

San Francisco Bay Area Rapid Transit District

2150 Webster Street

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May 28, 2026

Agenda Item 9

Public Comment

Placeholder for
Written Public Comments
Received by May 27 at 3pm



From: aleta dupree <tsjoan@icloud.com>
Sent: Monday, May 18, 2026 5:53 AM
To: Board Meeting <board.meeting@bart.gov>
Subject: [External] comments on matters of standing

Greetings Board President Melissa Hernandez and Members.

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

I deliver to you my comments on matters pertinent to the San Francisco Bay Area Rapid Transit District. Welcome to New York.

This is Times Square, as shared of in Get It Right Next Time, a song by Gerry Rafferty.



Again I share with you on matters pertaining to Mr Gerry Rafferty, a Scottish musician who was surely thinking of New York City in working on his songs. I was going to title this section ,”meanwhile back in the music business”. Yet as I wrote this, I felt the title needed to be of a broader scope. I consider my recent trip to New York, and my first days there. I began my trip in Denver, and with minimal planning. I had been in Denver for a few days, and I had several ideas in mind. I thought about going to Chicago, but it was still too cold. I considered Minneapolis, so I could visit the Mall of America. Yet the temperatures forecast there were too cold for me as well. And so the night before I decided to visit New York. And I woke up very early and I decided to get to the Denver International Airport with the possibility of getting on an earlier flight. I used Public Transportation, including the “A” Line, which is a commuter rail line between the airport and the downtown area. This line also makes intermediate stops, in serving various neighborhoods along the way. Such also reminded me of Rocky Mountain High, a song by the famous folk singer John Denver. And I made it to the gate ahead of schedule to board an earlier flight than I originally planned.

And this flight was on a Thursday and therefore I did not attend your Meeting scheduled at that time. I felt it was important for me to get to New York earlier rather than later, especially with a two hour time change. And the flight was uneventful, some turbulence for a few minutes along the way. And then we began our descent into New York, with arrival planned at the LaGuardia Airport, one of only two airports in the City of New York, both in Queens borough. I was born in Brooklyn but I consider myself a native of Queens, given my earliest years lived in the neighborhood of Bayside. And LaGuardia Airport is an interesting place, with long and deep history. I think my first flight from there was in 1979, in a small aircraft on a flight to New Hampshire. This was what one might call a milk run or puddle jumper. The first stop was in Keene, and then the final destination in Lebanon, both towns on the New Hampshire side of the Connecticut River. And the LaGuardia airport has changed greatly, from old and dated buildings with low ceilings to the new and more modern facility of today.

And I contemplated many interesting things about LaGuardia as we descended. You see, LaGuardia Airport is subject to distance restrictions, in being used only for flights of fifteen hundred miles or less. There are two exceptions to this rule. One is that the rule does not apply on Saturdays, and the other is that direct Denver flights are allowed, even though Denver is more than fifteen hundred miles away.

And we were making the descent and I was not recognizing the surroundings. I had free WiFi on board and I monitored the flight using the Flight Aware mobile application, and we were traveling north over the Hudson River. And then we made the hairpin turn to the south, and over dense residential neighborhoods of the Bronx. And such is not easy. You see, I am very afraid of flying, and LaGuardia is a small airport with two short runways, and surrounded by water. And I have flown in all kinds of weather and turbulence comes with the territory at times. And the airspace around New York is some of the most complex and congested in the world, demanding the highest and best from all involved in the process. And a few weeks earlier at LaGuardia there was an accident on the ground involving a collision between an aircraft and a fire truck, and there were two fatalities. And I recounted my watching the film Sully, about an incident originating in LaGuardia where a plane’s engines were disabled from striking a flock of birds, and the plane landed safely in the Hudson River.

Yet after landing, and going to retrieve my bag from the carousel, I listened to some of the music of Mr Gerry Rafferty. Then I used Public Transportation to get to my hotel. This involved the free Q70 bus to Seventy Fourth Street Station. You see, there is no train service to LaGuardia, and buses are an important part of accessing LaGuardia. Yet in entering the Seventy Fourth Street Station, and going underground, I continued to reflect more on Gerry Rafferty, who surely was thinking of New York City in working on his songs.

And I considered the words of Mr Rafferty while on the train to my hotel, I think I used the E train, which runs express in Queens except in the overnight times. I made it to my hotel to recover from the two hour change in time.

This is Avenue of the Americas, often known as Sixth Avenue, near Fifty First Street. Such is reminiscent of the line “meanwhile back in the music business” in the song Sleepwalking, by Mr Gerry Rafferty.



And the next day it was cool and I decided to visit places old and new. I ventured over to Avenue of the Americas, leaving the Subway at 47-50 Streets-Rockefeller Center Station. And that neighborhood is my old stomping grounds if you will. I had jobs in the area, enjoyed meals in employee cafeterias, saw a movie in the Radio City Music Hall, skated in the below ground ice skating rink, among other things. Yet even with my having worked in the Burlington House, 1345 Avenue of the Americas, I had never set foot in the New York Hilton Hotel next door. And so on this trip I finally did. I had good conversations about the food offerings and the possibility of taking a room for the night. And how is it for many years I never set foot in this hotel that was so close to home and work? It is easy to ignore things even in close proximity. And then I continued over to Times Square, where much has changed but some things remain the same. I saw a setup for a modeling shoot, with LED lamps on stands, a digital camera on a tripod, and a large format lithium battery. I was encouraged, in the hope of moving away from gasoline and diesel generators and into greater use of batteries. I considered possibilities not just in home and commercial energy storage, but for BART as well.

Yet back on Avenue of the Americas, I went to a few places in my history. I visited Rockefeller Center for a bit, and saw the entrance to the studio where tapings were held. I visited the gift shop. I related my story from late 1981, of waiting with my best friend from high school, to see the Friday afternoon rehearsal of Saturday Night Live. And John Belushi was performing that day, unfortunately he passed on a few months later. I saw the place where the skating rink would be in the wintertime, that which I have enjoyed in past times. In late 1981, I lived nearby, at Fifty Third Street and Eighth Avenue, such made accessing the area easy.

And I came across Radio City Music Hall, where I visited once, to see a movie. At that time the Music Hall was often used as a movie theater. And while there, I found myself listening to Sleepwalking, by Mr Rafferty. I heard the mention of “meanwhile back in the music business”. Perhaps Mr Rafferty was thinking of this neighborhood of Rockefeller Center and Times Square. Mr Rafferty is no longer with us but his words live on, especially in seeing and hearing many places in New York City.

