

Greg Harper for AC Transit Ward 2

Green Party of Alameda County Endorsement Questionnaire

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1. Why do you want to serve (or continue to serve) on the AC Transit Board?

I enjoy the complexity of public transit provision, and am particularly interested in seeing the completion of the new transbay terminal.

2A (For incumbents:) What actions of yours during your term are you proudest of?

Finally getting the Board to change the accounting methodology for the parcel tax so it better assures that Alameda County's parcel tax money is expended in the north county tax district. Being made chairman of the Agency that is building the new multimodal transit station in downtown SF. Making AC more data-driven. Encouraging early adoption of smart fare cards and real time arrival information.

2B. What have you accomplished during your time on the board?

Greatly improving AC's relationship with BART and MTC. Increased AC Transit's share of Measure BB tax income.

3. Do you ride AC Transit and, if so, how frequently?

Average 6X per week.

4. People without access to cars are AC Transit's captive audience. What are your ideas for increasing ridership of those with cars, sometimes referred to as "choice riders?"

Service must become more reliable. Smaller, BART station oriented, buses have to be used in the mid-day when greener BART has the capacity. We have to address the pent up demand for more transbay service during commute hours.

5. What are your thoughts on AC Transit's current Transbay service? How do you think its ridership can increase? Do you think the ten Double Decker buses ordered for this service is a good idea?

I would have liked to see a bigger order. I understand staff's reluctance to go with relatively new bus designs. I wish it would have been as reluctant to purchase the Van Hools from Belgium. We can easily increase transbay ridership just by reallocating service from the little used local routes during the peak hours. The demand is there.

6. After years of purchasing diesel buses with a few Fuel Cell buses, AC Transit is ordering 10 new Fuel Cell buses and five of their first Battery Electric buses. Are you satisfied with that direction? Why or why not?

I have grave doubts about the true energy efficiency of fuel cell technology, and I doubt that it can ever compete with battery technology on cost. AC needs to decrease its reliance on fuel cells.

7. Do you think AC Transit's marketing could be improved and, if so, how?

Better use of digital connecting technology, especially mobile, such as twitter.

8. How can AC Transit improve service for youth, seniors, disabled, and low-income riders?

These riders are quite disparate in their needs. For seniors, more driver attention and consideration is needed. Too many aisle-falls due to early bus pull-away from stops. Youth and senior fare discounts are already among the lowest in the country, especially the monthly passes. So low that I fear the very steeply discounted youth passes are fostering truancy.

9. What is your opinion of AC Go, the expanded and redesigned service that began this year on June 26?

I'm glad it's being tried. I just hope AC has developed the base data to allow good evaluation of its results.

10. What endorsements have you received thus far? **None.**

11. Please add anything more you wish to tell us so we can make a good decision.

In my opinion, a diesel bus getting between 4-6mpg, carrying less than a dozen passengers is not a green vehicle. But much of AC's local service is exactly that. We have to do better. Taxpayers have been very generous to AC, covering over 90% of our expenses. AC must greatly improve its reliability, local ridership has been declining despite the increased populace of the service area. Within the next five years, it will be readily apparent that other road users would be much safer if AC utilized driver-assisting technologies, but politics will prevent AC from acknowledging that until years later.