

AC Transit (Salvador Llamas)

Chair Sanchez,

The Alameda-Contra Costa Transit District (AC Transit) is writing to express our profound concern regarding the proposed amendments to the Cap-and-Invest program scheduled for the May 28–29 CARB Board meeting. While we remain committed to the state's climate goals, we align with the California Transit Association and over 40 agencies in highlighting the adverse impact these changes would have on the East Bay's transit network.

AC Transit is a pioneer in zero-emission technology and our progress is directly linked to the Greenhouse Gas Reduction Fund (GGRF). CARB's proposed amendments threaten to "zero out" annual funding for critical programs, potentially resulting in a \$1.65 billion annual loss statewide. For AC Transit, these reductions jeopardize the following:

TEMPO Bus Rapid Transit: LCTOP acts as the operational lifeline for our flagship BRT system, serving 17,000 daily riders. A funding loss creates a significant risk of service cuts to a vital link to work and education.

Zero-Emission Transition & Grid Resiliency: TIRCP funded a critical on-site microgrid at our East Oakland division that allows AC Transit to bypass local utility constraints. This infrastructure is essential for charging our battery-electric fleet and complying with the state's mandated transition to a fully zero-emission fleet. This on-site generation also ensures resiliency during emergencies and natural disasters.

Richmond Corridor Safety and Access: LCTOP and AHSC funds drive safety and operational upgrades—including modernized signal priority and multi-modal infrastructure—along the Macdonald Avenue and Cutting Boulevard corridors in the City of Richmond, ensuring a safer network for transit, cyclists, and pedestrians.

The equity implications are stark. Historically, 94% of our TIRCP/LCTOP funding and 89% of AHSC funding have been directed to disadvantaged and low-income communities. Given that 75% of AC Transit's riders are people of color and 65% are from low-income households, stripping these funds disproportionately impacts the "priority populations" the state has pledged to protect.

The AC Transit team is attending the California Transit Association's Legislative Conference this week in Sacramento. We hope to meet with you on May 20 or 21 to discuss how the changes to Cap-and-Invest have an outsized impact on our most vulnerable communities. In the meantime, we urge CARB to pause and revisit its Cap-and-Invest proposal.

Sincerely,

Salvador Llamas

General Manager & Chief Executive Officer



May 19, 2026

Lauren Sanchez, Chair
California Air Resources Board
1001 "I" Street
Sacramento, CA 95814

RE: Concerns Regarding Proposed Amendments to the Cap-and-Invest Program

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A handwritten signature in blue ink, appearing to read 'S. Llamas', with a long horizontal flourish extending to the left.

Salvador Llamas
General Manager & Chief Executive Officer

Cc. AC Transit Board of Directors
AC Transit State Legislative Delegation
Steve Wallauch, Platinum Advisors