And I saw a few more places and then I walked over to Grand Central Terminal to have lunch at the Oyster Bar. I shared of my having enjoyed meals in that famous restaurant since the fall of 1980. I was tired and I did not take a Metro-North train that day. I went back to my room in Long Island City, and took a nap, given that I had an evening Meeting later on. I had a very busy weekend, and it took a few days to recover from the time change.

And I often considered the things of BART as I navigated these neighborhoods. BART is very different, not really like the Subway, and not particularly reminiscent of commuter rail either. BART is simply BART. Yet what can we do to build the best BART that we can have? It is true that BART does not have express routes, as are commonly found in New York, and really only in New York. BART does not operate 24/7. I often reflect on the Subway being steeped in tradition and mindful of history. There is the New York Transit Museum, which has its main location in a former Subway Station. I often advocate that there should be a BART History and Visitors Center, yet do we have any decommissioned stations or sidings to install that? Have we lost our sense of history and remembrance? Did BART have special trains to deliver the revenue to the secret money room? Did BART have a power generating station? At one time the Subway had three. And were there sections with steel elevateds, much like the Subway still has today? And have original architectural features in BART been removed over time? I was not in the Bay Area in 1972, therefore I could not have seen what our original BART would have looked like. It is my hope that the records of the Proceedings of those who planned the original BART still exist. What would a BART with express routes have looked like? Perhaps the original concepts of BART would have been inspired by the Subway. And many systems consider themselves subways, including parts of MUNI. Yet

there is only one Subway, that which is in New York City. And even in New York City, I often reflect on the things of BART. Perhaps in some ways BART is always with me. And the way that I express that is not just in sharing of experiences but ideals as well. And I enjoy sharing of this principle, in Meetings and out on the road, that BART is The Peoples System.

On Bandwagons and Parades.

I share with you my concerns about Meetings, of increasing stress, and perceptions of abuse of process. I consider my situation, as a person who is very different, and the possibility that I might not be heard or considered. I reflect on processes, and those trading on matters of right, yet it seems to me that responsibility is at risk of being overlooked and forgotten.

I sometimes attend and speak at Meetings of the BART Police Civilian Review Board (BPCRB), often I am the only one. Yet recently there have been cohorts of people attending and speaking on a particular issue. That is their right, but it is situations such as this where I find myself looking for safer spaces for me to engage in respectful and thoughtful Public Comment.

I consider that a situation made the news in which a member of BART PD in a leadership position is being accused of some kind of malfeasance in the past. Such stems from a video that has been circulating in recent times. Yet in this letter I am not going to conjecture what happened, given that my understanding is limited. Instead, I trade on the basics, of structures and procedures in place for the benefit of BART and the People that BART serves.

I consider the Board that you are, and part of your portfolio of responsibilities is to onboard, evaluate, and potentially terminate what are known as Board appointed officers. And on 25 July, 2019, your Board appointed Bob Powers as your General Manager. I had my input in that process, in my speaking at Meetings and in the preparation of letters. I was at that particular Meeting and I shared Public Comment on that matter as well.

And Bob Powers, as a Board appointed officer, has particular authorities to appoint executive leaders in providing oversight to various departments in our BART. And I have my input in the process, again in proffering Public Comment in my speakings and in the writing of letters.

And one of these leaders that Bob Powers, your General Manager, holds responsibility for appointing is the Chief of Police. And Bob had been involved in that process twice, first with Ed Alvarez, and then with our current Police Chief, Kevin Franklin. And I know Bob Powers to be one who daily brings forth clear and understandable directives in all things pertaining to BART. And Bob is known for taking these decisions very seriously, and with the mindset of accountability and transparency. I am simply an ordinary user of BART and other systems of Public Transportation. And I am dependent on Bob and the leadership team to perform appropriate oversight in building the very best BART that we can have.

And so your Chief of Police, Kevin Franklin, is also charged with evaluating and appointing a leadership team in performing oversight of law enforcement functions in the BART system. And Chief Franklin has over three decades of service in Bay Area law enforcement, and most of that time has been served at BART. And I also have my input in that process of onboarding leadership in BART PD, again in speaking at Meetings and in the letters

that I share with you.

I am sure that your Police Chief Kevin Franklin has indeed performed due diligence in the hiring of leadership, and that goes much deeper than what we might see or hear in the media. If I thought Kevin Franklin wasn't up to the job, I would have told you so, and offered clear and irrefutable evidence. Yet I know that Kevin Franklin is more than up to the job and I feel that Kevin has always been responsive to my needs and concerns, and has proven so over time. I also know there are answers that Kevin Franklin cannot offer to me, given various statutes that govern the oversight and procedural aspects of law enforcement.

And so it is the right of people to speak, even parades of people doing so. Yet that is not how I operate. It is true that I have said things like, I wish I had a busload of people to come in and speak about communications based train control. Yet I would seek after the sharing of distinct and particular stories, that you would enjoy listening to, and you would leave the Meeting feeling better than when you entered. You see, I seek to shape conversations by elevating conversations. I do offer my constructive criticism at times, and not just based on facts but more so founded in respect.

And so my engagement at BPCRB Meetings has been limited, because of parades and bandwagons that potentially make Meeting spaces unsafe. And where do I fit in? You see, there are surely many who do not want people like myself who are different using BART and going to your various Meetings.

And the things I say are not conjecture. You see, I went to a series of MTA Meetings in New York recently. And a member of the Public mentioned to me that I should not be talking about Grand Central in my public speakings. I had to take that with a grain of salt and move on. And I have to consider the possibility of sarcastic and misplaced humor. Yet such still bothers me, as I seek to share of my experiences in deep and relatable ways. Yet I always enjoy the warm and welcoming reception from the MTA Board, their District Staff, and many other members of the Public. And I do have full and equal standing to use Public Transportation in the New York region, in keeping with the payment of appropriate Fare and in following the Rules of Conduct. I enjoy speaking on various subjects, and after the Meetings, I once again pay Fare on the Subway. Such is indeed expected and required.

I often consider the importance of standing. And one of the highlights of my trip was something most people would consider mundane, routine, and perhaps tedious. I used the Port Authority Trans-Hudson (PATH) to visit Journal Square in Jersey City, New Jersey. I spent some time to initiate the process of obtaining Reduced Fare qualification on PATH. I spent \$6 in round trip fare to do so. And not only did I take care of important business for myself, but I also had a chance to enjoy using PATH once again, as I have done so since the fall of 1980. And what was most important about that trip was that I knew that even as a non resident I had full and equal standing to engage with PATH and the services that PATH offers.

