

# **San Francisco Bay Area Rapid Transit District**

2150 Webster Street

P. O. Box 12688, Oakland, CA 94612-2688



**BART Board Meeting**

**May 14, 2026**

## **Agenda Item 7**

### **Public Comments**

**(Written public comments received before May 13,  
2026 at 3pm.)**

**Comments received:**

1. Aleta Dupree
2. Aleta Dupree
3. Jeremiah Maller
4. Aaron Mandler
5. Aleta Dupree



From: aleta dupree <tsjoan@icloud.com>  
Sent: Tuesday, April 28, 2026 5:30 AM  
Subject: [External] comments I feel are important to BART

District Secretary Bob Franklin, with thanks, please forward this message to the full BART Board for the next Regular Meeting.

Good morning President Melissa Hernandez and Members.  
Aleta Dupree for the record, she, her, with Team Folds.

I proffer to you my comments of relevance to the San Francisco Bay Area Rapid Transit District.

The Veracity of Claims.

This is the 15 Street-Prospect Park Station (F, G services, B Division, IND).



I share with you on the importance of claims made, whether in a Meeting or out in the world, and basic principles of understanding. I have been reflecting on this topic for a while. And I found inspiration to write on this matters of claims while taking a trip on New York City Subway somewhere in the borough of Brooklyn.

I have seen many such situations over the years, and for purposes of this writing it came together for me. You see, during a trip on the Subway, I heard a loud voice from a man soliciting money. This happens all the time on transportation systems and out on the street. And this man was making his way through a crowded Subway car with a cup with change that was attached to a walker.

And this man repeatedly stated that he was a Veteran and had not eaten in two days. I do not carry money with me and as a matter of course I do not hand money out anyway. You see, opening a wallet in a crowded environment poses various risks, which can result in losses greater than the amount intended to be handed out.

I reached into my backpack and I took out an energy bar. I considered the possibility of handing over the food item to this man who had claimed to have not eaten in two days. Yet I watched closely as the man made his way through the crowd, and some put money in his cup. I thought to myself. What would this man's reaction be upon me putting the energy bar in his cup? I thought back to a time when I was in Las Vegas, walking across a pedestrian bridge. And I noticed someone putting food next to someone who was sitting on the bridge asking for money. And after I passed by I looked back, and the man had tossed the food aside. And there are many reasons that people toss food aside. I can understand why. Perhaps some fear the food might make them sick. Others might not like what is handed to them. And some want money but not food, and perhaps to use money for things that the giver had not hoped it would be used for (i.e. drugs, alcohol, cigarettes).

And so in the moment I put the energy bar away and waited for the man to pass, he moved onto the next car. I considered the principle of the veracity of claims. Did this man indeed go two days without eating? I thought to myself, two days without food and still able to speak loudly and make their way through one Subway car after another? And was this man a Veteran? Anyone could say they they're a Veteran, but they doesn't mean that they are. Perhaps one saying they're a Veteran might inspire more people to hand over money. If I went two days without eating I'm sure at the very least I would be very tired and uncomfortable. I certainly don't think I would be able to navigate crowded Subway trains for hours at a time trying to get a day's worth of pay.

And one could hand food to a person, and could that backfire on the giver? If the person receiving the food gets sick, could they launch a course of adverse action against the giver? Such indeed concerns me, and I think anyone should be reasonably concerned about the personal liabilities they could incur, even if such possibilities are remote.

And sometimes I see people selling food in the Subway. Yet I ask myself, has proper food handling been observed? There is a reason why health departments issue permits, in part to ensure that the food offered to the Public is reasonably safe to consume. And these food vendors I see do not offer options for electronic payment, and the protections offered both to the buyer and the seller. (Correction, I did recently see a person selling candy with QR codes for peer to peer payment). I don't carry cash anyway so I don't foresee us really meeting on that. I consider here these most important principles, that might harmonize, but also could conflict. Such is the warranty of merchantability, and caveat emptor, let the buyer beware. And I consider the importance of provenance, and the possibility of purchasing items that are not what they are advertised to be.

And while in the train, I thought to myself, I can make a donation to a soup kitchen or food pantry. And certainly if one is of low income, also also with disability, food stamps are a reasonable possibility. And if a Veteran has a disability that is connected to military service, then compensation is in order. And so I put the energy bar away, with the hope and desire to channel my time and money in ways to do the greatest good.

And I often say in Meetings, don't believe everything you hear. I ask that you not simply believe everything you hear but instead to consider carefully everything you hear. I assure you that I do not make up stories about the Subway or Grand Central Terminal. I have indeed used the Subway since early 1970. Such gives me qualification and standing to speak on basic matters of Public Transportation.

And some might ask, why the picture of the Subway station at the beginning of this section? You see, the Subway is known for having what are called "curved stations", not to be confused with "round stations", those with rounded ceilings. I assure you that this picture depicts the reality of the location and that I did not apply any digital legerdemain to make the station appear curved. I do not know if BART has any curved stations, given that I have not been on the entire BART system. Yet the Subway has many curved stations, and some stations are inclined as well. And even after fifty six years of using and enjoying the New York City Subway, I continue to learn new things. These things I enjoy sharing in various Meetings and in letters. It is absolutely essential to remember that the Subway is The System that is Legendary and Stately. I ask of you to always perform due diligence, and more so to always practice the foundational ideal that BART is The Peoples System.

On Matters of the Sabbath Day.

This is an electric induction heater for commercial and institutional food preparation processes.



I share on matters pertaining to Sabbath activities and protocols and in relevance to BART. I am cognizant of BART being a non sectarian organization and I do not seek to proselytize or make expositions on various kinds of canon law. Yet in the basic understanding of Sabbath principles such can be construed to hold relevance to the things of BART.

I often speak on matters pertaining to electricity, that which is foundational to the basic operations of our BART. And the various authorities who developed and expounded on canon law found themselves confronted with this novel concept of electricity. And opinions on this matter are indeed diverse, even among those within the same or similar movements. And this comes down to definitions of work, of creating, producing, and transforming things. Part of Sabbath canon law generally prohibits the tearing or cutting of things. As such, toilet paper is torn into squares according to the perforations and stacked nearby for when its use is required. Yet most authorities approve the flushing of toilets, but not the turning on or off of electric lights during the time of the Sabbath.

