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Current occupation: Entrepreneur

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

AC Transit costs continue to rise and service continues to dwindle. I believe this is due to misallocation of resources and mismanagement. Buses are not a one-size-fits-all solution to transportation. Buses work in highly dense urban areas; however, they do not make sense in some suburban areas -- particularly the hills.

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

N/A

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?

I have lived in California for 7 years (since I moved here to first pursue my education) and have never owned a car since living here, I know this gives me a unique perspective of how to navigate transit system from necessity. I have been in the Bay Area for only 3 years, in this time AC Transit fares have went up twice and transfers have been eliminated.

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

Yes I ride AC Transit. How frequently is a trickier question to answer because often I cycle as the bus service is not frequent enough. The approximate is about 3-5 times per week on average.

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?"

Safety is the biggest concern I hear from people who do not ride the bus. This concern is followed by delays and not showing up -- which is extremely prevalent in South County (AC Transit's term for South Alameda County).

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?

I believe one of the most important part of the Transbay service is during the "Enhanced Late Night Bus Service" often called the "All Nighter" -- there is an issue when people cannot get across the Bay late at night. Otherwise, the Bay Bridge is extremely congested and in general I would argue it takes much longer on a bus than by BART's transbay tube. The double decker

buses are good in the case of reducing congestion; however, for the All Nighter service I do not believe this is necessary as there is not enough ridership (the buses are often not full).

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?

Fuel cells are a buzzword -- the technology is not commercially viable right now for a variety of reasons. Fuel cells use significant amounts of Platinum which is a conflict mineral prodminantly mined in Sub-Saharan Africa often using child-labor. Furthermore, the hydrogen used by the fuel cell is generated by the reforming of hydrocarbons (oil) to molecular hydrogen -- the bus may be clean but the hydrogen to get it isn't. In contrast, electric buses (powered by batteries and/OR supercapacitors) is a much smarter alternative because we have ways to generate clean electricity -- wind, solar, geothermal, hydroelectric, etc.

8. How can AC Transit improve service for youth, seniors, disabled, and low-income riders? AC transit needs to partner with organizations more to create reduced or free fare passes. For example, WHEELS in Livermore gives free rides to enrolled students at Las Positas College. At UC Santa Barbara, the Santa Barbara MTD Bus service partned with UCSB. We do not have enough options for low-income or fixed-income members of the community.

9. Do you think AC Transit's marketing could be improved and, if so, how? Recently AC Transit has started doing more e-marketing; however, there is still a ways to go on this. The younger generations (Millennials & Gen Z) are the most likely to take on bus service since they cannot afford cars. Furthermore, since these generations are online more this is the best way to reach them.

10. What is your opinion of AC Go, the expanded and redesigned marketing stratagem that began this year on June 26th? The service made it more difficult for residents in South Hayward to get to Chabot College -- having to take 3 buses now from one. Furthermore, the bus route I rely on (Line 94) had times changed without any notice posted at the stop. It causes my partner to be late to work until I found the new times online.

11. What endorsements have you received thus far? Chris Higgins - Fairview Municipal Advisory Council. Several others pending.

12. Please add anything more you wish to tell us so we can make a good decision. I am a chemist by training and have always worked on sustainable technologies. Learn more about me from my LinkedIn: [linkedin.com/in/nharvey92](https://www.linkedin.com/in/nharvey92) or at my website listed above. Thank you very much for your consideration.