And I consider the things that many say, and I wonder about goals and motives. I remember some who were seeking to push back against various kinds of fare enforcement. Often this was based on what some would call "equity concerns". And some seem to think that we should be more permissive when it comes to matters of fare evasion. Some even think it is fine to evade the fare. Yet I see deeper, ulterior, and perhaps sinister motives. You see, I am indeed known for incessant and impetuous evasion of fare in the New York City Subway in 1980-81. Yet no one has ever come up to me and congratulated me on my adventures in fare skipping. I have never been held up as a role model or hero to those who feel fine with evading fare. And I see it in this way, that the issue

has never really been about fares, but more so about putting some groups above others, and at the expense of others. I am not proud of my adventures in Subway fare skipping, but I'm not ashamed of that either. I do not pay fare as a means of repentance or mea culpa attitude. I pay the fare most of all because there is an ordinance requiring such payment. I do not wish to put myself through the consequences that could arise from sanction or prosecution for evasion of fare. I have better things to do with my time and money. So it seems to me that these various parades and bandwagons are more about expressing animus as opposed to constructive and fact based solutions to the challenges that our System faces on a daily basis. And so the ultimate consequence of such behavior to me is really more about people such as myself being constructively evicted from reasonable use of the System. I wish to be able to use the System in its intended manner, and not worry about others interfering with that. And I am dependent on BART PD in helping me to do so. And I would like to meet the officers in question and introduce myself. You see, I believe in the importance of relationship building, and such requires deep and diligent conversation. And so I'm not going to make conjectures from snippets of videos put out there for all to see. I seek to go to the source, and that includes attending your various Meetings.

And because I am different, and I speak at Meetings, and I have skipped fare in the Subway, and I wear a skirt at the same time, I recognize that I might not be afforded the same avenues for consideration or redress as others. And I often wonder about a BART that might be silent to my needs and concerns because I am different. I am concerned that I might approach the podium to speak when called upon, and I might be blocked from doing so. And I don't see anyone doing anything about that if such a situation were to come to pass. I often wonder if I am pushed into the trackway if I will be recovered and pulled back onto the platform. It is not easy being different, and facing those opposed to my presence. I ask that you never be silent to the concerns who are different, and those of us who are different should never be made to feel marginalized.

Yet there are many in BART who do listen and take my concerns seriously. I am not going to mention any names here, I don't want to leave those deserving out. Yet I am concerned about other factors that might deny me access to those who are willing to listen. I am fortunate to know some of you on this Board, who do take the time to listen and engage in respectful conversations with me. And the same is true for many in District Staff whom I enjoy conversations with as well. I continue to reflect on the clear and understandable directives of your leadership team of Bob Powers and Michael Jones with the goal of building the most approachable and welcoming BART that we can have. I ask that you never stand against that work, even with me being very different and often not understood.

I assure you that I am not an apologist when it comes to matters of BART PD. Some might think that I am, and I can't control what other people think. Yet I believe in the importance of a well regulated and overseen safety and security structure in our BART. And yet I am concerned that I could very well be impeded in my desire to share on such matters. How do I keep from being steamrolled and swept away? I am concerned about particular constituencies that could be elevated above myself. But shouldn't we all be regarded with equal standing? And yet I might not be heard and considered when the crowds have already made impressions on the minds of decision makers, and the principle of inertia delays recovery from that. And I assure you that I am not inebriated when I prepare my letters to you, nor do I use artificial intelligence programs for such compositions.

Some might seek to silence my voice. Such things I have no control over. I do not want to feel forced into retirement from public speaking, because I feel that I have many more things that I can share with you. And I am a person of many interests, and. I think back to visiting places in New York City that I have not been to before. These include The Frick Collection and the New York Historical Society. I had lunch in the neighborhood in

Brooklyn known as Bushwick. It is never too late to discover new things in New York City. Yet I also enjoy returning to the Grand Central Oyster Bar, which I have enjoyed since the fall of 1980. I did get to see the Second Avenue Subway Information Center again (69 West 125 Street, New York, NY, 10035). I seek to stay informed about that most pivotal of projects. Afterwards I paid the \$3.50 Reduced Fare to ride Metro North from Harlem-125 Street to Grand Central Terminal, and I listened to Right Down the Line, by Gerry Rafferty along the way. Surely Mr Rafferty was thinking of New York City in working on his songs, not just out on the streets, but in the Subway as well.

It is never easy competing with and being outnumbered by particular and peculiar constituencies that are much louder and more numerous than myself. And how I am heard? I see people supposedly crowing for equity and fairness, but seemingly only for their own kind. Yet I am keenly aware of the history of “skirt hunting” that occurred in New York City up until the 1970’s. I am really the only one who shares about that. And so most constituencies are silent except for what only affects their own. And how do I approach you when I am not part of any of the primary constituencies who elected you to your offices? And I cannot vote for you because I do not live in the BART district. It is those constituencies that really have no one to speak for them who are in the greatest need of being heard. I am certainly in that group myself. And so I share this ideal, perhaps as a single and not very loud voice, and often misunderstood, that I seek company in, that BART is The Peoples System.

Wisdom to be considered.

“Well she’s fashionably lean. And she’s fashionably late. She’ll never wreck a scene. She’ll never break a date”. - The Doors.

“Oh so you bust out the door while it’s still closed, still sick from the food you ate. And then you run to the store for some quick relief from a bottle of Kaopectate”. - The Sugar Hill Gang.

“One life and you’re on your own, and you don’t ever find a way back home. One road and you travel alone, you keep on even when your hope is gone”. - Gerry Rafferty speaking of life in 1970’s New York City, of aimless walks and long rides on Subway trains in the middle of the night.

Some might be in sharp disagreement, but I am convinced without reservation that this really does look like BART.



This is everyone's Hoyt-Schermerhorn Station, opened in 1936, (A, C, G services, B Division, IND). Thank you.

From: aleta dupree <tsjoan@icloud.com>
Sent: Thursday, May 21, 2026 11:36 AM
To: Board Meeting <board.meeting@bart.gov>
Subject: [External] comments on matters of tradition and history

Good morning President Melissa Hernandez and Members.

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

I put forth my comments in relevance to the San Francisco Bay Area Rapid Transit District.

On Matters of Tradition and History.