And over time I heard about people who use what are called Sabbath generators, in order to not take energy from

the grid, of which such external energy production is considered by many to be forbidden work. And in this understanding of separation or “islanding” from the grid, if you will, the electric demand of devices left on and settings unchanged during the Sabbath turns out to be very flat.

Yet fuel burning Sabbath generators turn on and off in their own way, given the basic principles of internal combustion, and in gasoline versions, the use of spark plugs. This got me to thinking, what about Sabbath batteries? You see, generators are only efficient in a very narrow band of operation, yet batteries can accommodate a range of demands, within certain limits, of which “c rate” (rate of charge or discharge in relation to the total size of the battery) is a foundational principle. I have read that some actually use various kinds of batteries for the Sabbath day, and batteries are being considered for community micro grids for this purpose. Yet batteries can also be used on the other days of the week as well, in order to manage demand. Such can also be monetized in situations where electric rates are variable, both in volumetric and demand based values.

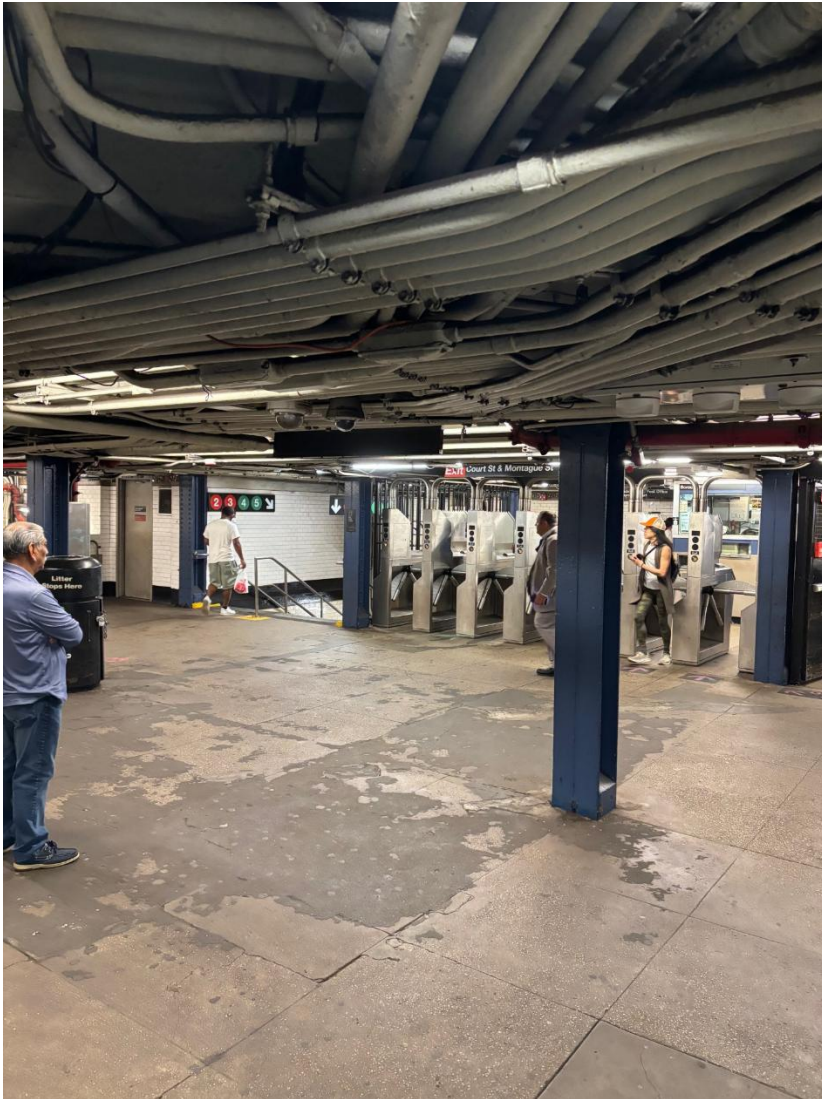
And some could very well consider direct versus alternating current electricity for Sabbath protocols, given some consider alternating current to be a form of turning on and off. There are many who keep water hot overnight on a gas range, with the flame turned down low, and a metal plate used to diffuse the heat among the various vessels placed on top. Of course I do not keep any kind of heat producing devices on while I am sleeping and my home is all electric anyway. And slow cookers produce heat over long periods of time, and consistently so, at a fixed setting as opposed to a thermostat.

And in my deepening understanding of the electric grid and devices, I have come to understand that most electric usage is highly variable and episodic in nature. Yet on its most basic level, utilities have sought after basically flat and consistent load profiles, in the hopes of not having to size the grid for rare occasions of outsized demand, such as on very hot summer days. And I have some experience with demand based billing, which at times worked for me and at other times did not. (In Southern Nevada demand based residential billing has been deferred to 1 January, 2027). Yet could spikes in demand be reduced by slowing down certain functions, such as heating water over longer periods of time? Such requires changes in both technology and thinking. And batteries are becoming more common both in utility scale and localized applications, including residences. Such can compensate for the intermittency of renewable energy sources, which don't always match the load profiles of end users.

I consider the importance of energy in our BART, especially with electricity being foundational. Yet I am seeking a greater awareness in BART in these matters, given that electricity is our largest non labor expense. Yet it seems little is said on this matter. Yet I share of my experiences in using electricity in diverse forms, even if only in small residential scale applications. Yet with abundant renewable energy available, such provides opportunities for our BART to take advantage, especially with favorable cost opportunities. Yet I do wonder about potentially millions of kilowatt hours being produced by our diesel powered emergency generator network. Yet can some of that be replaced by batteries, which can give our BART more flexibility and reduce emissions of carbon dioxide and particulates? Such goes back to the veracity of claims as stated in the previous heading. I ask that we never use legerdemain in stating the achievement of our goals but instead for our claims to be founded in the underlying substance.

