

Name: Mark Williams

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Current occupation: AC Transit Director

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

Since my election in 2010, I have been working to expand service and frequency, keep fares low for seniors and youth, support the district "Buy American" policy, improve Transbay service, sustain positive relations with the districts unions, in order to provide the best service possible for my constituents in Ward 4 and AC Transits entire service district! Reflecting on my service so far as a director representing Ward 4, and in partnership with district staff, my fellow board members and our labor partners, we have accomplished many of the priorities I campaigned to work towards solving. But with Prop. 6 on the ballot, which would repeal SB1 the recently passed Regional Measure 3, which is facing a lawsuit and of the other day to day operations and capital issues, I'm running for reelection to continue the progress I've helped in Ward 4 and the entire AC Transit service area.

2. (For incumbents:) What actions of yours during your term are you proudest of? What have you accomplished during your time on the board?

Ever since my election in 2010, I have been working to expand service, grow revenue and maintain labor peace. I'm pleased to report that with the passage of measures B1, C1, SB1, which I worked as both a volunteer and Political Organizer with the ALC to help pass, I have been able to achieve all of my campaign goals. For example in 2015, I partnered with the United Seniors of Oakland and Alameda County, and AC Transit staff to develop the Castro Valley Flex shuttle pilot program. The program has proved to be very successful and is currently operating at capacity, serving seniors and increasingly students. In addition, this July, I was able to get Ward 4's portion of AC GO. AC GO Central County, was the service expansion plan for Ward 4, which included redesigned and improved routes, increased service hours, funding to make the CV Flex Shuttle permanent services and improvements to major corridors. In addition, I have also been work with staff and fellow board members, to ensure our labor partners and ALC affiliates have received fair and equitable contracts

3. (For non--incumbents:) Which of your past experiences are valuable for serving on the board? Have you been following AC Transit's actions the last 5 years? If so, what changes have you noted?

N/A

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

I'm a weekly public transit rider, and since the implementation of AC Go service expansion plan in Ward 4, I have most often been riding lines 93, 22 and 60 but I also ride the Castro Valley Flex shuttle, and lines 97, 99 and the NX4. I'm also a frequent rider on lines 51a, 73 and 98.

5. 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?"

There is a lot more competition in the public transit space and in order to attract riders of opportunity, district has to do a better job marketing our service to them. A great example of an marketing campaign I would like to see the district model, is BART's BARTable campaign. A marketing campaign built around using our service exclusively or in conjunction with BART, to go find dining or entertainment. Another great opportunity for the district to attract more riders of opportunity will be our improved transbay service. With 10 double decker buses being prepared for service and the new Salesforce Transbay Terminal operational, and existing capacity issues on BART, AC Transit has a prime opportunity to attract new ridership. I would also like to see the district expand Flex Shuttle service to other parts of the district.

6. 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?

7. 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? What kind of priority do you feel should be given to expanding beyond the maximum 24 fuel-cell buses that the "pilot" system can eventually accommodate, and/or battery-electric or hybrid or alternative fuel buses, so that zero-emission vehicles begin to comprise more than a token, "bragging point" portion of AC's fleet?

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

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

10. What is your opinion of AC Go, the expanded and redesigned marketing stratagem that began this year on June 26th?

11. What endorsements have you received thus far?

Unions

ATU 192

Teamsters 853

Teamsters Joint Council 7

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California Young Democrats

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