternoon. I suspect you have a major absentee driver problem and if so, that needs to be addressed before you come to the public crying hardship. Trusting what AC Transit says is really difficult/impossible when cancellations are this frequent. If you are going to cut service to x amount every x minutes, then do it - but don't do that and then pile on massive cancellations on top of it. You need to address the cancellation issue directly with your ridership - explain to us why, after a years-long reset post-pandemic, this is occurring, and also, with the proposed cuts, WHAT are you going to do to ensure this does NOT happen in the future??	7/22/2026 6:21 AM
13	The proposed O schedule prioritizes afternoon buses starting 3PM. Commuters generally do not start returning home this early. The proposal ends at 7 which would result in commuters working late being stuck in the city. This seems like a poor tradeoff.	7/21/2026 1:44 PM

14	Thank you for your service ~	7/21/2026 12:16 PM
15	It's crazy that I pay $13 round trip to commute to my job every day and I can't rely on service. At least once a week, a scheduled bus just doesn't arrive and I have to scramble to find another option to get to the city. These cuts will just push more people into single occupancy cars which is worse for traffic, the environment, the safety of cyclists and pedestrians, and overall quality of life.	7/21/2026 10:40 AM
16	Do not change overall route for O bus as part of changes	7/21/2026 10:25 AM
17	Consolidate lines O, 19, 51a to run down Lincoln ave it’s a wider street and more centrally located to walk to	7/20/2026 11:28 PM
18	Syncing bus schedules (74 line and others) better with the BART schedules (Richmond station, etc) would be much appreciated	7/19/2026 5:32 PM
19	I collected signatures for the transit ballot measure and certainly don’t want AC transit to lose service. However, even if the ballot measure passes, I still think AC transit should strongly consider ending the 19. Its too infrequent and circuitous to be useful. Instead the 30 should extend to Western Alameda, Alameda Landing, and the Mariner Village Research Park before going through the tube. Additionally, the 96 should not loop around Alameda Landing.	7/19/2026 4:24 PM
20	I really appreciate the 19 line and it has increased potential with all the housing that has come in off Clement.	7/16/2026 7:43 PM
21	Please try to keep the transby buses running. This is a much safer option than Bart.	7/16/2026 6:52 PM
22	DO NOT CUT: 1T, 9, 40, 97, 801, and 35. 1. Change 1T and 9 into one bus line. Keep the 801 bus line. 2. Change the 40 and 97 into one bus line. 3. Make the intersection of E 14th St, Hesperian Blvd, and Bancroft Ave the place for bus transfers. 4. Remove hostile architecture. Bus benches should be replaced with comfortable benches that do not slant at an angle or have bars on them. 5. Prioritize the 3:00PM to 7:00PM bus service operating hours because they are crucially important to get access from work to home. 6. Increase high-income ridership on AC Transit. Get rich people to give up their cars.	7/14/2026 2:29 PM
23	Please keep Line F operates on Saturday.	7/12/2026 10:58 AM
24	I think the suggested route cuts and schedule changes are fairly reasonable. Additionally, I am glad to see the requirement that fares be paid by all. Many individuals take advantage of requesting free rides as if it was an entitlement.	7/10/2026 2:14 PM
25	Please fix the 67 line to go back through the park again. People are still waiting at the stops and it’s unsafe to have to walk along the road. As a move to increase accessibility, it would provide a huge benefit.	7/9/2026 7:57 AM
26	Joel Young, this is your legacy.	7/8/2026 11:03 AM
27	Consistency and reliability of starting a bus ride is more important the how long it takes to arrive at my destination	7/6/2026 6:02 PM
28	Thanks for all you do for the community.	7/1/2026 8:48 PM
29	I'm doing wht I CAN to raise awareness and nudge up support for the transit bond we'll vote on 11/3. Though not as much as my acquainatnce Zef. He's got more time and energy and mobility for now----I'll catch up eventually, or get close... :-)	7/1/2026 3:35 PM
30	By stopping the 97 at Union landing the trip time will be much longer for those transferring.	7/1/2026 9:43 AM
31	I like AC transit- but the recent cuts ton once an hour, and having the route not go to the UC Campus, have made it hard for me in the past year. I am a senior citizen and need the 7 Arlington Line to be preserved, from 9 am to 10 pm seven days a week	6/30/2026 7:32 PM
32	Public transit should be a cornerstone of public service funding and should be treated as such, not another backburner item to axe for budget cuts.	6/30/2026 4:01 PM
33	Federal cuts may prove ruinous, because it may take years to get us back to where we were.	6/30/2026 3:58 PM
34	Riding the NL is very convenient way of not only getting to San Francisco on weekends, but also to uptown/downtown Oakland.	6/28/2026 2:40 PM
35	I wish you had the nx4 bring it back	6/27/2026 10:19 PM