## On Reduced Fares.

This is the Borough Hall Station (2, 3, 4, 5 services, A Division, IRT). This is the last place I skipped fare in the Subway in early 1981.



I consider that we are in the season of BART Budget development, with final adoption soon upon us. I bring up the matter of Reduced Fares. I consider our 62.5 percent discount for Senior and persons with qualifying disabilities. I am concerned that in this season of financial challenges that this most important benefit could very well be curtailed. I ask that you not entertain proposals to curtail the Reduced Fare benefit. If I was in one of your seats and a curtailment of Reduced Fare was proposed, I would stand up and roundly denounce such ideas. I mention to you that we as Reduced Fare users are not seeking to upend your Budget or take undue advantage. I ask instead that you welcome Reduced Fare users into the system just as anyone else, we are no less. I ask you never equate legitimate use of Reduced Fares with Fare Evasion. I petition that you never take action to discourage people from applying for and using Reduced Fares in their intended manner. I feel the 62.5 percent Reduced Fare benefit to be sacred. I ask you share that sentiment with me, in understanding the needs of those who qualify. I ask that you not forget about those who pay the Fare on BART even though you are able to use BART for free. And one of you told me that they did pay the Fare on the Subway, in using the OMNY system. I

submit to you that even with my speaking at MTA Board and Committee Meetings, I still pay the Fare on the Subway after leaving the building. And a person in leadership at the MTA was very encouraging to me on the matter of Reduced Fares. I ask the same encouraging attitude in our BART. I ask most of all that BART not be only about the customers who pay the most, but more so this inclusive ideal that I certainly hold dear, that BART is The Peoples System.

Wisdom from different levels.

“Riders on the Storm. Riders on the storm. Into this house we’re born. Into this world we’re thrown. Like a dog without a bone and actor out on loan. Riders on the storm.” - James Douglas Morrison.

“And then you call your friend two weeks later to see how he has been. He’s says I understand about the food, baby bubba we’re still friends.” - The Sugar Hill Gang.

“I used to think that I was doing all right but now I know that I was just hanging on. I used to wake up in the dead of night and see the road that I was traveling on”. - Gerry Rafferty sharing of life in New York City in the 1970’s, of sleeping on empty Subway trains in the middle of the night.

I share from a perspective of situational awareness, that this does indeed look like BART.



This is everyone’s DeKalb Avenue Station (B service, IND, Q, R services, BMT). Thank you.

**From:** aleta dupree <tsjoan@icloud.com>  
**Sent:** Tuesday, May 5, 2026 10:43 AM  
**To:** Board Meeting <board.meeting@bart.gov>  
**Subject:** [External] comments of various forms

Good morning President Melissa Hernandez and Members.  
Aleta Dupree for the record, she, her, with Team Folds representing skirt folds.  
I share with you my comments in relevance to the ongoing work and mission of the San Francisco Bay Area Rapid Transit District.

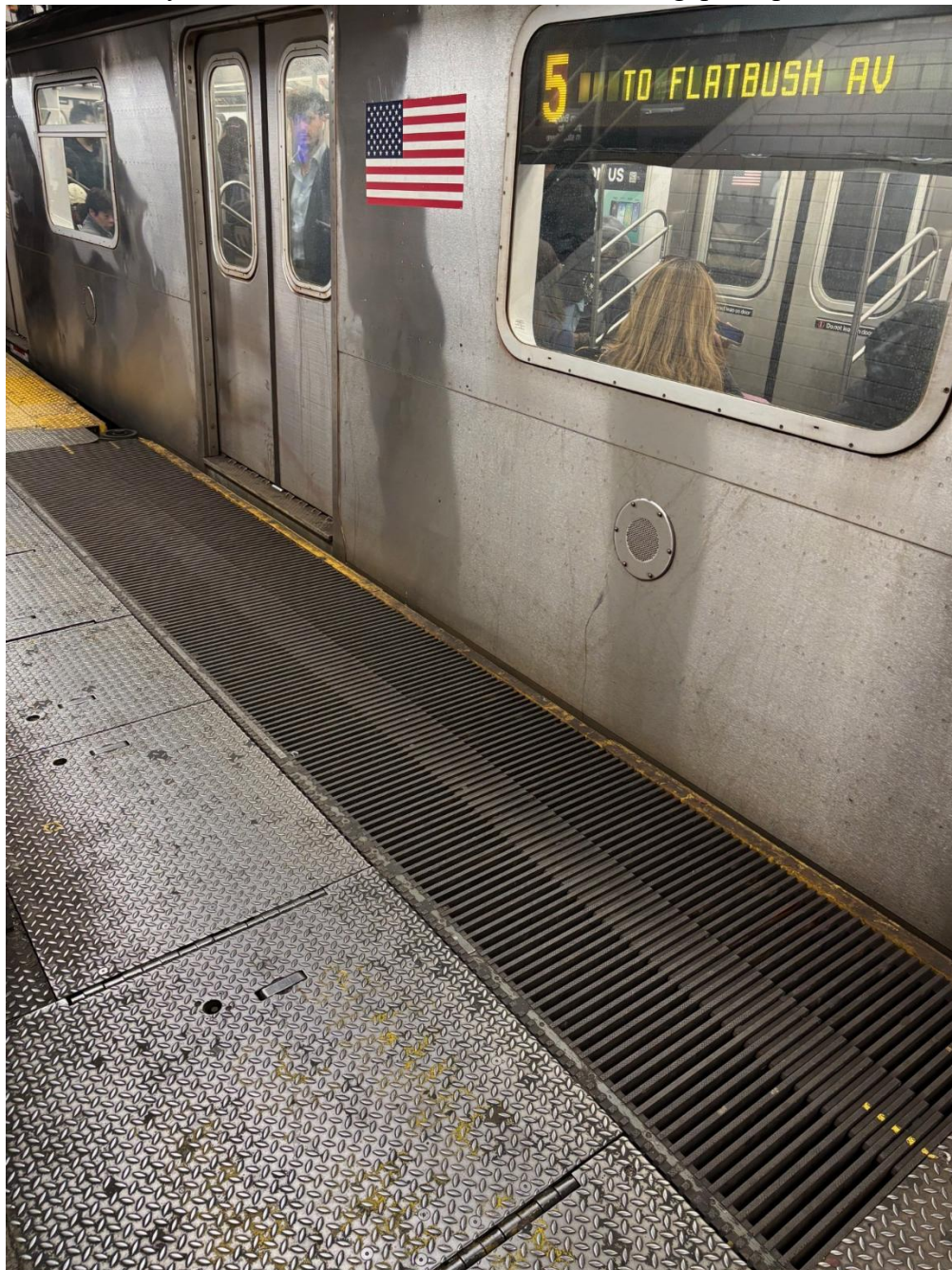
On Matters of Curved Stations.

