



ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Master Minute Order

Report ID: 23-250g **Status:** Received/Provided Direction

Type: Regular - Planning

Meeting Body: Board of Directors - Regular Meeting 03/13/2024 **Final Action:** 03/13/2024

Sponsors:

Attachments: STAFF REPORT, Att.1. Presentation, Att.2. Transbay Service Performance Overview, Public Comment - Realign Coalition Letter 031124, Public Comment - Berkeley Class Pass Oversight Committee Letter to AC Transit

Related Files:

Agenda Title:

Consider receiving updates on project timeline changes and strategic options associated with Realign, setting a special Board meeting focusing on Realign plan revisions and draft Service Standards on June 5, 2024 at 5:00 p.m., and directing staff to incorporate the staff recommended strategies provided in the staff report in future plan revisions.

Staff Contact:

Ramakrishna Pochiraju, Executive Director of Planning & Engineering
Beverly Greene, Executive Director of External Affairs, Marketing & Communications

Legislative Action & Summary

Acting Body: Board of Directors - Regular Meeting	Date: 03/13/2024	Action: Received and provided direction	Result: Pass
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Action Text:

MOTION: SHAW/YOUNG to receive the staff report to include looking at the lines that have less than 70% on-time performance; looking at the frequency ensuring we have frequency for high ridership lines and in our EPC areas; approve the Special Board meeting on June 5th; approve the timeline and include a detailed report on operational runtimes to get a better understanding of the operational time issues. The motion carried by the following vote:

Ayes: SHAW, YOUNG, BECKLES, WALSH, McCALLEY, PEEPLES

Noes: SYED

MOTION: SYED/BECKLES to direct staff to include in the Special Board meeting on June 5th, in addition to discussion of service standards for Realign, a report back on the status of obtaining a waiver for the March 2025 general sign-up; report back on what we've learned from the August 2023 service changes in terms of reliability improvements; and a report on the feasibility of a phased implementation of Realign should the waiver not be obtained. The motion carried by the following vote:

Ayes: 4 Director BECKLES, Director WALSH, Director SYED, Director McCALLEY

Naves: 3 President YOUNG, Vice President SHAW, Director PEEPLES

Notes:

[Written comment received prior to the meeting is incorporated into the file by reference.]

Transportation Planner David Berman and External Affairs Representative Diann Castleberry presented the staff report.

Public Comment:

Laurel Paget-Seekins, Public Advocates, thanked the Board for pausing Realign to allow additional considerations by the public and expressed disappointment with several staff-proposed decisions on the investment of run and recovery time. Paget-Seekins commented on the need for a better evaluation of what routes need more recovery runtime.

Alyssa Mainhart noted the importance of Line 51 to riders and commented that the 'Realign' name for the program does not communicate the purpose of the program to the average rider, which affects route changes. Mainhart recommended more real-world language be used to inform bus riders about these route changes.

Tony Lewis commented on the importance of getting information from the public on prospective changes to their bus service. Lewis noted that one possible change will affect the bus service around Oakland Kaiser Hospital if Line 51 is redirected from Broadway to Telegraph Avenue, requiring a long walk to the hospital or a bus transfer. Lewis also noted that getting information about Realign meetings is difficult and suggested having announcements provided on buses.

Alfred Twu thanked the Board for taking more time to consider its decision with Realign. Twu agreed with the previous speaker that the average riders do not know that Realign will affect their bus line and feels better advertising of Realign is needed. Twu commented on the need to focus more focus on service reliability, runtime, and recovery time, and a greater investment in bus operators to combat the bus operator shortage.

Meryl Siegal commented on realignment suggestions submitted by her West Berkely community. Siegal noted additional suggestions in anticipation of Berkely Southside construction.

Valarie Lancey expressed surprise that Realign discussion has not provided improvement on runtime speeds and reliability through transit priority measures. Lancey noted that making buses run faster and reducing their variability while maintaining headways is a huge win for riders and helps protect operators.

Lisa Foster, Acting Transportation Planning Manager, City of Alameda, commented that Transbay service is an important part of the Alameda citizens' commute. Foster noted that an elimination of Transbay service would require additional time for outreach. Foster added that Line 51A is important for the community with so many riders utilizing this trunk line.

Linda Benson commented on a preference of the older motor coaches than the new coaches.

Steven Cooper commented on plan actions affecting bus driver numbers, operator layovers, overtime, and work conditions, and noted future adjustments to be made in the future.

James Jackson, ATU Assistant Business Agent for transportation, commented on the unclear direction on the purpose of Realign and degree of opposition to it. Jackson noted that attention and consideration for bus operator safety and retention needs to be included with any ongoing discussion.

Brian Culbertson recommended that Realign considers a graduated service level based on operator staffing with a directive to hire more operators, which would provide more reliable service with schedules that work for operators now and then return to frequencies needed for bus riders. Culbertson added that the District needs to increase the bus operator salaries to meet the salary levels of neighboring transit operator salaries. Culbertson noted that Transbay service needs to be reevaluated to better manage the transit system's bus operator staffing.

Richard Marcantonio, Public Advocates, noted concern of staff's Realign proposal walking back the investment in runtime and recovery time and reducing it to just a quarter of the resources proposed in December. Marcantonio commented that better working conditions and adequate recovery time as well as bus operator retention are matters required for continued consideration moving forward.

Emily Loper, Director, Bay Area Council, noted opposition to any recommendation of further service cuts to Transbay service and advocated for service expansion.

John Courtney, Former President, ATU Local 265, noted that an effective Realign plan starts with the bus operators, whose compensation and workplace needs must be prioritized. Courtney added that it is from the workers that management can learn about the job they do.

Andy Katz noted that the Realign proposal must be well thought out before being brought to the Board for public discussion, as staff discussion will include extensive input from the public and advocacy groups.

Anthony noted that Realign should ensure the hiring of additional operators, improve bus speeds and not exclude Transbay service. Anthony added that bus lines 10, 18, and 57 are important bus lines and it would be unacceptable for them to drop below 15-minute frequency in service.

Connie McFarland, ATU Recording Secretary and Scheduler, noted that the problems with bus operator retention is linked to inadequate runtimes and recovery times and must be addressed. McFarland commented on the correlation between bus operator satisfaction with bus passenger satisfaction.

Tyler Dragoni noted confusion whether the Line 99 would be discontinued and replaced by line 10 on Mission Boulevard in Union City and commented that such a change would be beneficial by freeing up operators and reducing transfers.

David Sorrell commented on the impact of the Transbay program on UC Berkeley students and EasyPass riders. Sorrell noted that the plan could be implemented incrementally, especially in the non-controversial options. Sorrell commented on the need for scrutiny to the Transbay service is in the

decision-making process.
