

City of Alameda – AC Transit ILC

February 12, 2026 Meeting Notes

1. Roll Call/Welcome and Introductions

Attendees: Vice Mayor Michele Pryor (chair), Councilmember Tony Daysog, Director Joel Young, Director Sarah Syed

Meeting started at 9:01 a.m.

2. Announcements/Public Comments

None

3. Notes from Previous Meeting

No comments

4. Update on Proposed ILC Restructuring

Robert del Rosario: AC Transit Board of Directors approved a new set of parameters for the ILC meetings. Based on feedback from the City, the Alameda ILC will remain it's own and not join Oakland/Piedmont. Meetings will be conducted 3 times per year instead of 4 times per year. Time remains 90 minutes. There was also the discussion of having these as remote meetings but at this point we're going to stay with in-person meetings. Thank you to staff and ILC committee members.

5. Ongoing Construction Projects in Alameda

Brendin Christolear: Presentation on ongoing construction projects in the City. Central Ave Project – intersection of Pacific/Main/Central closed to all traffic thru August 2026, impacts to 96, 631, 663. Sanitary Sewer – intersection of Pacific/Marshall, no expected impacts to bus service since there are no lane closures. Shoreline Outfall Project – intersection of Shoreline/Willow, no expected impacts to bus service. Clement/Tilden Way Safety Improvements Project – impacts to 19, 51A, 663, 851, and O, expected to go until November 2026, lane closures throughout the different project phases so bus detours will be required. Lincoln Park Pathway Lighting - some impacts to sidewalk expected but no anticipated impacts to O and 663. Annual Paving Program – work on Aughinbaugh, Mecartney, and Island but it's mostly striping so no anticipated impacts to Lines 31, 631, 687, and W. There are also some temporary bus stops coming to Stargell Ave, those will be going out for bid in the next month or 2. Construction will start 2-3 months after that.

Vice Mayor Michele Pryor: About the road closures and changeable message signs – will that information be viewable via Waze, Google, Apple?

Brendin Christolear: Yes, we alert Google, Waze, and Apple so they will update their systems.

6. Summary of February 2026 Service Changes in Alameda

Crystal Wang: Service adjustments implemented on February 1 to address some overcrowding and further increase reliability following the implementation of Realign. The updates respond to rider and operator feedback as well as changing traffic conditions. Of relevance to Alameda: Line 19 terminates at Fruitvale BART instead of going to Seminary Ave and San Leandro St (AC Transit Division 4), schedule changes on Lines 30, 31, 96, and trips added on Line O.

Director Syed: How were we able to accommodate more Line O trips just after Realign and with limited resources?

Robert del Rosario: AC Transit has made some great strides in operator availability and attendance. We now have more operators available, and we were able to use those operators to make some service changes.

Councilmember Daysog: Noticed that the W comes to Santa Clara and Webster St basically at the same time as the O does. Should they be more staggered?

Robert del Rosario: It might be a scheduling thing where we cannot accommodate all ridership on one bus so we have both.

7. Update on Supplementary Service to Schools

Sean Diest Lorgion: AC Transit operates supplementary service to schools to avoid overloading local bus service. The trips are scheduled to align with certain school(s) bell times, but service is not exclusively for school kids - the service is open to all riders. It is critical that we get accurate school bell times so that we can appropriately schedule the service to be useful to students. There are 9 supplementary trips operated per day in Alameda. Please note that the ridership shown in the table is inflated due to Wednesday numbers – there are actually around 300 riders per day on supplementary lines in Alameda. Also, a reminder about ACTC’s Student Transit Pass Program. In Alameda it is a means-based program, so any students whose families meet the free or reduced-priced meal income eligibility guidelines are able to apply for the free student transit pass, which gets them free rides on the bus and 50% off BART.

Susan Davis: Have you been having trouble getting accurate bell schedules from AUSD?

Sean Diest Lorgion: Not from Alameda recently, but things can change when there are new principals, etc.

Director Syed: Thanks to Sean, and Director LaLonde with noting Otis Elementary’s temporary relocation. Look forward to seeing how staff is able to make adjustments to hopefully serve the schools.

8. Park St TSP and Signal Optimization

Maria Henderson: Project is funded by MTC BusAID. This project is focused on improving travel times along Park St between Broadway and Otis. City staff have been involved since the launch of the project and have provided input on design. AC Transit staff have provided updates at City Council, City of Alameda Transportation Commission, and will also keep the City updated with regular updates. Can also get the latest information on the AC Transit website (<https://www.actransit.org/park-street-project>), including FAQs, project schedule, and details on funding.