This is the Spring Street Subway Station (6 service, A Division, IRT). This is an actual “S” curve station, no digital legerdemain was applied to make this station appear curved).



I share with you on matters of curved stations, such are common in the New York City Subway. I share of this in both historical and forward thinking contexts, and in relevance to BART. I do not know if BART has any curved or inclined stations, given that I have not used the entire System. And as mentioned in a previous letter, curved stations actually exist, and for reasons generally obvious.

It is an essential fact that most of the original underground line of what is now the New York City Subway was built using the cut and cover method. And the line followed the streets, which were not always straight. And curved stations did present challenges, with diminished sight lines and wider gaps between platforms and train cars. In London, on their famous Underground system, the term “mind the gap” is used to convey caution to users of the system. In New York, the term “watch the gap”, is promoted in the interests of customer safety.



This is a mechanical gap filler in the 14 Street-Union Square Station (4, 5, 6, services, A Division, IRT).

And at one time in several curved stations, there were mechanical gap filling platforms that bridged the wide gaps in order for passengers to be able to enter and exit train cars safely. The last set of these is in the 14 Street-Union Square Station, the original 1904 station serving the Lexington Avenue Line (4, 5, 6, services, A Division, IRT). The old South Ferry Station loop used these as well though a newer South Ferry terminal with longer and straighter platforms is used today. 14 Street-Union Square not only qualifies as a curved station, but also as a big station, there are actually three stations connected to each other. Two of these are express stations as well.

And some might ask, why do you share about curved stations, especially in New York? I can only share things with you as I know them. And we are living in a world where computational capabilities are increasingly exponentially, and the term “artificial intelligence” (AI) is often casually bounced around. And I am not an expert on AI, and AI means different things to different people. And given that I am very different and often not understood, I have to advocate for the appropriate standing to share.

I do not use forms of AI in preparing my letters with you, and I do not use digital legerdemain in my photos. Yet some might not believe my stories about curved stations in the Subway. Some might think I am “bending” the image to prove a point. But I don’t have to do such things in order to convey my thoughts to you. I do see various forms of what is called AI in web searches. Yet I look to the originals to found the comments I prepare for you. And I feel the term AI is often misapplied, when perhaps “enhanced web searches”, or “high powered graphics processing” will do.

And I do use autonomous vehicles (AV) on occasion. I look toward a day when individual mobility will not require a license to drive. I plan someday when AV’s are commonplace, to proudly surrender my drivers license for a basic identification card instead. Such will open up opportunities for people with disabilities that prevent them from operating motor vehicles in their present forms. Yet could my use of AV’s unfortunately result in me being unwelcome and possibly denied the opportunity to speak at Meetings, because so many are opposed? I ask that such exclusions never occur, and instead that Meetings can be forums where diverse and respectful comments can be welcomed. You see, I have full standing to speak before a number of boards and commissions even with me not having proximate residency. I consider myself fortunate to have met and had brief conversation with the person who is considered the General Manager of the Subway. I mentioned that the Subway is something that I not only use but that I enjoy as well. In the Meeting I referred to the Subway as The System that is Legendary and Stately. And how do I achieve such standing in BART, given my lack of residency, and my history of skipping Fare on the Subway in 1980-81? Some might question my understanding of the music of Gerry Rafferty, or think that I know nothing about cooking. I assure you that my pictures and stories are not deceptive. It is true that curved Subway stations actually exist. Yet even in the face of my not being understood, I convey to you this most understandable of ideals, that BART is The Peoples System.

Bent out of Shape?

I continue to expound on matters of transit security, and expectations thereof. I consider the most recent Meeting of the Transit Security Advisory Committee, which convened on 28 April, 2026. I attended and shared Public Comments at that Meeting, especially in relevance to a presentation about mental health and wellness strategies.

I find myself sharing on the idea of people being “bent out of shape”, if you will. And presentations about mental health and wellness can be highly technical and clinical in form. Yet I believe in the importance of basic wisdom, and learning from experiences. And I want the best for our BART. And no one working for BART in any department should enter upon BART property and come to work in the condition of being “bent out of shape”.

I bring to you a selection from “The End”, a song by a group called The Doors, a quartet led by James Douglas Morrison, often known as Jim. The End is considered by many to be an epic work, of almost a twelve minute duration. Perhaps songs of longer duration (more than ten minutes), can be considered epic works, such as Rappers Delight, by the Sugar Hill Gang (14 minutes), and Alice’s Restaurant by Arlo Guthrie (18 minutes).

Here are these words of James Douglas Morrison from his epic work The End.

“The killer awoke before dawn, he put his boots on.  
He took a face from the ancient gallery and he walked on down the hall.  
And he went into the room where his sister lived,  
and then he paid a visit to his brother, and then, he walked on down the hall.  
And he came to a door, and he looked inside.  
Father? Yes son?  
I want to kill you.  
Mother? I want to...”

And then after this last spoken line Mr Morrison devolves into unintelligible screaming. Only Mr Morrison knows the meaning of his words when he spoke them. Many have conjectured what Mr Morrison was thinking, but no one will ever know, given that Mr Morrison has passed on. Yet perhaps Jim Morrison was sharing of the trajectory and consequences of people getting bent out of shape.