36	if , you were to eliminate ALL legacy fleet DIESEL bus and replace with 100% BEV , that would eliminate your shortfall and ADD stability to your fleet.	6/27/2026 5:57 PM
37	Support buses based on working class and community needs. Thank you.	6/27/2026 2:44 PM
38	Please do lots of advertising for connect Bay Area regional ballot measure! Or if you cannot, find ways to support those who are. If that passes the contingency plan is not needed!	6/27/2026 10:27 AM
39	I love AC Transit, enjoy taking busses rather than BART. It’s more relaxing. The drivers are mostly wonderful: friendly and professional.	6/27/2026 9:57 AM
40	By severely reducing the number of bus stops on Telegraph Avenue, AC Transit has made my AC travel extremely difficult, and I’ll be keeping this in mind at the General Election this November. AC Transit’s HR costs, salaries, wages, paid benefits, retirement plans, and retirees health plan costs, are a major reason for AC’s financial situation. AC must start to contract out bus service ASAP. SamTrans does this and has done so for decades. Contracting out bus services will result in major cost savings for AC. AC must return to placing passenger convenience and service, as their first priority, not employee compensation. When you reduce employee compensation, you will be able to increase passenger convenience and service. AC should have done this in the 1980’s, nevertheless, better late that not at all.	6/27/2026 8:50 AM
41	I’ve been really happy with the changes that ac transit have made in recent years especially to my local bus the 7. I really hope that these changes can stay	6/27/2026 3:09 AM
42	I would rather maintain bus frequency and walk farther to bus stops, rather than maintain bus frequency and cut bus lines that I use.	6/26/2026 8:44 PM
43	Service cuts should be the absolute last option, not the first. AC Transit should double down on fare recovery and cost reduction by hiring fare monitors, raising non-clipper fare massively (50%+) across all ticket types, and phasing out paper tickets.	6/26/2026 7:37 PM
44	I don’t want service cuts on any bus routes. I want a bus route that operates 7 days a week at the Lawrence Hall of Science in Berkeley, Chabot Space and Science Center in Oakland, and the Oakland Zoo.	6/26/2026 5:04 PM
45	I think this plan is a pretty good compromise considering the reductions involved. It's too bad that the people of Alameda County elected leaders that have seen this coming all across local government for years and now routinely uses service cuts as a "scare tactic" to raise taxes -- I don't think it will work any more, people are tired of it, and even though AC Transit has been much better than other agencies about it, they'll bear the brunt of others' bad behavior.	6/26/2026 5:03 PM
46	Why not show us where the money is, and allow people to suggest plans to deal with the cuts? Also, why not renegotiate with the unions to cut salaries? Clearly, they are too great, right? In addition, cut all extraneous expenses, conference travel, etc. In addition, consider adding more flexible route vans that are smaller and can serve riders better than the large buses.	6/26/2026 4:49 PM
47	It breaks my heart that you have to be thinking like this. I am relieved that the changes for my own lines will not be very serious. I know others will have a tougher time if the funding does not come through. I have my fingers crossed that this plan can stay on the shelf!	6/26/2026 2:38 PM
48	You all are doing a phenomenal job and I hate that these are the decisions that have to be made.	6/26/2026 2:15 PM
49	You barely offer bare bones service as it is.	6/26/2026 2:02 PM
50	no comment.	6/26/2026 2:01 PM
51	1. Reduce the number of Directors by 50% 2. Reduce Management positions by 20% 3. Reduce Pension payments by 5% per year for the next 5 years. 4. No change to service/routes. 5. Sell a portion of your public property.	6/26/2026 1:31 PM
52	With high gas prices, we really need reliable, more frequent transit!	6/26/2026 1:20 PM
53	Stop favoring cars. We need a functional public transport system. These cuts would be devastating to people without cars or those of us who choose not to drive.	6/10/2026 3:43 PM
54	I checked all the lines that I frequently ride. Our community would like to see more run times for 27, 72, 72L and 72M. It would be ideal if there was a 57L or 57R. The community would like to cleaner buses for the Tempo.	6/10/2026 3:21 PM

B. In-Person Feedback Summary and Responses

In-Person Feedback Summary

The document compiles **public comments and elected official feedback** gathered between **June 10 and August 11, 2026** across AC Transit's public outreach events, city council presentations, Inter-Agency Liaison Committee meetings, and Municipal Advisory Councils. Comments relate to AC Transit's **Contingency Service Plan (CSP)** and the potential impacts if the regional funding measure (SB 63) does not pass.

Key Themes Across All Comments

1. Concern About Service Reductions

Many officials and members of the public voiced serious concern about:

- Cuts to paratransit, questioning how projected reductions (an estimated 1,500 unlinked paratransit trips) were calculated and emphasizing the risk to this vulnerable population.
- Cuts to key local lifeline routes, specifically highlighting Line 7 as a critical connection to BART, Line 74 as the only connection to the Richmond Ferry, and the heavy weekend ridership growth on the 72-series routes.
- Potential regional mobility gaps, with Public Advocates noting that cutting weekend Line NL service would completely strand transbay riders if BART also reduces evening service to 9 p.m. simultaneously.
- New concerns about school supplemental service, including routes serving Skyline High (Line 31) and Montera Middle School, as well as Lines 28, 34, 40, 93, and 97 serving local school districts.
- Disappointment over legacy commute routes, such as Castro Valley residents noting that the NX4 never returned after the pandemic.

2. Equity and Vulnerable Riders

Across West Contra Costa, Oakland, Berkeley, Alameda, and San Leandro:

- Commenters emphasized protecting service for seniors, people with disabilities, low-income riders, and students who have zero alternative transit options.
- Several noted that West County service has already been reduced "to the bone" through past Realign choices, making the current network a shell of its former self and causing further cuts to disproportionately harm vulnerable riders.