Ryan Dole: Project Overview: Park St is a 1.5-mile corridor served by Lines 30 and 31. After the pandemic the City implemented a road diet, which has resulted in congestion, particularly during peak hours. The benefit of TSP is to allow more green time for the bus when approaching an intersection. This project aims to enhance transit operations and reliability through (1) extending the TSP network, (2) extending wireless interconnect to maintain coordination between signals, (3) upgrading the traffic signal controllers to allow for the integration of TSP, and (4) a pre- and post-project implementation evaluation. The project does expect half-day single lane closures while the work is being performed, in addition to some sidewalk closures and temporary parking restrictions. Traffic will be maintained in all directions. There will be some minor delays during construction, and construction will generally only occur at one intersection at a time. Construction is expected to take about 3 months, but active construction will only be about 1 month. Existing TSP in the City has shown significant travel time savings.

Wil Buller: Project Benefits: the project will improve transit reliability and efficiency by helping buses move more efficiently and minimizing unnecessary stopping at red

lights. The project will also help decrease corridor-wide travel times for all users. The project will be completed and ready for use by Fall 2026.

Public Comment (Christy Cannon, CASA): Very excited about this project. My comment is about construction fatigue in Alameda and impacts on Alameda transit riders, especially with all the ongoing construction in the City. I've also noticed at the libraries that the City of Alameda has a really important flyer posted on how to use roundabout, which made me realize that the libraries are a good place for sharing more information about ongoing projects.

Vice Mayor Michele Pryor: Do we think that the results on Park St will be similar to the great time savings on Webster? And when do you do the after study?

Wil Buller: We hope so, but that project was very different (longer extent, different characteristics, etc.).

Ryan Dole: We usually leave 1 month to allow traffic to normalize after installation, then we gather the after data.

Vice Mayor Michele Pryor: Why do we not provide more time for pedestrians and instead make cars wait more?

Wil Buller: This depends on jurisdiction. Some jurisdictions choose to be more aggressive on that than other jurisdictions.

9. Free Bus Pass Program for Seniors and People with Disabilities Update

Liz Escobar: Ridership data from July -December 2025 - there were 116,000 rides which averages to 19,300 rides per month. There are currently 730 members enrolled in the program, which is a 24% decrease from the enrollment at the end of last fiscal year. This reflects the deactivation of some participants who did not reenroll, and the enrollment of people who were on the waitlist. This program continues to be incredibly important and it's a critical lifeline for many members of the community.

Director Syed: Is there still a large waitlist, and an opportunity to enroll more people given the deactivation of some accounts?

Liz Escobar: It depends on funding availability and how many rides the current participants are taking. We will have a better idea when we get updated ridership numbers.

Lisa Foster: We have a budget fix in the mid-year budget to help further fund the program.

Director Joel Young: As mentioned in the last ILC, ACTC has discretionary funding assuming the regional measure passes, but with additional advocacy that might be a pot of money to help fund this program. Keep an eye out on that. Next mayor of Alameda should advocate for that at ACTC.

10. New Developments/Transportation Management Association Update

Mike O' Hara: Introducing the new General Manager at the Alameda TMA, Arsh Singh.

Arsh Singh: In April 2025 we had 2,572 passes, and we're now pushing 2,886 passes, and a lot of those passes came from new housing and employers out in Alameda Point and west Alameda in general. We've heard from those in Alameda Point that EasyPass is a lifeline.

11. Oakland Alameda Access Project (OAAP)

Lisa Foster: The City appreciates Caltrans and ACTC for changing the construction plans for Webster Tube closures to have less impact on AC Transit operations and riders and our community.

Robert del Rosario: We're working internally to determine if we can put together some detour schedules as part of an April service change. We have service that travels through the tube 24 hours per day, but the service is of course much less between the hours of 10pm-5am. We're trying to determine how best to detour routes when the tube is closed. We already do detours when the tubes are closed for regular maintenance, but these upcoming impacts are much longer, and we want to reduce impacts to riders and our operators. We are also appreciative of ACTC and Caltrans efforts to minimize transit impacts during construction and thank you as well to the City for helping to advocate for that. Service impact will be a lot less than we anticipated months ago.

12. AC Transit Ridership and Complaints with Actual Missed Runs

Crystal Wang: The agenda packet includes the attachment with the performance summary for lines operating in Alameda for September through December 2025. Comparing ridership to this same period last year, Lines 20 and 21 (which have been renumbered to Lines 30 and 31) are basically the same, no change. Line 19 ridership is up compared to this same time last year which is likely related to the extension of the route into Alameda Point. Transbay Line W is also up about which is likely related to the elimination of Line OX. Lines 51A, 96, and O are down slightly compared to this same period in 2024. The OTP continues to struggle on some routes. The agenda packet also includes information about customer complaints received, which were largely around late buses, cancelled trips, and Line O overcrowding.

13. Next Meeting

Thursday, June 11, 2026

Thursday, October 8, 2026

14. Agenda Planning Requests

15. Announcements/Public Comments

Meeting adjourned 10:15am