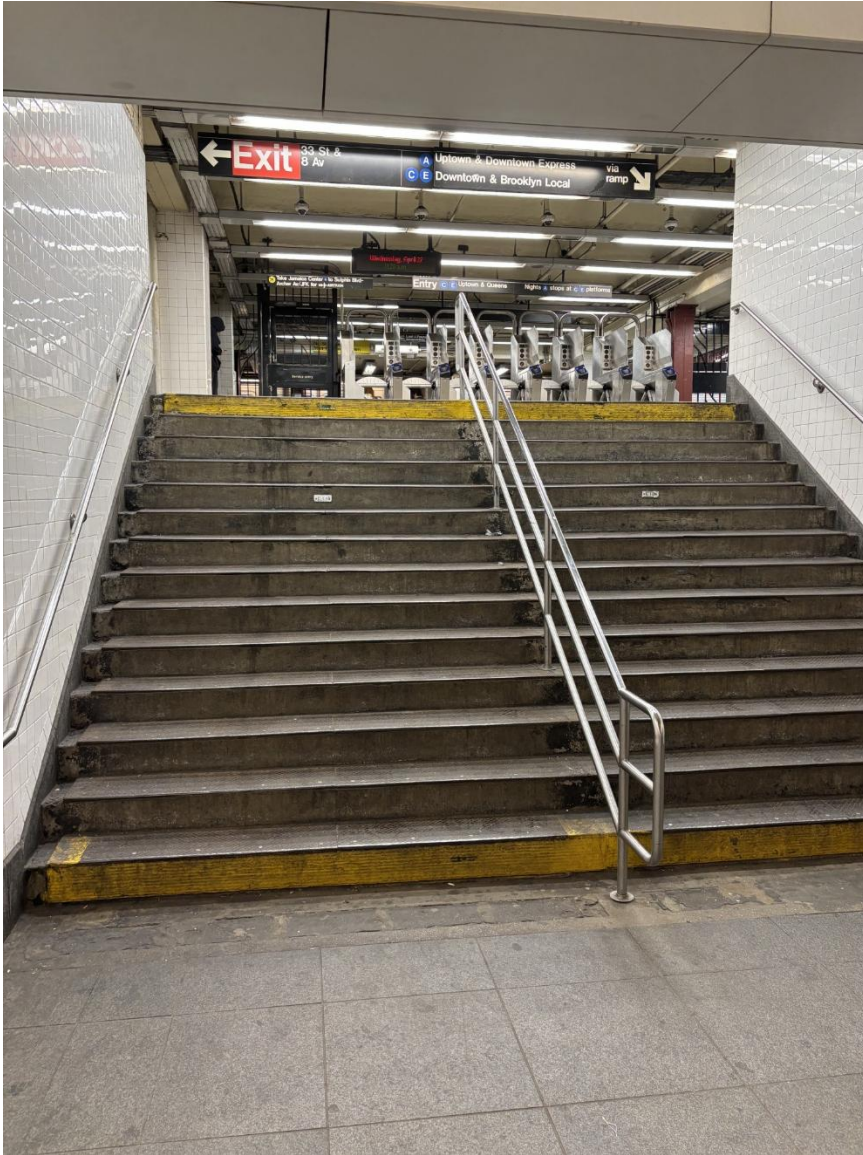
This is the platform level of the New York Transit Museum, 99 Schermerhorn Street, Brooklyn, New York, 11201. The Museum opened on 4 July, 1976, in the former Court Street Station (IND).



I often make mention on matters of tradition and history, and the importance thereof to BART. The New York City Subway is known for the unique distinction of being The System that is Legendary and Stately. And the Subway is known for not just being a transportation system of worldwide significance, but adhering to the values of being steeped in tradition and mindful of history. I think back to your Board Meeting of 13 June, 2019, and Grace Crunican was your General Manager. Grace mentioned her upcoming retirement in her report near the end of that Meeting. Bevan Dufty was the President of your Board at the time. I stood up to give Public Comment after Grace delivered her brief and succinct report. I brought forth what was perhaps my most memorable Public Comment in a BART Board Meeting. I said this, "I want BART to be a great and legendary railroad, reminding me of the Northeast Corridor, and Grand Central Terminal". I wanted to make it very clear that I was referring to that legendary and historic railroad station that is located in New York City. Later in the comment I mentioned that a very important value that I discovered through knowing Grace, is this saying I mention often, that BART is The Peoples System.

And I reflect on the history of BART, of which I do not have long standing incumbency. I have been fortunate to have met a number of people who have been in the BART system on 11 September, 1972, the opening day. Yet I wonder if we are losing our history, given that we never seem to hear much of what BART was like in its early days of operation, its construction, and even its earliest plans. There are many things I wish to know about BART, and yet is there much in our history that has been preserved for future generations to enjoy? Or really has most of our early history of BART, especially the conceptual and developmental aspects been lost forever?

This is the east side underground entrance to the 34 Street-8 Avenue Station of the New York City Subway (A, C, E services, B Division, IND). The wooden slam gates were located upstairs on the right side, and were removed many years ago.



And I consider that my history in Public Transportation is very different from many who reside in the Bay Area. I was introduced to the New York City Subway in early 1970, at the place depicted in the picture above. And I reflect on 27 October, 1904, the opening day of the first underground line, operated by the Interborough Rapid Transit. Perhaps some of my forebears, who lived in Manhattan, used this new rapid transit service on that opening day. I will never know for sure. Sometimes answers do come, even long belated, such as my being told that my great aunt was the bookkeeper for the Grand Central Oyster Bar many years ago.

And yet have we kept any of our old BART cars so we can operate them on heritage tours? And what about the revenue collection trains, that delivered the revenue to the secret money room? Surely BART had a building before Lakeside, but what ever happened to it? Were there any steel elevated structures? And what about the original supply of electricity, perhaps a power plant in the style of the old 59 Street Generating Station in New York City.

This is the Morgan Avenue Subway Station (L service, B Division, BMT).



A few weeks ago I was in the Morgan Avenue Subway Station in Brooklyn. Such is in similar basic infrastructural style as BART, two tracks with side platforms, and ADA platform strips. I had visited a place called The Bone Museum, and then I had lunch nearby. I actually called BART while having a bowl of ramen for my lunch in that area, I had questions I needed answered. Afterward I saw a need to return to my room, as I planned to take a nap. And in the Morgan Avenue Station I noticed the unique architectural features. I said to myself, is this prehistoric BART? Is this what the original BART would have looked like if it was built much earlier than it eventually was? What were the dreams and aspirations of those who contemplated the earliest forms of BART? Might there have been express routes such as in New York? Perhaps brass tokens were designed, given that paper magstripe tickets had not yet appeared on the scene.