- Alameda feedback added new attention to equity concerns, highlighting service reductions in West End equity priority communities while a new line was simultaneously added to the East End.
- Transit isolation was flagged in Newark, where officials reminded the agency that because they lack a BART station or ferry, their community is entirely dependent on the bus system.

3. Importance of the November Regional Transit Measure (SB 63)

There was broad consensus that:

- The measure is critical to prevent deep cuts.
- Its failure would lead to “complete traffic gridlock” on local streets and severely devastate the regional economy.
- Community members stressed that without SB 63, significant service reductions to lifeline and Transbay routes would be unavoidable, transitioning the CSP from a fallback plan to an operational reality.

4. Funding, Operations, and Inter-Agency Coordination

Commenters requested clarity on:

- The relationship between Measure BB, SB 63, and AC Transit’s operating budget, asking exactly what funds what.
- How AC Transit achieved $33 million in annual savings since FY 2020, with calls for specific line-item data on where those savings were found.
- Coordination with school districts for supplemental service, specifically questioning if school districts like OUSD pay for their service or if AC Transit covers the costs of the 30,000 daily student trips.
- How AC Transit determines “need” and prioritizes service in high equity areas versus low-density or high-income corridors.
- The State bridge loan and deferred pension payments, with requests for full transparency on whether AC Transit must pay back the state loan regardless of the ballot measure's outcome, and concerns that deferring pensions is a dangerous balancing act.
- The agency's overall business model, that 70% of operations are driven by labor costs, sparking questions about long-term sustainability, potential agency mergers,

and whether right-sizing buses or issuing Uber/voucher passes in low-density zones should be pursued instead.

- How service reductions will be coordinated with BART to ensure rollout strategies match up and prevent late-night or weekend access gaps that leave riders stranded.

5. Customer Experience, Fare Payment, and Infrastructure

Feedback highlighted:

- Lack of shelters along long stretches of certain corridors, alongside requests for angled bus benches to deter hostile public behavior.
- Difficulty loading Clipper cards with cash in many neighborhoods, with advocates pointing out that unbanked riders face an unfair equity penalty by paying higher cash fares because retail Clipper networks are so limited.
- Concerns about BRT median maintenance, channelizers, and illegal dumping.
- General complaints about reliability, frequency, and rider pass-ups, with riders reporting that ghost buses make it hard to trust the system, pointing to a need for better promotion of the real-time AC Transit app.
- Concerns over automated bus lane enforcement, specifically regarding the rollout of AI cameras on E. 14th, Mission, Bancroft, and Hesperian, and a need for clearer public outreach to address NextDoor complaints about parking tickets at bus stops.
- Suggestions to make bus riding easier and learn from international best transit practices.

6. Route-Specific Concerns

Examples include:

- Line 7 as a critical lifeline to BART—concern about any span reduction or its outright disappearance.
- Line 74 as the only connection to Richmond Ferry.
- Growth in weekend ridership on 72-series routes.
- Line 19 and Line 96 impacts due to upcoming housing developments and potential stop removals to make room for parking.
- Lines 28, 31, 34, 40, 93, and 97 experiencing pressure due to school drop-off timing and school consolidations.

- Maintaining Transbay NL to preserve late-night and weekend access when BART is closed.
- Questions about Battery Electric Bus (BEB) and hydrogen deployment, including why certain routes do not receive electric buses, what percentage of the fleet is zero-emission, and whether the ZEBU program with Chabot College is revenue positive or negative.

7. General Support and Appreciation

Several officials thanked AC Transit for:

- Advanced contingency planning and managing transparently.
- Transparent communication over a multi-year period regarding the fiscal crisis.
- Efforts to preserve core “backbone” routes at 15-minute frequency when possible, though officials questioned if this standard matches current service or represents a hidden reduction.
- Long-standing fiscal responsibility and strong historical stewardship.
- Efforts to coordinate regionally and communicate proactively during a challenging funding period.

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
GO Open House Contingency Service Plan	ALL	Tabling Outreach	06/10/26			Some Alameda east end residents asking about the CSP for Alameda, in addition to questions about current detours on the east end.
GO Open House Contingency Service Plan	ALL	Tabling Outreach	06/10/26			One rider asked about Battery Electric Buses (BEB) and how we decide where they get deployed. They wanted to know why there aren't BEBs deployed on the routes they take.
GO Open House Contingency Service Plan	ALL	Tabling Outreach	06/10/26			Questions about if supplemental service would be impacted.
GO Open House Contingency Service Plan	ALL	Tabling Outreach	06/10/26			General complaints about service reliability and frequency.
AC Transit/Fremont and Newark Inter-Agency Liaison Committee (ILC)	5,6	Standing Meeting	06/18/26	Councilmember Campbell (Fremont)	Public Official	I was a little concerned about the paratransit impact on this contingency plan. That is a vulnerable population. I would be concerned about how the estimated reduction in that services was decided. How did we estimate that there will be an estimated 1500 unlinked paratransit trips- how did we determine that? Is there a contingency plan for that population if the routes are
AC Transit/Fremont and Newark Inter-Agency Liaison Committee (ILC)	5,6	Standing Meeting	06/18/26	Councilmember Little (Newark)	Public Official	You said you'll be attending a September event in Newark. Are you talking Newark Days? Will you have a stand at Newark Days to talk about these possible changes? For a future request- Can you label the routes on the slides included in the presentation? It would be nice to know exactly what routes are being shown.
Berkeley City Council	2	Presentation	07/07/26	Adena Ishi, Mayor of Berkeley	Public Official	Have you shared the survey with UC Berkeley or Berkeley City College. Can you share the survey link with us so we can share out through newsletters?
Oakland City Council	2,3	Presentation	07/07/26		General Public	The Tempo line has impacted businesses and destoyed the aethetics of the community. What AC Transit did to East Oakland is just horrible.
Oakland City Council	2,3	Presentation	07/07/26		General Public	You didn't say anything about supplementary service to schools. You have ten buses to Skyline and 8 to Montera. You also added Line 31 to Skyline High in January. Who pays for that? Does the school district pay for this service?