And some might tell me, you’ve really gone off the rails here, sharing about the words of Jim Morrison and The Doors. Yet I feel my sharing is germane, and important. And during my time in New York I considered the proverbial ghosts of the many who were detained and arrested for wearing skirts up until the 1970’s. I would see officers of the New York Police Department, out on the street and also in the Subway, and I would ask myself, are any of these officers going skirt hunting today? Are they seeking to act out the words of Mr Jim Morrison? Is oppression under color of law on their minds? Some looked for easy duty, and skirt hunting was much like dropping the nets and hauling in a load of fish. And in fishing there is the issue of what is called bycatch, that which is caught in the nets but not needed for the harvest. Such bycatch was returned to the ocean but was often not unscathed. And so many who were hunted for wearing skirts, loaded into paddy wagons and taken downtown were eventually returned to the streets but in various ways did not come out unscathed.

I think back to one of your Board Meetings a few years ago. I recall an employee of BART, perhaps BART PD, referring to the workplace as a combat zone. I can see why someone would feel that way. I feel people should be able to share their stories freely, and always founded in respect. And I have to keep up situational awareness. I have dodged aggressive panhandlers in various systems of Public Transportation, including BART, and the Subway. I have seen arguments in train cars and wondered if it would come to fisticuffs. I have been to the war zone myself, given that I am a real Veteran of Operation Desert Storm. I assure you that I am a real Veteran and not someone pretending to be a Veteran, and I have appropriate credentials thereof.

And I have seen people I served with go off the rails in the aftermath of Operation Desert Storm. And I do not make excuses and disability is never an excuse for bad behavior. And yet are there people who come to work at BART “bent out of shape”, perhaps idealizing the words of Mr Morrison that I shared earlier in this section? I sincerely hope not. And do the aggrieved have means for proper redress? I would hope so but such is often complicated and even unapproachable.

And it is those who are different who are most at risk. It is not easy using Public Transportation while wearing a skirt at the same time. There are many who ask for money, perhaps a dollar, but they really want your wallet and your phone. And yet many seem to take permissive attitudes on transit security, because of particular constituencies with specific agendas. Often the words “mental health” are used as an excuse, when the reality is just intentional acting out. Yet I ask you to never view transit security through narrow lenses but instead to consider the Public at large, and their diverse needs. And yet it seems I am the only one carrying the proverbial water in creating awareness of the needs of people who are different.

I consider that the Pride season will be upon us soon. I ask that everyone who works at BART to be on their best behavior in ensuring a welcoming mindset for our guests, especially those who are very different. You see, I believe that BART is essential for the many who seek to attend and enjoy the various events that make the Pride season what it is. And yet how do we prepare for our guests, in ensuring the welcome? I can only share with you the things I know in your Meetings and out on the System. I have discovered over fifty six years of using the New York City Subway, that not only do I enjoy the Subway, but that I belong in the Subway as well. I share of this often in their various Meetings. And yet we are all at risk, when anyone working for any transportation system comes to work “bent out of shape”. And so the aforementioned words of Mr Jim Morrison are a cautionary tale, of things spiraling out of control. I ask that BART be an organization that holds everyone accountable, and with appropriate consequences for acts of malfeasance. I am especially concerned in Meetings, and I consider the veracity of claims. I expect more and better in our Meetings, including the appropriate enforcement of the rules thereof. I ask that no one be turned back at the gates or removed from trains because they are different. I seek after a BART where anyone who pays the appropriate fare and follows the rules of conduct can use the System freely in its intended manner. I advocate vehemently that no one come to BART bent out of shape but to instead to check their hangups and prejudices at the door and serve the Public with the fullest of accountability and professionalism.

Tone Deaf?

I reflect often on your Meetings, and the Proceedings thereof. I consider the peculiar nature of BART, in you being a directly elected Board. And I often sense what I call “tone deafness”, in what I feel is narrow focusing on particular constituencies that get you elected to your seats. Yet I submit to you that there are constituencies beyond the scope of what is near and familiar to you, especially those residing beyond your district lines. I know that some of you do listen to those outside of your own communities. Yet I address you collectively as the Board that you are as opposed to individually. Such is expected, in order that all Board Members will be accorded equal standing, in being addressed through the Chair. I ask that you all hold each other accountable. Yet I wonder, how much of what you discuss and decide is more about holding onto you positions as opposed to building the best BART that we can have? I do understand the need for self preservation, and no one wants to sacrifice their jobs. And yet I ask you not to kowtow or pander to particular constituencies but instead to consider that BART is a community institution with a very broad audience. This I practice myself in my speakings and writings to you. Yet I am simply an ordinary user of BART who is not dependent on constituents for my position. And given that

my residency is outside of the BART district, I have no effect on your positions given that I am not eligible to cast a vote at the ballot box. And I do not share my comments from the streets of New York in order to grandstand or upstage you. I consider myself fortunate to be able to share from places most meaningful to me. And yet am I at greatest risk because I am different? And some, perhaps many in BART might be uncomfortable with those who are different attending your Meetings and being out on the System. I am fortunate to have met many in BART who are helpful and respectful to me with my needs and concerns. Yet are these good folks acting alone in their courteous and professional sensibilities? I would hope that such well meaning actions and behaviors would also have inspiration from above. I expect leadership to be exhibited at the highest levels. And your leadership team of Bob Powers and Michael Jones indeed brings forth their clear and understandable directives in all things BART, even with me often not being understood. Leadership starts at the top, and it starts with you. Yet I ask your leadership not be clouded and deaf to those who are not part of your familiar constituencies. What I believe is most important is to meditate on and practice this basic ideal without ceasing, that BART is The Peoples System.

Wisdom of profound nature.

“You know the day destroys the night, night divides the day. Tried to run, tried to hide, break on through to the other side”. - James Douglas Morrison.

“He can’t satisfy you with his little worm, but I can bust you out with my super sperm”. - The Sugar Hill Gang.

“The lights are low and the Muzak is loud. You watch yourself as you play to the crowd. One more face in a palace of mirrors. One more drink you’re sailing away. One more dream and it’s looking okay. One more time to watch the flow of the river”. - Gerry Rafferty reflecting on overnight times in Lower Manhattan in the 1970’s, standing by the East River, watching Subway trains crossing the Manhattan Bridge.