And so I advocate for the creation of a BART History and Visitors Center, the name inspired by the History Colorado Center, in Denver, Colorado. Yet where would such a visitors center be located? Surely there must be disused and decommissioned locations in our BART to store the trains. There must be many people who desire to share of the long and storied history of BART with the world. How do we keep the stories of the earliest forms of BART alive when surely most if not all of those involved have passed on? And so I seek to unearth the “prehistoric BART”, the visions and dreams of the BART that never made it past the drawing boards. The BART of many extensions and expansions much like the proposals of the Second System of the Independent Subway in New York City. The BART conceived by visionaries and adventurers with the goal of delivering the very best in service to a grateful public. And it seems few speak of tradition and history. Yet I think back to a special event on Zoom, produced by the Oakland History Center. This took place on the evening of 19 October, 2022. The event was titled, BART at 50 years, and featured as panelists, Mike Healy, who worked in communications at BART for many years, and your General Manager Bob Powers. And it was a very informative and entertaining program, and near the end, there was mention of the ideal of The Peoples System. And perhaps that was the highlight of the event, in showcasing what our BART is really all about.

I call them as I see them.

I assure you that in my speakings about tradition and history that I share from experience, and things learned along the way. And yet some might doubt my knowledge of the Subway and other systems of Public Transportation. I share things as I know them and I call them as I see them. But how do we unearth the hidden history of BART, the things most have never thought of or considered? I consider Mr Gerry Rafferty, a Scottish musician who surely was thinking of New York City in working on many of his songs. And in 2011, Mr Rafferty passed away. Yet I see and hear the messages of Mr Rafferty in many places around New York City. Perhaps on my next trip I will see the neighborhood on the Brooklyn and Queens border known as The Hole. Such is a place that many do not see, or even know about. I can ride a bus on the Kings Highway in Brooklyn. Jim Morrison spoke of a kings highway in his song The End. Only Mr Morrison knows where that specific place was. Linden Boulevard in Brooklyn at night is reminiscent of Night Fever, by the Bee Gees. And of course Mr Rafferty often reminds me of places on and near 42 Street, especially Times Square and Grand Central Terminal, that which I have enjoyed since the fall of 1980. I share with you things as I see them, curved Subway stations are a real thing, and not creations of digital legerdemain. The Subway has distinct sounds, and some are indeed common with BART. And yet I am often misunderstood when it comes to the things of BART. Perhaps many have to get used to my presence, given that I am very different. Its not really different from trying raw oysters. Some readily take to that, and become frequent lifelong customers of places like the Oyster Bar. Some tiptoe and wade in carefully, gingerly, and take to that, but not often. And some will never go there. I recognize that some will never accept me when it comes to the things of BART. Such I cannot control. It is not easy coming to Meetings, given

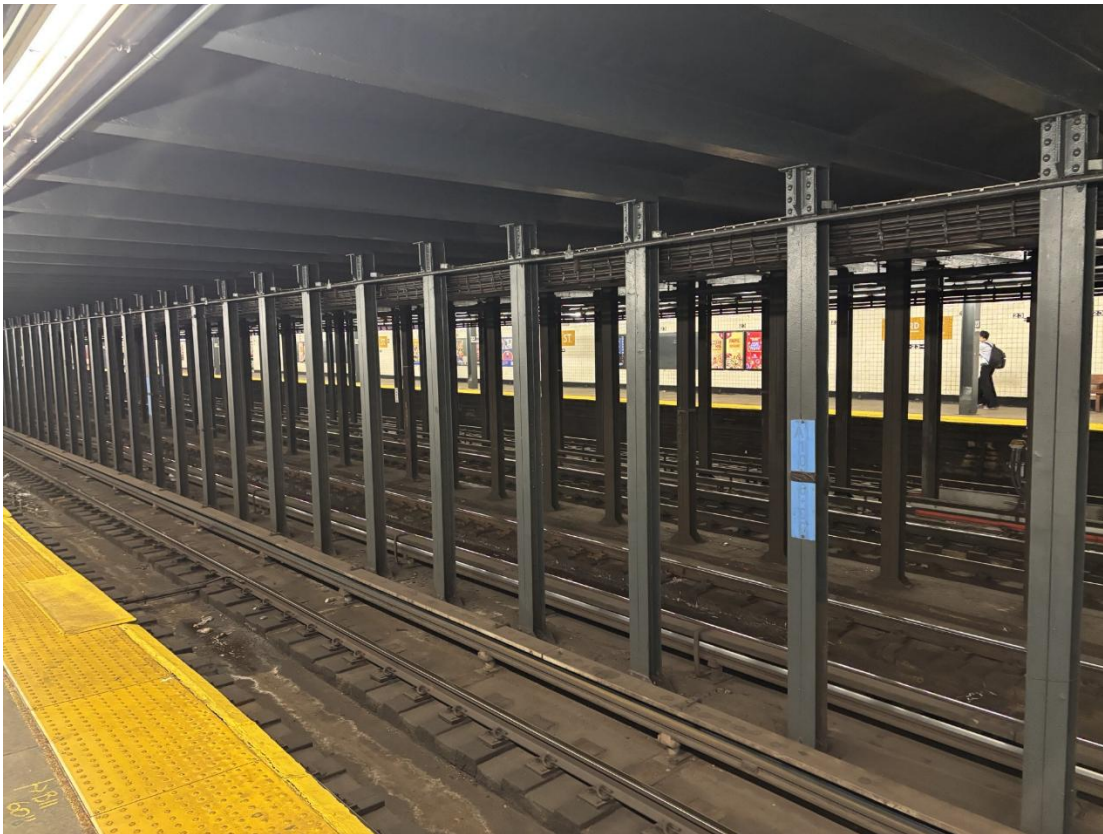
that some might be opposed to my presence. Yet it is in Meetings that I am able to share my thoughts and understandings, founded in history, context, and most of all respect. And perhaps my speakings and writings are very different from most. I choose not to create and live in a so called vacuum or ivory tower. And perhaps the things I say could be considered conjecture. I will never be able to meet Gerry Rafferty given that he has passed on. Yet I see and hear the things of Gerry Rafferty in many places around New York City. Perhaps I am a visionary and adventurer. I seek after things big and broad, such as imposing and stately architecture. Such surely is reflected in Chicago, often known as The City of Big Shoulders. I enjoyed an architectural sightseeing tour from a boat on the Chicago River. Of course Grand Central Terminal comes to mind, not just its distinctive architecture, but the important role it plays given its location in New York City. And yet I hear little of these things in our BART. And there is a very basic ideal that I practice and meditate on without ceasing, that BART is The Peoples System.

Wisdom surely thought provoking.

“Well I just got into town about an hour ago. Take a look around, see which way the wind blows”. - The Doors.

“New York is baking in the sun. Got the news it just made number one.” - Gerry Rafferty reflecting on the millions who visit and use Public Transportation during the summer time in 1970’s New York City.

Original BART?



This is 23 Street Subway Station, (C, E services, B Division, IND), an example of a local station on an express route, a feature pretty much only found in New York City.

Thank you.