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
Oakland City Council	2,3	Presentation	07/07/26		General Public	Transit reduces cars on the road and it's best at reducing injuries and fatalities. We need to make sure Oakland doesn't do anything that risks the passsing of this measure on the ballot in November. We need to figure out what we can do to keep AC Transit moving.
Oakland City Council	2,3	Presentation	07/07/26	Councilmember Gallo	Public Official	Can you share with us your future projection to serving our student population, including our senior that are are utilizing the bus system on a daily basis. I know you provide certain passes and so forth for services to the schools. Does OUSD pay for the bus service to schools or does AC Transit?
Oakland City Council	2,3	Presentation	07/07/26	Councilmember Houston	Public Official	AC Transit destroyed my neighborhood (District 7), from San Leandro border to 73rd. I would have never voted for that (BRT) if I was a councilmember. They promised to keep that illegal dumping off the median. Who takes care of the delineators or the channelizers that get hit?
Oakland City Council	2,3	Presentation	07/07/26	Councilmember Wang	Public Official	I'm a proud AC Transit rider. Working class people are using the bus system, that's the other thing we need to talk about. With these service cuts, which are drastic, I'd like to here how we can helpful to insure that this ballot measure passes because it is critically important that this transit service continues.
Fairview Municipal Advisory Council (MAC)	4	Presentation	07/07/26	Councilmember Todd Anglin	Public Official	
Fairview Municipal Advisory Council (MAC)	4	Presentation	07/07/26	Councilmember Vanessa Rhodes	Public Official	
Fairview Municipal Advisory Council (MAC)	4	Presentation	07/07/26	Councilmember Beth Farmer	Public Official	
Fairview Municipal Advisory Council (MAC)	4	Presentation	07/07/26	Councilmember Chris Higgins	Public Official	
Fairview Municipal Advisory Council (MAC)	4	Presentation	07/07/26	Councilmember Sally Philbin	Public Official	
Fairview Municipal Advisory Council (MAC)	4	Presentation	07/07/26	Public Comment	Public	
El Sobrante Municipal Advisory Council (MAC)	1	Presentation	07/08/26	Mikki Norris, Mac Member	Public Official	Has this already happened, or only if the measure doesn't pass. Is this the same as the measure for BART. School buses are same as the regular bus?

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
El Sobrante Municipal Advisory Council (MAC)	1	Presentation	07/08/26	George Cleveland, MAC Member	Public Official	How are you combat tax fatigue? What is the value proposition.
El Sobrante Municipal Advisory Council (MAC)	1	Presentation	07/08/26	Teri Edlinger, MAC Member	Public Official	Why do we have such long stretches that do not have shelters?
El Sobrante Municipal Advisory Council (MAC)	1	Presentation	07/08/26	N/A	General Public	How do you coordinate how service reductions happen with respect to coordination with BART? Also, bringing professional services in-house? Does that mean you are hiring more people?
Newark City Council	5,6	Presentation	07/09/26	Councilmember Eve Marie Little	Public Official	
Newark City Council	5,6	Presentation	07/09/26	Councilmember Terrence Grindall	Public Official	
Newark City Council	5,6	Presentation	07/09/26	Councilmember Matthew Jorgens	Public Official	
Newark City Council	5,6	Presentation	07/09/26	Councilmember Julie Del Catancio	Public Official	
Newark City Council	5,6	Presentation	07/09/26	Mayor Michael Hannon	Public Official	I believe AC Transit has been transparent on this issue going back a few years. Public transit is important to Newark because we don't have a BART station or a ferry to support our city and we have members of our community who depend in the bus. I believe Newark will support funding to maintain bus service and it is the right thing to do.
Newark City Council	5,6	Presentation	07/09/26	[Need to confirm]	Public Comment	
San Leandro City Council Work Session	3,4	Presentation	07/13/26	Councilmember Bowen	Public Official	Councilmember Bowen reminded AC Transit that we have worked together on the timing of Lines 28 and 40 for school drop off and she is urging AC Transit to continue that coordination under the CSP.
San Leandro City Council Work Session	3,4	Presentation	07/13/26	Vice Mayor Viveros-Walton	Public Official	Vice Mayor emphasized the importance of a Title VI disperate impact analyses, give the current federal Title VI situation. I have been on Line 35 too that helps people travel on Hesperian, an important artery for San Leandro. I appreciate your approach to fiscal stewardship. Currently, are cash riders paying more to ride than those with a Clipper card? I am not understanding why those without banking pay more than those with banking who use Clipper.
San Leandro City Council Work Session	3,4	Presentation	07/13/26	Councilmember James Aguilar	Public Official	I am a self-appointed transit nerd and a product of Lines 57 and 34. I love the motto "plan for the worst and hope for the best". Please keep Line 34 as is - this helps kids get to San Lorenzo Unified School District schools. I would also like to make a selfless vote for Line 35 that goes through his district.