Gerry Rafferty was surely thinking of New York City in working on his songs.



These are everyone’s Brooklyn and Manhattan Bridges over the East River in New York City.  
Thank you.

**From:** Jeremiah Maller <rjmaller@gmail.com>

**Sent:** Friday, May 8, 2026 1:00 PM

**To:** Civilian Review Board <BPCRB@bart.gov>; Board Meeting <board.meeting@bart.gov>

**Cc:** BART Board <BoardofDirectors@bart.gov>

**Subject:** [External] Public comment: Request for investigation and accountability regarding Deputy Chief Turner

⚠ This message originated from outside of BART. Do not click links or open attachments unless you trust the sender. ⚠

Dear BART Police Civilian Review Board Members and BART Board Directors,

I am writing in my individual capacity as a concerned citizen and frequent BART rider. I am not speaking on behalf of BBATF (BART Bicycle Advisory Task Force), but I do view this issue through the lens of my work advocating for bicycle riders who rely on BART.

The Anti Police-Terror Project is calling for public comment at the Monday, May 11 BART Police Civilian Review Board meeting regarding Deputy Chief Antoinette Turner. According to APTP and recent reporting, circulated footage appears to show Turner, then a San Leandro police lieutenant, present during a disturbing incident involving Shaquille Coleman, an unhoused Black man, who was reportedly detained, mistreated, and transported across city lines to Oakland.

APTP is calling for Turner's resignation from her current BART Police leadership role. Whether resignation is the appropriate outcome should depend on a full and independent review of the facts. But the allegations are serious enough that BART should not treat this as a routine personnel matter. A thorough, independent, and publicly accountable investigation into Turner's conduct, judgment, and fitness for her current leadership role is clearly warranted.

This matters to BART riders, including those of us who use bikes to access the system. Bicycle riders often depend on BART stations, trains, elevators, stairwells, and surrounding streets at early and late hours, sometimes while carrying or parking expensive bikes and e-bikes. We need police leadership that riders can trust: leadership that responds to safety concerns without dehumanizing vulnerable people, and that understands public safety depends on dignity, accountability, and community confidence.

I urge BART to review Deputy Chief Turner's role in this incident, whether BART's hiring and background process adequately considered the body camera footage and underlying allegations, and what corrective action is warranted if serious misconduct or a failure of leadership is confirmed.

BART cannot ask the public to trust a "Progressive Policing and Community Engagement" bureau if its leadership is not held to the highest standards of dignity, truthfulness, and accountability.

Sincerely,

**Jeremiah Maller**

<https://www.linkedin.com/in/maller/>

## **WRITTEN PUBLIC COMMENT**

BART Board of Directors Regular Meeting — May 14, 2026

Agenda Item 3G — Award of Agreement Nos. 6M3788 and 6M3789 to EMS/Rescue Services

Submitted by Aaron Mandler, Chief Operating Officer, Westmed Ambulance Service

My name is Aaron Mandler. I am the Chief Operating Officer of Westmed Ambulance Service, a licensed ALS and BLS ambulance provider with over 30 years of continuous operation in the Bay Area. Westmed is a paramedic company — we are authorized to deploy licensed paramedics in Alameda County and Santa Clara County. I am submitting this comment in opposition to the proposed award of Item 3G and respectfully requesting that the Board remove this item from the consent calendar.

The RFQ cover letters for both contracts state explicitly: "Only paramedic companies certified by the [applicable] County Emergency Medical Services Agency to provide Basic Life Support Services can complete this RFQ." This is a meaningful requirement. A paramedic company is a company authorized to provide paramedic services. Westmed meets that definition. EMS/Rescue does not. EMS/Rescue is an event-based EMS company. It holds no ambulance permits, no ALS operating authority, and no county medical director relationship authorizing it to field paramedics in any Bay Area county. Westmed has confirmed this directly with the Alameda County EMS Agency, the San Francisco Emergency Medical Services Agency, and the Santa Clara County EMS Agency. EMS/Rescue's proposals for both contracts did not meet the RFQ's eligibility requirement and should have been deemed non-responsive.

The "paramedic company" requirement reflects a meaningful distinction between providers with the organizational depth, staffing infrastructure, and clinical oversight to deliver safe, reliable daily coverage, and those without. Daily, recurring transit medical coverage demands a company that can guarantee no lapse in service, maintain fully credentialed personnel at all times, and absorb the operational demands of a multi-year contract. Awarding these contracts to a company that does not meet that standard puts BART patrons at risk.

I respectfully request that the Board remove Item 3G from the consent calendar, direct staff to verify whether EMS/Rescue holds any paramedic-level ALS operating authority in any Bay Area county, and allow Westmed's formal bid protest — submitted to procurement on May 12, 2026 — to be reviewed before any award is executed. Westmed submitted fully compliant proposals at \$140.00 per contract hour for both contracts and is ready to begin service immediately upon award.

Aaron Mandler

Chief Operating Officer

Westmed Ambulance Service

14275 Wicks Blvd., San Leandro, CA 94577

(949) 633-9879 | [amandler@westmedambulance.com](mailto:amandler@westmedambulance.com)

**From:** aleta dupree <tsjoan@icloud.com>  
**Sent:** Tuesday, May 12, 2026 1:15 PM  
**To:** Board Meeting <board.meeting@bart.gov>  
**Subject:** [External] comments meaningful to BART

District Secretary Bob Franklin, with thanks, please forward this message to the full BART Board for the General Meeting of 14 May, 2026.

Good morning President Melissa Hernandez and Members.

Aleta Dupree for the record, she, her, with Team Folds representing the skirt folds.

I offer to you my comments germane to the jurisdiction of the San Francisco Bay Area Rapid Transit District.

The Double Dutch Bus.