From: aleta dupree <tsjoan@icloud.com>
Sent: Monday, May 25, 2026 7:29 AM
To: Board Meeting <board.meeting@bart.gov>
Subject: [External] consent calendar comments 20260528

District Secretary Bob Franklin, with thanks, please forward this message to the full BART Board for the General Meeting of 28 May, 2026.

Good morning President Melissa Hernandez and Members.

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

I bring you my comments particular to the business of the San Francisco Bay Area Rapid Transit District.

Subject: Consent Calendar, Item 4E, Clipper Bay Pass approval.

I bring you my comments pertaining to the Consent Calendar to be deliberated and acted upon at this General Meeting. I send this written material to you as I do not know if I will be in attendance at your upcoming Meeting. I also submit this material as a “fail safe”, in the event that Public Comment is not solicited during the consideration of this Agenda Item. I maintain to you that I have appropriate standing to comment on this item. I also submit to you that my written comments do not foreclose the opportunity for me to share verbally at your Meeting as well, either in person or remotely.

I submit to you the importance of this item regarding the Clipper Bay Pass program. I am not a user of Bay Pass, given that I do not belong to the specific field of eligible membership groups. Yet I submit to you that this program does affect me. You see, I see Public Transportation is a community wide service and benefit, that serves diverse communities throughout our beloved Bay Area. And the Bay Pass program removes uncertainty in fare payments for these populations that are eligible to participate. Such offers benefits to non Bay Pass users as well. This includes increased Fare revenue, as paid by the program sponsors. And additional users of the System means greater presence as well.

While I am not in the field of membership to use Bay Pass, I see the Bay Pass program as a path toward similar fare products to be made available to the general public. And fare products continue to evolve, and possibilities could emerge that have not even been considered. And I see us moving away from prepaid time period passes and into various kinds of accumulators, if you will. And the work of integrating fares on multiple transit systems is challenging to say the least. Yet this Program can reach diverse communities, especially in areas where parking and driving of single occupancy vehicles is constrained. And Public Transportation can make communities more affordable, especially when people do not need to keep single occupancy vehicles for themselves.

I mention to you that while Consent Calendar items might be routine, they are no less important. I take matters of consent very seriously. I ask of you in your consideration of this item to understand its importance, and the helpful effects this Program has for diverse populations. I ask of you to always approach consent items with the seeking of understanding. This I do myself. And the message we send in approving this item will be seen by other transit systems, in their consideration of this matter as well. And I ask for your approval of this item not

just because of its importance, and BART being a pacesetter leader in the Public Transportation space. More so I stand in support of this item because of its reflection of the basic ideal that BART is The Peoples System.

Thank you.

From: aleta dupree <tsjoan@icloud.com>
Sent: Tuesday, May 26, 2026 10:12 AM
To: Board Meeting <board.meeting@bart.gov>
Subject: [External] comments from different sides

District Secretary Bob Franklin, with thanks, please forward this message to the full BART Board for the General Meeting of 28 May, 2026.

Good morning President Melissa Hernandez and Members.

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

I submit to you my various comments pertaining to the ongoing activities of the San Francisco Bay Area Rapid Transit District.

The Backhand Serve.

I share on matters of backhanding, which is a method of serving and responding to batted instruments in racquet style games. Such might be the lime green felt covered ball in tennis, a small hard lightweight hollow plastic ball in ping pong, the game also known as table tennis, and the rubber tipped feather styled device used in the game of badminton called a shuttlecock. Service and delivery of these instruments on the court in the backhand style involves different techniques than those which seem ordinary and intuitive. And the backhand technique can deliver results to gain advantages in the course of game play. I don't have much experience in racquet style games, such goes back to the 1970's in summer camp. I found tennis racquets to be a bit heavy and unwieldy. And red clay courts do a number on white sneakers, often leading to scoldings when one returns home. Yet cooler heads soon prevail, as sneakers get dirty and worn out over time anyway. And sneakers didn't just get dirty from tennis courts and ball fields, but also from the daily riding of various forms of Public Transportation. Badminton offered a different kind of challenge, certainly thought provoking in strategy. Ping pong can operate in a minimum of space, even indoors, and the paddles are covered in a thin rubber surface with a proliferation of raised dots. Such surface indeed has much in common with the tactile strips on rail platforms to delineate the edges in keeping safety in mind.

I was going to title this section, "the damage has already been done". I am concerned about a different kind of backhanding, and such presents itself in subtle and covert ways. You see, I am very different from you, and I share often at your Meetings, either in person or remotely. And I approach you first and foremost with

appropriate respect, in keeping with rules of order, even if not specifically codified.

It is true that the Presiding Officer has wide latitude in the conduct of Meetings, and managing the flow of the business set forth in the prepared Agenda. And Public Comment is indeed an important part of that. And the Presiding Officer has great discretion when to invite the Public to speak. Such invitation can occur after the staff presentation and before Board discussion. And the invitation can also be called after the Board discussion concludes as well.

I am not an expert on the Brown Act. Yet I believe in this basic premise, that a vote should never be taken until after the Public has been invited to share. And the Public might not have an inalienable right to speak. Yet from goodwill the thoughts of the Public should indeed be considered before any action is to be taken.

And how do we practice our Meeting procedures with meticulous accuracy? Such is easier said than done. We have to remember that BART is a railroad, and meticulous practice of tasks is expected and required, with the goal of safety first and foremost. And meticulous practice requires using various kinds of “fail safes”, if you will.

And let us say that a representative of the District Secretary fails to call for Public Comment. Then the Presiding Officer should step in and say, we need to take Public Comment before the vote. And if that doesn't happen, then I expect other Board Members to call out the issue that Public Comment has not been solicited. And if that still doesn't happen, then perhaps a representative of the General Counsel or General Manager should step in, and admonish for the calling of Public Comment. The failure to call for Public Comment should never have to get to the point of where member of the Public rises and speaks out of turn to call out the issue. And yet sometimes I have had to do so, and such could lead you to believe that I am being disrespectful.

And errors are not simply the results of actions committed, but omitted as well. And so I perceive silence on the matter of the call for Public Comment to be an act of omission. Perhaps some will see my name on the queue to speak, and conveniently forget the speaker card or the computer entry. Some might think, be quiet, because Aleta is in the queue, and then we have to put up with more speaking, especially about the Subway and Grand Central Terminal. Some might invoke impaired standing, given my history of fare skipping in the New York City Subway in 1980-81. I feel my stories are not only enlightening and informative, perhaps even entertaining, but indeed germane to the business at hand. I do not seek to run the clock to keep you from lunch or enjoying your favorite live streaming programs, I enjoy watching plane spotting myself.