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
San Leandro City Council Work Session	3,4	Presentation	07/13/26	Mayor Juan González, III	Public Official	If the measure passes, will all service remain the same as it is today? For clarity and greater transparency can you share information on the deferred pension payments as a way to help you reduce costs? Are you planning to restore those funds with the State loan or are you dependent on the revenue measure passing in November? That seems like a dangerous action to take. Please provide information on the pension payment deferral for transparency.
San Leandro City Council Work Session	3,4	Presentation	07/13/26	Alvaro Navarro (Online)	Public comment	We live in an oil dependent society - to face real consequences from oil shock. Hostile public faces - bus benches that don't slant at an angle are needed. I am concerned about AC Transit using AI on their bus lanes on E14th and Mission and Bancroft and Hesperian. Need to work on higher income riders.
San Leandro City Council Work Session	3,4	Presentation	07/13/26	Douglas Spaulding (Online)	Public comment	I fully support Alvaro's statements. I agree to extend the bus system. I want to see the extension of the BRT to Hayward to Bayfair (San Leandro) and Hayward BART. What are you basing your service cuts on Line 97 that serves a lot of SLUSD/SLZUSD students. The Line 9 serves a lot of working people and students. Some cuts make sense but what are you basing those on?
Eden Area Municipal Advisory Council (MAC)	4	Presentation	07/14/26	Councilmember #1	Public Official	What is the capital budget? Is it primarily grant funded? 30k student trips per day - is it revenue negative or positive to run that service? Is the ZEBU program w/Chabot College revenue positive or negative? Is the Fare collection campaign multilingual? I am curious about the way the measure will work -- how is it prioritized. Is there a relationship of partnerships between Chabot College and CSUEB and Eden Area ROP? Have you explored mass transit options with sports teams, others?
Eden Area Municipal Advisory Council (MAC)	4	Presentation	07/14/26	Councilmember #2	Public Official	Didn't you just increase the fares? State loan -- if the measure passes, will any of it be paid off with the loan? What was the thought process in developing the contingency service plan? What is Transbay? My husband takes the 93 to BART to San Jose. He is a big proponent of public transit and rides regularly.

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
Eden Area Municipal Advisory Council (MAC)	4	Presentation	07/14/26	Councilmember #3	Public Official	How can you attract high income riders? How will the development happening in our community be impacted if you have less service when we need more service? There are new zoning rules with less parking for new housing and you are telling us there may be less bus service.
Eden Area Municipal Advisory Council (MAC)	4	Presentation	07/14/26	Councilmember #4	Public Official	I am still trying to put the pieces together. Can you get funding if you pursue emergency services/preparedness?
Eden Area Municipal Advisory Council (MAC)	4	Presentation	07/14/26	Councilmember #5	Public Official	Fares are going up and service is going down. People online say they are scaring us - I will approve the sales tax but worried why would I care if other people use it. I'm a choice person. It's a difficult situation - hope it helps.
Eden Area Municipal Advisory Council (MAC)	4	Presentation	07/14/26	Councilmember #6	Public Official	Paratransit is related to fix route transit. I get to work through a combination of fixed route service and paratransit. I hope that people will be compassionate and pass the measure.
Eden Area Municipal Advisory Council (MAC)	4	Presentation	07/14/26	Public Comment	Public	No public comment received
City of Oakland/AC Transit Inter-Agency Liaison Committee (ILC)	2,3	Standing Meeting	07/15/26	Seemless Bay Area	General Public	Working on regional transit ballot measure. Supporting it. Doing everything we can to help prevent these cuts to not come to pass. Organizing over 1000 volunteers around five counties gathering signatures. Regarding fares and payment, one thing that is a challenge for low income AC Transit users is sometimes- a lot of people use cash- and if someone wants to use a Clipper card, there aren't a lot of places to add cash. Also, credit card users don't get a discount when using credit or debit card. Having Oakland support for these features to make it easier to pay for transit will be helpful.