I relate to you matters pertaining to the The Double Dutch Bus, performed by Mr Franklyn Smith, often known as Frankie, released to the world in 1981. Frankie Smith was a musician from Philadelphia, though his song is certainly reminiscent of New York City. I think back to younger years in New York City, living in a section known as the Upper West Side, and I took the bus to school. Back then I had a paper bus pass but not a Subway pass. I remember the popular jump rope game called Double Dutch. I was never much good at jump roping but I enjoyed seeing performances of the Double Dutch in various places around New York City. There is a video of the song, I have no idea where it was filmed. Yet the video was certainly reminiscent of New York City, perhaps of neighborhoods such as Brownsville, Bedford-Stuyvesant, and East New York. The video features Frankie Smith, a group of teenagers, and a customized bus. I remember taking long rides on the "A" train of the Subway after school, going through these aforementioned neighborhoods. And on some of those trips I had not paid the fare. It was shortly after hearing the Double Dutch Bus song that my incessant and arrogant fare beating adventures came to an end in the Borough Hall Station (2, 3, 4, 5 services, A Division, IRT). And there were times I boarded buses through the back door as well, such was generally not allowed, but was indeed commonplace.

These are BART style fare gates, in the Metropolitan Avenue Station (G service, B Division, IND). At the time I was on the way to the laundromat. When I saw these I was indeed reminded of this value I share of wherever I go, that BART is The Peoples System.



And I consider the importance of Fare, in pertinence to various forms of Public Transportation. I remember the days of the brass tokens used on the buses and the Subway. Coins were also used on buses, but not bills. The entire network was cash based, there were no credit card readers or vending machines. And the daily revenue and token resupply was performed using special trains that stopped at every station, and delivered to the Transportation Building (370 Jay Street, Brooklyn, New York, 11201). It was in this building that the secret money room was located. Mr Gerry Rafferty referred to this place, among other things of New York City in his 1979 work Take the Money and Run.

I consider the importance of money and the accounting thereof. I was having lunch in the Grand Central Oyster Bar with a close relative of mine, in commemoration of my 60th birthday. And this relative related the story of an aunt of ours who had passed years ago. This aunt lived in the Flatlands section of Brooklyn, in the first floor apartment of a two floor row house, with my great grandfather. This aunt of mine never married, she always lived with her parents, and she was a restaurant bookkeeper. And I was told that this aunt of ours was the bookkeeper at the Grand Central Oyster Bar for over thirty years, most of that time before I was born. I had no idea, and I did not visit Grand Central Terminal and the Oyster Bar until the fall of 1980. I'll never know for sure but I have good reason to believe this story is true. In all of my years of knowing my aunt I never asked her where she worked, though now I wish that I had done so. Some things are indeed just lost to history.

And how do we get people interested in the things of BART? Perhaps Frankie Smith was speaking of Public Transportation in order to get to double dutch gatherings. I used the Subway most of the time, and for many different things. When I return to the Metropolitan Avenue Station and see the BART style fare gates, I'll wait for a few minutes and watch people going in and out, while listening to The Double Dutch Bus. When I saw the fare gates in this station I reflected on the clear and understandable directives put forth by your General Manager Bob Powers relating to all things BART. And I often share of the things of BART in the MTA (New York) Meetings, even while wearing a t shirt that says Grand Central on it. I believe that one can never have enough Subway, always a good reason to spend time in New York. It is an essential fact that the New York City Subway is The System that is Legendary and Stately. Yet this ideal I convey as well, that BART is indeed The Peoples System.

On Kitchen Transparency.

This is an all electric kitchen, powered by renewable energy.



I share on matters of kitchen transparency, in relevance to BART. I feel the subject is germane, given that electricity is foundational to BART, and also in my home. It is absolutely essential to remember that many systems of Public Transportation operate using electricity, especially the New York City Subway. And I am not formally educated in culinary arts or commercial kitchen design. I can only share of my experiences and hopefully such will be relatable and approachable.

I consider matters of provenance, and such is not only about the foods themselves, but also of preparation. And the idea of provenance relating to food is not new at all. There are many populations that only prepare and consume certain kinds of foods, and transparency is an essential part of that. For some the matter is philosophical or spiritual. Yet transparency is absolutely critical when it comes to issues of food allergies. And so transparency takes on many different forms toward the goal of people making informed decisions in alignment with their basic values, and even more so in protection against various kinds of harms.

I could probably write a book about my various experiences concerning kitchens, and culinary matters in general. Yet in this day and age I am seeing more restaurants installing and using electric equipment, in full or in part. Most of these situations involve pizza places and bakeries. Yet in my time in Flushing, in the Queens borough of New York, some of the newer Asian establishments have electric equipment as well. I enjoyed seeing a wok being used on a concave induction heater. Years ago most kitchens were out of view of the guests, but today the open kitchen concept is growing in popularity.

I think back the early 1980's, when I frequently enjoyed sandwiches at the famous Manganaro's Hero Boy (494 Ninth Avenue, New York, NY, 10018). This was a busy counter service establishment, offering sandwiches up to six feet long. And there was a sign in the back saying, "please feel free to enter our kitchen and look around". And I often did so, the room was not very big, and the equipment and processes very simple. Yet it was the simple foods of Manganaro's that I came to enjoy for a long time. For a few years up until 1979, Manganaro's Hero Boy delivered sandwiches to Pennsylvania Station, to be served on the many Amtrak trips on the Northeast Corridor. I was saddened that this famous place known as Manganaro's lost the contract with Amtrak, and pre packaged sandwiches were served on the trains going forward. Manganaro's unfortunately closed permanently in 2021. And yet I enjoyed seeing their kitchen and many others in my earlier years in New York.

And sometimes deciphering how kitchen equipment is powered of can be challenging. On occasion people are able to answer my questions. And sometimes answers are not easy to find. I think back to around 1974, when I went bowling with a group of friends at a bowling center in Huntington Station, New York, next to the Walt Whitman Mall. And unfortunately that bowling center, a place I enjoyed often in my younger years, no longer exists. And this bowling facility had fifty lanes, and my group was assigned to lanes 49 and 50. And I was fascinated about how pin setting machines worked. You see, automated pin setting was a fairly new concept, generally under the brands AMF and Brunswick. There were several members of my family who manually set bowling pins in various bowling centers in Brooklyn, way before my time. And in my desire to know more I rolled the ball to the right of lane 50, down the access path, and the ball ended up in the back. And so I went to fetch the ball, and I saw the workings of modern automated pin setting before my eyes. I was definitely intrigued. I quickly retrieved the ball, returned to the group, and I narrowly avoided being scolded. This is not a particularly good way to find out answers to questions, and I would not recommend such behavior. And yet how does one get answers to the deep questions of culinary matters, especially when most restaurant employees are not schooled in the deeper aspects of kitchen equipment

and energy? Such calls for deep and thoughtful conversations, and in finding the appropriate places to do so. I happen to believe that pizzas and baked goods are best prepared using electric heat, and for various reasons.