And I appreciate the apologies and atonements in regards to the misapplication of Public Comment periods in your Meetings. Yet the damage has already been done. And so how do we practice Meeting procedures with meticulous accuracy? Such is indeed easier said than done. It is through the daily practice of methods and procedures that they become routine. Such is similar to memory items and checklists used by air transport pilots in their work of delivering passengers safely to the other side. And how do we translate meticulous practice from the railway to the Board Room? I have the answer, in practicing this most foundational of ideals, that BART is The Peoples System.

On experiences and practices pertaining to electricity.

This is the boiling of water on the induction cooktop, powered by renewable energy.



I share on matters of electricity, given such is foundational to BART. I do not have formal education and experience in this space, I am neither an electrician or electrical engineer. I share of experiences as I know them and such should not be taken as being authoritative. Yet I claim standing to speak on this matter anyway, given the perspective from the sharing of experiences.

And in the heading of this section I give prelude to the matters of power and throughput. Electricity, energy, and power are often used interchangeably, and the differences are indeed subtle, and for some, confusing. Yet I submit to you the basics, again from experience and not to considered authoritative.

And my experience with electricity is basically lifelong. I'm sure I could write a large volume of my experiences on the subject. Even in 1970, at a very young age, I knew that the Subway was powered by electricity. Of course I was admonished not to leave lights on unnecessarily. Yet many things I did not learn of until later. Such progressed slowly over time. Then there were times of greater understanding. Such came to me early on, in reading *Electricity and Man*, by Isaac Asimov, and touring a nuclear facility at the Brookhaven National Laboratory. And I learn new things over time, and I lean on qualified counsel when it comes to best practices.

I consider one set of my grandparents, who have both passed on, and their residence in the large apartment complex in Manhattan known as Lincoln Towers. I stayed there as often as weekly at times. It was around 1971 that they moved to Lincoln Towers, into a corner two bedroom apartment with a terrace. That was in the days that garbage dropped down a chute was burned in an incinerator. Such practice was later made illegal, and a compactor was installed. The apartment was modest, comfortable, and afforded south facing views of the Hudson River.

And there were many buildings visible from this apartment, and one of the most prominent was the 59 Street Generating Station, owned and operated by Consolidated Edison. And even in this large apartment building, with central heat and gas stoves, all tenants paid their own electricity bills. This I do in my place, given that electricity is not included in my rent. My previous place, however, did have electricity included in the monthly rent. And both of these places I lived in were all electric.

This is Chambers Street, a typical Dual Contracts era express station. (1, 2, 3 services, A Division, IRT).



And neither of my grandparents drove, nor were ever licensed to do so. Consequently they were daily users of Public Transportation. Before they moved to Manhattan they owned a home in the Kensington section of Brooklyn, not far from the underground Church Avenue Station (F, G, services, B Division, IND). My grandmother taught in various public elementary schools, I think all of them were in Brooklyn, from 1930 until retiring in 1970. And my grandfather made his living in Manhattan as an attorney. For his entire career after graduating from the New York Law School in 1928, he was a solo practitioner of wills and estates. And his office was in the historic Woolworth Building, 233 Broadway, New York, NY, 10007. At 792 feet this building, opened in 1910, was once the tallest in the world. I do not remember on what floor my grandfather had his office. But we visited regularly, and we often ordered sandwiches nearby, and brought them back up to the office for our lunch.

I do not remember how my grandmother commuted to her teaching jobs. I don't know how many different schools she might have been assigned to. Perhaps she used the bus, or walked. Yet my grandfather used the Subway to commute to his office in Manhattan. Most likely he used the F service from Church Avenue, transferred to the A or C at Jay Street (now Jay Street-MetroTech), and departed at Broadway-Nassau (now Fulton Street). Then again, my grandfather often mentioned the old Culver Line, and he would have boarded at the 13 Avenue Station, and taken trains through the BMT Fourth Avenue line, and into lower Manhattan, probably exiting at City Hall (R, W services, B Division, BMT). In 1954, the Culver Ramp opened, extending the F past Church Avenue to connect with the elevated Culver Line to Coney Island. Unfortunately I never was able to ride the short Culver Line, it was closed in 1975 and demolished a few years later.

And some might ask, why do you bring up stories about your grandparents living in New York City, and what does that have to do with BART? You see, it was my grandparents that played a major part in my use of Public Transportation, especially that famous electrically powered transportation system that is the Subway. And after they moved to Lincoln Towers, my grandfather walked to the station at 72 Street and Broadway, and used the 2 or 3 express services to Park Place. And as much as I enjoy the words of Gerry Rafferty and his references to the lettered IND B Division lines, it was the numbered express services of the Seventh Avenue line that gave me the greatest enjoyment. And the classic A Division series of railcars that eventually became known as Redbirds gave me the biggest reasons to enjoy the Subway. They were fast and loud, steadily increasing with speed on the middle of the four track mainline. Such is evident of the power of electricity in Public Transportation. And my grandfather used the Subway exclusively in his commutes to and from his work in lower Manhattan.

And yet in my many times looking out on the Hudson River from that corner apartment in Lincoln Towers, I had no idea of the storied history of the 59 Street Generating Station. Yet it was that station that powered the original underground line of the Interborough Rapid Transit. And yet has the original BART power plant been lost to history, and any traces of its former existence erased?

And perhaps I will expound more on the dynamics of electricity and its usage thereof in future letters to you. You see, electricity is like water. The volume of electricity, measured in kilowatt-hours, is much like filling up a vessel of some kind. And demand, expressed in kilowatts, expresses how fast one fills up that vessel. I seek to be enlightened when it comes to the use of electricity in my home, which I can translate into other places and situations. And demand draws for electricity can be a fraught issue, especially on hot summer days when everyone turns on their air conditioners. And at the same time, there is cooking happening as well. And with

cooking comes cleaning, and due to hot water usage, greater electricity demand. I do not schedule heavy cooking on hot summer afternoons. I consider this, would anyone using the air conditioner on a hot day operate an electric space heater at the same time? I think not. Yet when cooking, or operating a dish machine, that really is much the same thing. And that additional heat only makes the air conditioner run longer, as such only removes heat from the space at a particular rate. Such rating is generally expressed in British Thermal Units (one BTU is the energy needed to heat a pound of water one degree Fahrenheit) or cooling tons (equivalent energy of melting a ton of ice in a 24 hour period). Cooking and cleaning also adds humidity making the space feel warmer. That is why 80 degrees in Las Vegas with low humidity feels fairly comfortable, and 80 degrees in south Florida with high humidity feels like a steam bath.