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
City of Oakland/AC Transit Inter-Agency Liaison Committee (ILC)	2,3	Standing Meeting	07/15/26	Public Advocates	General Public	We are working very hard to make sure the measure passes. I did want to mention that the impact to cutting weekend Transbay service will leave a gap if BART also ends service at 9 p.m. , between 9 p.m. and 12:30 a.m. on Saturday and Sunday without any transit across the Bay Bridge. The NL also, effectively serves as local transit on the stretch of West Grand, coming off the bridge and into downtown. Cutting weekend service on the NL without any change to the local bus network would effectively cut access on the weekends to people in that stretch of West Grand. If we're planning for a contingency, we need to make sure there are not major gaps in the network, either by time of day or locations.
City of Oakland/AC Transit Inter-Agency Liaison Committee (ILC)	2,3	Standing Meeting	07/15/26	Councilmember Wang	Public Official	When we say that we are preserving these "backbone" lines for 15 minutes or better, is that the current service level or is that a reduction?
City of Oakland/AC Transit Inter-Agency Liaison Committee (ILC)	2,3	Standing Meeting	07/15/26	Councilmember Gallo	Public Official	Just for the public's information, and the rest of us politically, the ballot measure for 2026, it includes- is a five county sales tax measure, 0.5% in Alameda County, Contra Costa County, San Mateo County and Santa Clara County and 1% in San Francisco. What about our public schools? Historically, Oakland Unified contributes $500,000. Considering the budget challeges that we're all having, is that still on the schedule to continue?
East Richmond Heights Municipal Advisory Council (MAC)	1	Presentation	07/15/26	Jon Sargent, MAC Member	Public Official	Line 7 is the lifeline connection to the BART station.
East Richmond Heights Municipal Advisory Council (MAC)	1	Presentation	07/15/26	Victoria Lyn Curtis, MAC Member	Public Official	What percentage are hydrogen, electric vs. gas? It seems going to electric or hydrogen would save a ton of money
East Richmond Heights Municipal Advisory Council (MAC)	1	Presentation	07/15/26	Bara Sapir, MAC Member	Public Official	Has there ever been a bus up Alpine into north Arlington? (Staff Answer: Not that we are aware of)
East Richmond Heights Municipal Advisory Council (MAC)	1	Presentation	07/15/26	Joanna	Public Official	Emphasized that the 7 is the lifeline to BART. If the span gets cut makes it harder for people using BART to use the rest of the system. Make sure to have the free AC Transit app on your phone with real-time information. Get the app and ride the bus.

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
East Richmond Heights Municipal Advisory Council (MAC)	1	Presentation	07/15/26	N/A	General Public	What was the measure called?
City of Berkeley/City of Emeryville/AC Transit Inter-Agency Liaison Committee (ILC)	2	Standing Meeting	07/16/26	Councilmember Taplin	Public Official	Underscore protecting this important lifeline – I will do everything that I can to keep the buses running.
City of Berkeley/City of Emeryville/AC Transit Inter-Agency Liaison Committee (ILC)	2	Standing Meeting	07/16/26	Councilmember Mourra	Public Official	Echo sentiments. Hopefully in 6 months we can talk about growing the network instead of shrinking it. But it is important that we contingency plan.
Hayward Street Party	4,5,6	Community Event	07/16/26	Public - San Lorenzo Senior Coffee Club	Community	How will possible reductions effect Lines 34 and 93? Would you come present to our group?
Castro Valley Pride	4	Community Event	07/18/26	James Cameron	Community Member	Do you have comment forms and when are comments due?
Castro Valley Pride	4	Community Event	07/18/26	Community Member	Community Member	You use to have the NX4 help Castro Valley residents living (Seven Hills neighborhood) go to work in San Francisco. We had hoped it would come back after the pandemic but it never came back. Will you bring back that service if BART closes Castro Valley BART Station? If not, how can I start catching the NX3 if there is no NX4 and I live in Castro Valley?
San Pablo City Council	1	Presentation	07/20/26	Councilmember Cruz	Public Official	We hope things improve so you can continue running the service for the Bay Area.
San Pablo City Council	1	Presentation	07/20/26	Councilmember Pineda	Public Official	Concerning that this is a growing trend. What is the cause of the ridership growth. Do appreciate the contingency planning for pre-planning? Weekend service for Transbay lines? We have to recognize our privilege of being able to get ourselves around on our own.
San Pablo City Council	1	Presentation	07/20/26	Councilmember Xavier	Public Official	74 is the only line that serves the Richmond Ferry. Cutting service would really be detrimental.
San Pablo City Council	1	Presentation	07/20/26	Councilmember Cruz	Public Official	Do you receive gas tax? Gas prices going up, does that help you?

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
Castro Valley MAC	4	Presentation	07/20/26	Councilmember Bill Mulgrew	Public Official	On Slide 2 - Does the 2,200 number represent your direct employees? What does the 5,100 number represent, everything outside direct employees? How many buses do you operate during the busy/peak hours vs. ZEB buses operating? Has anything changed since you implemented the Realign? What are the current fares? What is the full cost for a Bus Driver? Slide 8 - There was mention of $30M avg. annual savings, is that based on the 15% reduced service levels that you are operating today, post pandemic? On Slide 11 showing the financials going back to 2020 -- My concern is that the fiscal health will not be reached if there is no structural changes and you will continue coming back asking for more money. Have you considered use of Uber passes in low density communities? Not sure what would happen if AC Transit ceased to exist. I rode AC Transit in Hayward to school when I was in high school. You offer a viable service - what can we do? You see shrinkage in expenses but you continue to see growth. Unfortunately, if you were a business today, in your predicament, you would be filing bankruptch. Its hard to operate when 70% of your operations are controlled by labor costs. You have not made the case of what you would do differently - consolidation, etc.