And some could surely ask, why do I share about kitchen equipment in the BART space? I share about many things, in order to give you context as to who I am and how my comments are founded. I think an important part of public engagement is the building of conversational relationships. And I often speak of the importance of electricity in our BART because such is foundational, and more than just being the largest non labor item in our Budget. I feel that I would enjoy BART more if we used 100 percent renewable energy, just as Caltrain does. I continue to advocate for a 100 percent renewable energy powered Subway. I believe in the importance of living and practicing values near and dear. And I do not use sleight of hand in sharing my thoughts with you, though I always enjoyed watching various performances of Doug Henning, a famous magician, in the 1970's. Yet I continue to seek more deeply the answers to questions regarding energy usage in our BART. And we should not be using diesel generators to operate our BART when surely there are other more sustainable options. And yet I wonder if we are doing so. I feel such information needs to be disclosed, for the benefit of an inquiring Public. And some might accuse me of not knowing anything about cooking. Some might look at me and presume that I am incapable of using a wok or a tortilla press. Yet years ago I made a satisfying shrimp and lobster sauce, in my all electric kitchen. I think I do a respectable tomato sauce as well. Some might think I know nothing about soul music, yet I think I do, as I have done so for about fifty years. The only thing that I can do is to share my thoughts respectfully before you according to the processes in place for doing so. And I search out for the very best in foods in part by asking questions in the appropriate places and situations. I am known for using Public Transportation to access my favorite eating places and to discover new ones. I often visit a bakery that I enjoy in Brooklyn, which is near a Subway station. And whenever I visit, I mention that I came all the way across the country to enjoy their daily offerings, baked in their electric ovens. My cooking is often simple, and to me that is a high compliment. I find satisfaction in preparing simple foods that I enjoy. I think back to my time in New York, and that not only do I enjoy the Subway, but that I belong in the Subway as well. And you are not in New York to see me in my element. I can only share of that in my comments to you. And some might think I am heating up the Board Room on a hot day, but I feel that my sharing on diverse subjects is indeed germane to all things BART. And yet I seek to get my words in edgewise. Such is not easy and I am at risk of being accused of carpetbagging. Yet there is an old saying, "the way to a person's heart is through their stomach". And while it may not always be practical for guests to enter the kitchen, I feel the kitchen should be visible, even through plexiglass panels. And such should showcase the fullness of the kitchen environment. This should not just be about the cooking line, but the preparation area and the dish room as well. I advocate that no one forget the dish room and those who work in it. You see, if there was no dishwasher, the restaurant would come to a stop, as sanitation is indeed most foundational. A BART that works is based on the things that are often not seen, but absolutely need to be highlighted nonetheless.

It's not just about you.

I consider BART and its distinction as an organization overseen by the directly elected Board that you are. And not only do I share at your Board Meetings but also at various subcommittee meetings as well. And I have an emerging theme that I share, and that theme is this, "it's not just about you". It is not easy going to these various Meetings and sharing of my concerns when it seems that many only seem to look after their own concerns. And at the expense of repeating words, I am concerned. I fully understand and accept that I cannot vote for you, given that I do not live in the BART district. Yet I perceive impaired standing before you, and the prioritization of populations and

issues closer to your particular jurisdictions. Such understandably leaves me unrepresented. Yet I ask of you to practice goodwill in entertaining the comments of those not represented by you and with equal standing, even if you are not required to do so. And I often say, it's not just about you, because BART is not just about you. And yet I would like to see your Agendas and Proceedings centered more on the basics of running this railroad that is BART. That is the platform I would uphold if I was on the dais with you. And yet it often seems the focus is on different things, that often seem extraneous. I would like to see you more aligned and coordinated with your leadership team of Bob Powers and Michael Jones, who every day give clear and understandable directives with the goal of building the very best BART that we can have.

I do consider at times retiring from speaking at your Meetings, in the hope of finding safer and more respectful spaces to share. And the Board Room at times does not feel welcoming, when various constituencies on both on the dais and the Public Comment podium collide. I often ask myself, have we lost the art of thoughtful and respectful conversation? I am concerned that some might keep me from being able to share my thoughts with you from the Public Comment podium. I advocate for rigorous practice of procedures, in ensuring that our Meetings flow in an orderly and considerate manner. Yet is my standing secondary, given my residency outside of the District, and my history of Subway fare skipping? I seek after the full and equal standing that most people seem to take for granted. I feel that BART should be a system that serves the needs of everyone who chooses to engage. Yet some systems seem only interested in those living in the jurisdiction of origin. Yet Public Transportation in New York is not just of importance to the immediate region, but national and international significance as well. I ask of you to have an expansive mindset as well. I feel very strongly in this way, that BART is not just about the Bay Area and California. Yet I carry this ideal in my toolkit wherever I go, that BART is indeed The Peoples System.

Wisdom that is meaningful.

“Theres a double dutch bus coming down the street. Moving pretty fast so kinda shuffle your feet. Get on the bus, pay your fare. Then tell the driver that you're going to a double dutch affair”. - Mr Frankie Smith.

“You can get anything you want at Alice's Restaurant”. - Arlo Guthrie.

“I said you shouldn't worry slow down what's the hurry? You shouldn't take it so seriously. You feel forsaken, soon you will awaken, wake up to a brighter day”. Mr Gerry Rafferty sharing of the hustle and angst of commuting on Public Transportation in New York City in the 1970's.

This is the very best of Grand Central Terminal which is located in New York City.



Thank you.