I consider and reflect on electricity usage in my home. And the greatest demand comes from heat producing appliances, be it in the kitchen, and the hot water heater. And on one hand, I enjoy having high power at my disposal. I believe that one can never have enough electrical capacity in the kitchen. Yet I often ask myself, do I need to run things as fast as I do. Is it necessary for the hot water heater heat up as fast as it does, if I'm not using hot water again right away? I consider the words of Mr Rafferty, "you shouldn't worry, slow down what's the hurry". Such is definitely reminiscent of the hurried pace of millions who travel on the Subway every day. Yet do I need to heat things up so fast, especially on hot days when the grid is strained, or even constrained?

And energy storage is a fascinating subject. I saw a video describing the Dinorwig pumped storage hydroelectric project in Wales, United Kingdom. And there is an unique and interesting phenomenon in the UK known as TV pickup. You see, power plant operations teams have popular television programs, usually sports matches turned on. This is not for recreational or entertainment purposes but instead used to prepare for sudden increases in electricity demand when these programs go into commercial breaks. And thousands of electric tea kettles are turned on at once, the sudden increases in electricity demand could lower voltage and frequency below safe and reliable levels. And tea kettles in the UK are very powerful (2-3 kW), as opposed to in the US (1.5 kW). This is because the UK has a default 220 volts nominal across the board, as opposed to the bifurcated 110V / 220 volts found in most American homes. And I had one of these 1.5 kW kettles for a while, until the switch wore out and I sent it off for recycling, now I boil water on an induction cooktop. And certainly electric demand can be mitigated if electric hot water heaters operated at lower rates when rapid heating is not needed (mine draws 4.5 kW). And many thousands of electric water heaters could absorb surplus renewable energy on the grid, instead of being lost to curtailment.

And yet there are these hot water dispensers that ai often see in Asian themed department stores, some hold up to 4 liters. These operate at a lower wattage rating than the high powered kettles mentioned above. Certainly the strain on the grid could be reduced if everyone heated their tea water more slowly. Then the hot water would be ready when the time comes, and tea prepared and served in short order.

And so I consider these matters for our BART. While our percentage of clean power according to our last power content label was admirable, how do we get back to 100 percent? Certainly we have opportunities to produce our own power, not by using diesel emergency generators, and not by sourcing from larger oil or gas fueled generators. Such comes through deployment of solar panels, on our rooftops and parking lots. And batteries can play a part as well, in storing self produced renewable energy, and also procured from the grid at the lowest prices. These methods can provide grid stability and resource adequacy as well. And we should move away from large hydroelectric generation, given the challenges of adequate water availability that can manifest from time to time.

And these is much more at BART that we can do when it comes to matters of electricity. It is my hope that the revenue measure enabled by SB 63 will pass. Yet this will also require transit operators to demonstrate financial efficiency. And electricity is one way to achieve such. I might not be understood on matters of electricity but there are many experts who are and they should be taken seriously. And my writings might be meandering, I assure you that I am not inebriated. I can only share things as I know them and advocate for the appropriate standing to share.

Grand Central!

Showing my appreciation of Grand Central for the record at the MTA Board Meeting of 29 April, 2026, perhaps with a sense of gusto and brio. This Meeting was convened at MTA Headquarters, Number Two Broadway, New York, NY, 10004, and presided over by Janno Lieber, the MTA Board Chair and Chief Executive Officer.



I share again on matters of Grand Central, mostly in reference to the historic railroad station that is Grand Central Terminal, which opened in 1913. I consider my first full day in New York, after arriving by plane. And there are many things to enjoy in Grand Central Terminal. Such includes the satellite annex of the New York Transit Museum, which has both a retail store and exhibit gallery. This is located on the west side of the station,

near Tracks 36-37. I looked around in the gallery, which displayed an exhibit showcasing the history of the MetroCard. This included framed mosaic style artworks and handmade fashions. I was certainly reminded of our BART and the paper tickets. I then found a t shirt that said Grand Central on it, and I purchased it for myself. I thought about the “ugly sweaters” in our BART, and the ideal of BART being The Peoples System. I listened to some of the music of Mr Gerry Rafferty, especially Baker Street and Right Down the Line. Surely Mr Rafferty was inspired by this famous railroad station that is located in New York City.

And then near the end of my three week visit to New York I went to the MTA Board and Committee Meetings, and I wore the shirt that says Grand Central on it. I shared often on matters of Grand Central, which is a centerpiece of Public Transportation in the New York mega region. You see, Meetings are not just necessary but can be fun as well. And yet it seems most people I come across don't seem to enjoy or understand that. I can sense that in the way that people share their thoughts, both from the dais and the Public Comment podium. And how do we elevate our Meetings so they can be enjoyed? I certainly enjoyed the MTA Meetings, and sharing about many things, especially on matters of Grand Central. It is challenging expressing myself in the two minute time allotment. Yet the Board clerks are doing their level best to help the Meetings proceed in orderly and deliberative fashion. It is in Meetings that I can share of things most meaningful. And attending and speaking at Meetings is never easy. The preparation of letters is time consuming, and sometimes tedious. And worthwhile things are almost never easy. I seek for our BART Meetings to be safe and welcoming spaces, and it is sometimes not easy being in your Board Room. I have to advocate vehemently for the standing to speak on the things of BART. Some just take things for granted. I am not able to, because I am very different. Yet I always enjoy sharing of things meaningful to me. I assure you that I am not inebriated when I come to your Meetings, either in person or remotely, I'm not much of a drinker anyway. Some might call my comments meandering. I've been accused of being disheveled. Yet I often think of the poem, The Road Not Taken, by Robert Frost. And sometimes my plans change in the moment, especially in New York. And one day last year, without much of a plan, I decided to take a Metro-North train to New Haven, Connecticut. I had not been to New Haven since the fall of 1980. And both of these train trips started and ended in Grand Central Terminal. But what I take with me wherever I go, is this ideal that I share of often, that BART is The Peoples System.

Wisdom foundational.

“Cause you rock and a roll with a so much soul. You could rock to a hundred and one years old. I don't mean to brag, I don't mean to boast, but we like hot butter on our breakfast toast”. - The Sugar Hill Gang.

“Don't you love her madly. Don't you need her badly? Don't you love her ways? Now tell me what you say”. - The Doors.

“Now the night train is waiting to take me away. And I'm still feeling guilty cause you're wanting me to stay”. - Gerry Rafferty reflecting on life in 1970's New York City. The story of a young man reluctantly needing to end his late night visit with a good friend in Upper Manhattan, and take the long ride on the “A” train of the Subway back to his home in the distant Flatlands neighborhood in far eastern Brooklyn.



(This is Grand Central Terminal which is located in New York City).
Thank you.