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
Castro Valley MAC	4	Presentation	07/20/26	Councilmember Chuck Moore	Public Official	I don't ride AC Transit. I am looking at this from a return on investment (ROI) perspective. You need money to keep operating. What is the percentage of riders vs. total ridership - what percentage of the service offered is in our Ward? What's the average ridership on a bus in Castro Valley? You mentioned there are now less bus manufacturers, but when faced with fiscal challenges, they consolidated. There are also manufacturers like Prevost in Hayward and MCI. What is ZEBU? On Slide 9 you shared that 28% cost is fuel. What would be helpful need capital for buses but not unfunded liability? Start asking for increase but there's not a lot of support for it. You have not done a good job of answering why should I, taxpayer, invest in this? Slide 11 - It will never be sustainable on its own. 70% of cost is labor. Should we give vouchers - would that look different? The loan - you have to pay that back. You are the largest bus transit company -- any indication of mergers? You need to think outside the box to survive. You have painted a clear picture of the problem, but I don't have a comfort level that solutions are underway? Can we deliver the service differently? How do we help the people who need the help?
Castro Valley MAC	4	Presentation	07/20/26	Tojo Thomas	Public Official	The last time you were here, didn't you cancel lines? How is the transfer to the Clipper 2.0 new system going? I've observed that there are only 5-10 people on the bus. I see people waiting fot the bus. When you cut the route, not sure how you will pull that off. Those riders still need the ride. I have questions about ZEB. Is there an annual discount for riders? How is the safety on buses? Are the new camera system working?
Castro Valley MAC	4	Presentation	07/20/26	Dan Davini	Public Official	How does ridership compare to pre-Covid? The cost structure is concerning - seems like it comes to $15/ride, which would mean that only about 7% of your cost are covered by fares. There once was a fixed rail Key system that went away like the dinosaur. I surprised to learn that ridership is about 2,400 per day on the combined 3 lines that serve Castro Valley with a population of 60k. What I learned today is that there are a lot of people who ride and don't have an alternative option so there is a deman and use for your bus service. The challenge is managing decline.

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
Castro Valley MAC	4	Presentation	07/20/26	Tim Fiebig	Public Official	Will students or disabled residents be affected by reduced service? It sounds like you are in a zero sum financial situation when it comes to making decisions about your service. Why wouldn't you eliminate routes that have very low ridership and just pump up where the buses are full? Smaller buses or right sizing buses - what are other agencies doing? Everyone complains about taxes -we keep getting hit up to pay more and more taxes. I am not sure you will get it. I understand the need.... it is a very difficult situation.
El Cerrito City Council	1	Presentation	07/21/26	Councilmember Saltzman	Public Official	Thanks for planning to future. Hope it doesn't come. People are more aware of BART but truth is all agencies will suffer. Some of smaller bus agencies more than half come from transfers from BART. Appreciate you planning for this. CCTA may consider a measure in 2028 or in the future. Critical for West County to champion transit operations funding. CCTA is doing a summer listening survey. Link can be found on the website. Cuts seem less devastating here because service has already been cut to the bone. Line 7 has been reduced so only those who have to take transit, take it. I used to take the bus on a daily basis and now I barely take it. Let's assume we get more funding for transit. How are we going to determine what service does get increased?

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
El Cerrito City Council	1	Presentation	07/21/26	Mayor Quinto	Public Official	I recall the service reductions in West Contra Costa County in the early 2000s. The network is really a shell of what it used to be. Line 72 used to be express bus and now it's gone. I noticed the bus is much more crowded weekends then weekdays. Can you tell us what is happening to Line 7? I do not want it to disappear. Can you tell us more about the 72s and if they will be impacted? Can we make sure our seniors and people who can't drive have choices? For our residents I want them to know importance of transit. If this measure fails we'll have complete gridlock on our streets.
City of Alameda Transportation Commission	3	Presentation	07/22/26	Commissioner	Public Official	How does Measure BB funding relate to SB 63, the regional transit measure? What funds what?
City of Alameda Transportation Commission	3	Presentation	07/22/26	Commissioner	Public Official	We state in our slides/talking points that the SB 63 Financial Efficiency Review confirmed that we have saved $33M/year since FY 2020. Where and how did we achieve those savings?
City of Alameda Transportation Commission	3	Presentation	07/22/26	Commissioner	Public Official	Any possible cuts if SB 63 passes?
City of Alameda Transportation Commission	3	Presentation	07/22/26	Commissioner	Public Official	Concern re: service reductions in equity priority communities (West End) while adding a new line in the East End
City of Alameda Transportation Commission	3	Presentation	07/22/26	Commissioner	Public Official	Possible changes to Lines 19 and 96 impact the most vulnerable Alamedans
City of Alameda Transportation Commission	3	Presentation	07/22/26	Commissioner	Public Official	If Line 19 isn't needed you should repurpose the resources.
City of Alameda Transportation Commission	3	Presentation	07/22/26	Commissioner	Public Official	What are you doing to grow ridership?
City of Alameda Transportation Commission	3	Presentation	07/22/26	Commissioner	Public Official	How do you approach/measure "need" (i.e., ID most vulnerable riders) when developing service? How is this quantified?

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
City of Alameda Transportation Commission	3	Presentation	07/22/26		General Public	Supportive of the measure; reroute Alameda routes to achieve cost savings
City of Alameda Transportation Commission	3	Presentation	07/22/26		General Public	Make it easier to ride the bus -- look at what/ how other countries do it
City of Alameda Transportation Commission	3	Presentation	07/22/26		General Public	Raise fares if you must; don't let riders board if they can't/ won't pay the fare
City of Alameda Transportation Commission	3	Presentation	07/22/26		General Public	Line 19- need to consider that additional housing will soon be built on/near the line; new bus stop at J Street + Buena Vista Ave -- remove these and make room for parking if Line 19 is eliminated
West County Mayors	1	Presentation	07/23/26	Mayor Gabriel Quinto (El Cerrito)	Public Official	Appreciate the presentation. Looking at our region of West Contra Costa the importance of equity. If you look at the huge population—a lot of seniors, people with disabilities, and low-income populations that use the bus every day. I'm reminded of our colleague on San Pablo, CM Xavier who spoke to the increased ridership on weekends. Looking into extending the 72 extended bus stops and increased weekend ridership. I'm hoping you're going to every city and that we can use the meeting recording to make sure we get the word out to residents. I've been taking AC Transit since I was a kid and I still take it. To see how fiscally responsible ACT has always been. Thank you for the presentation. I appreciate Senator Arreguin's SB63 Connect Bay Area bill. We hope to see Director Sandhu speaking on the importance of this at the Mayor's Forum. If this measure doesn't pass we will have complete traffic gridlock. We see it everyday now.

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
West County Mayors	1	Presentation	07/23/26	Mayor Chris Kelly (Hercules)	Public Official	The bridge loan, if the November measure doesn't pass do you have to pay back the bridge loan or is that forgiven? What percentage of ridership has returned since the pandemic? What is supplementary service? I grew up in Los Angeles and I took the public bus to middle and high school every day. CCTA is looking into a possible BRT line along San Pablo Avenue that won't happen for some time. Can you speak to that at all from AC Transit's perspective? If this measure doesn't pass it's going to be a disaster for the Bay Area we are urging every to support SB63 for all transit agencies.
West County Mayors	1	Presentation	07/23/26	Mayor Eduardo Martinez (Richmond)	Public Official	Curious about full recovery of pre-pandemic ridership. We know that the economy has changed. Downtown SF is not the same as before. Have you considered the economics of the cities and restoration of ridership?
West Contra Costa Transportation Advisory Committee	1	Presentation	07/24/26	Commissioner Rita Xavier (San Pablo Councilmember)	Public Official	Has been seeing complaints on NextDoor about complaints about tickets received for parking at bus stops. Thinks there may be benefit for doing additional outreach on why it is important to keep bus stops and lanes clear. 72M does not go to the City of San Pablo, so she has to walk to San Pablo to catch a bus, and even then is sometimes unreliable.
West Contra Costa Transportation Advisory Committee	1	Presentation	07/24/26	Commissioner Chris Kelley (Hercules Councilmember)	Public Official	Does AC Transit get funding from Alameda County? BRT might be coming to Contra Costa County, so how does AC Transit feel about that.
West Contra Costa Transportation Advisory Committee	1	Presentation	07/24/26	Commissioner Cameron Sasai (Pinole Councilmember)	Public Official	There was some WCCUSD middle school consolidation. Can you give me an update on the status of that and what we can do to help?

In-Person Feedback (6/10/26-8/11/26)

Event/Meeting	Ward	Event Type	Date	Name of Commenter	General Public/ Public Official	Comment
West Contra Costa Transportation Advisory Committee	1	Presentation	07/24/26	Commissioner Barnali Ghosh (BART Director)	Public Official	During Realign, she realizes that it was balancing of the service, but for some, it felt like a loss. Hopes that if the measure goes through, some of those losses in Realign can be restored How are we implementing the contingency plan, ie. Slow rollout or all at once? State loan: BART is only taking it if the regional measure goes through. Are you utilizing the loan regardless, or are you only using it if the measure goes through? BART is coordinating with AC Transit to try and prevent people from being stranded with the changes in schedules.
West Contra Costa Transportation Advisory Committee	1	Presentation	07/24/26	Commissioner Rebecca Saltzman (El Cerrito Councilmember)	Public Official	Echoes many of Ghosh's sentiments, particularly around Realign losses. Feels as though West County was the hardest hit by Realign. Reductions in 72 schedule(s) through Realign was under the promised of improved relaibility, but now reliability now feels worse than ever. What are we doing to address this?
Richmond Main Street Assn.	1	Presentation	07/28/26	Community	Community	Is it cheaper to run zero emission buses vs. diesel fueled buses?
Richmond Main Street Assn.	1	Presentation	07/28/26	Community	Community	How will service reductions affect paratransit riders?
Richmond City Council	1	Presentation	07/28/26			
Telegraph BID		Presentation	08/11/26	Community	Community	I've been passed up by the bus or the bus doesn't show up. How are you demonstrating your commitment to serving the rider?
Telegraph BID		Presentation	08/11/26	Community	Community	What is the cause of this deficit?