

# Proposed Contingency Service Plan

AC Transit Board of Directors  
June 10, 2026

# Why Plan for Service Reduction?

- Plan for the worst, hope for the best
- Only implement if revenue measure does not pass
- If measure does not pass, we will reassess and only do what is necessary to balance the budget

# Contingency Service Plan Framework Elements

- Maintain the Realign network.
- Minimize complete service eliminations.
- Focus on span and frequency reductions.
- Restructure High-Cost Services.
- Proportionately reduce service in Special District 1 (SD1) and Special District 2 (SD2).

# Overview of Route Changes by Service Type/Area



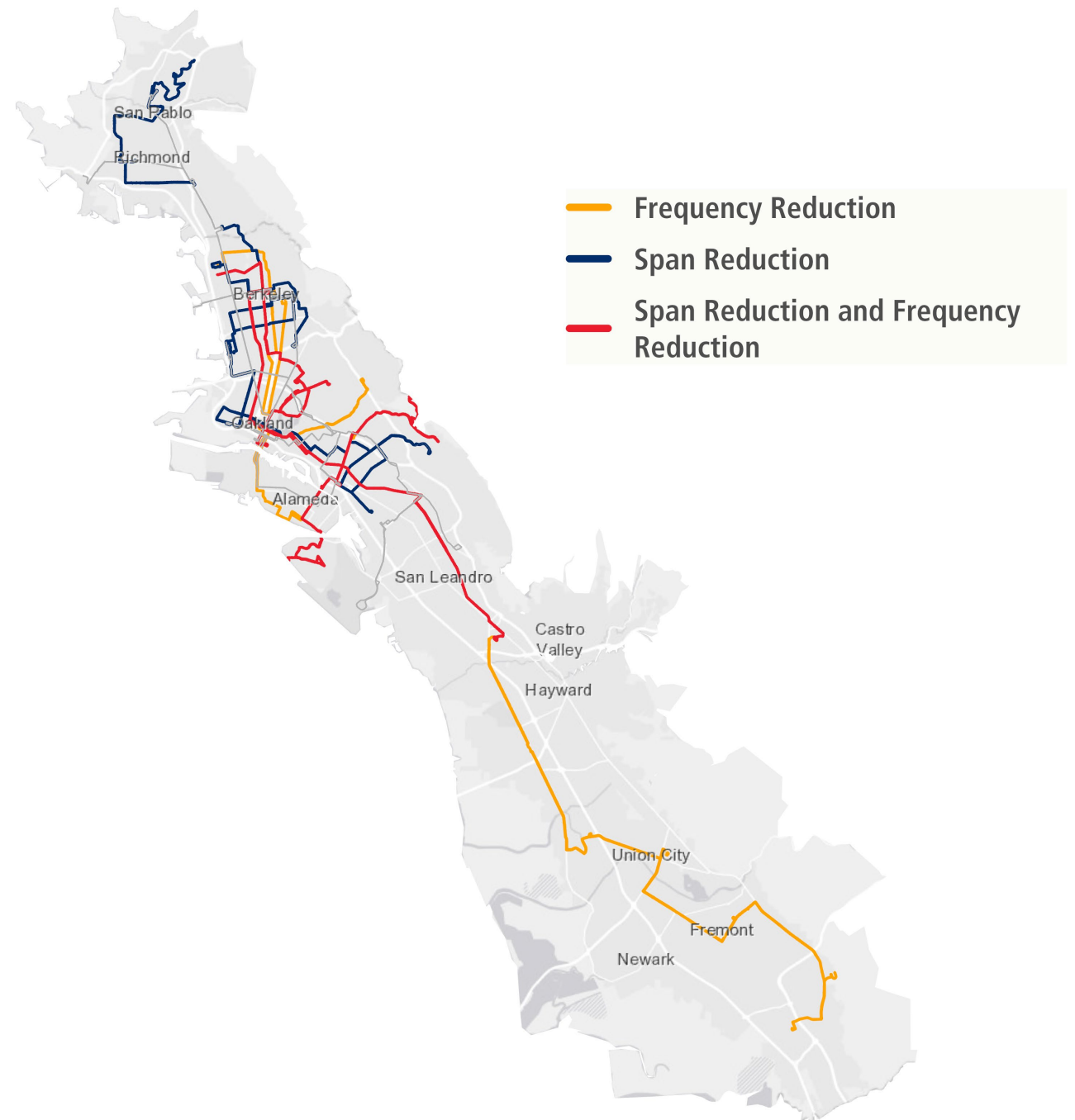
# Primary Route Network

**Lines 1T, 6, 9, 18, 40, 51A, 51B, 52, 57, shared 72/72M/72L:**

preserved at 15 min or better on weekdays

**Most other lines:**

7 days a week, hours of service no worse than 6:00a – 10:00p, every 30 minutes in line with service standards.



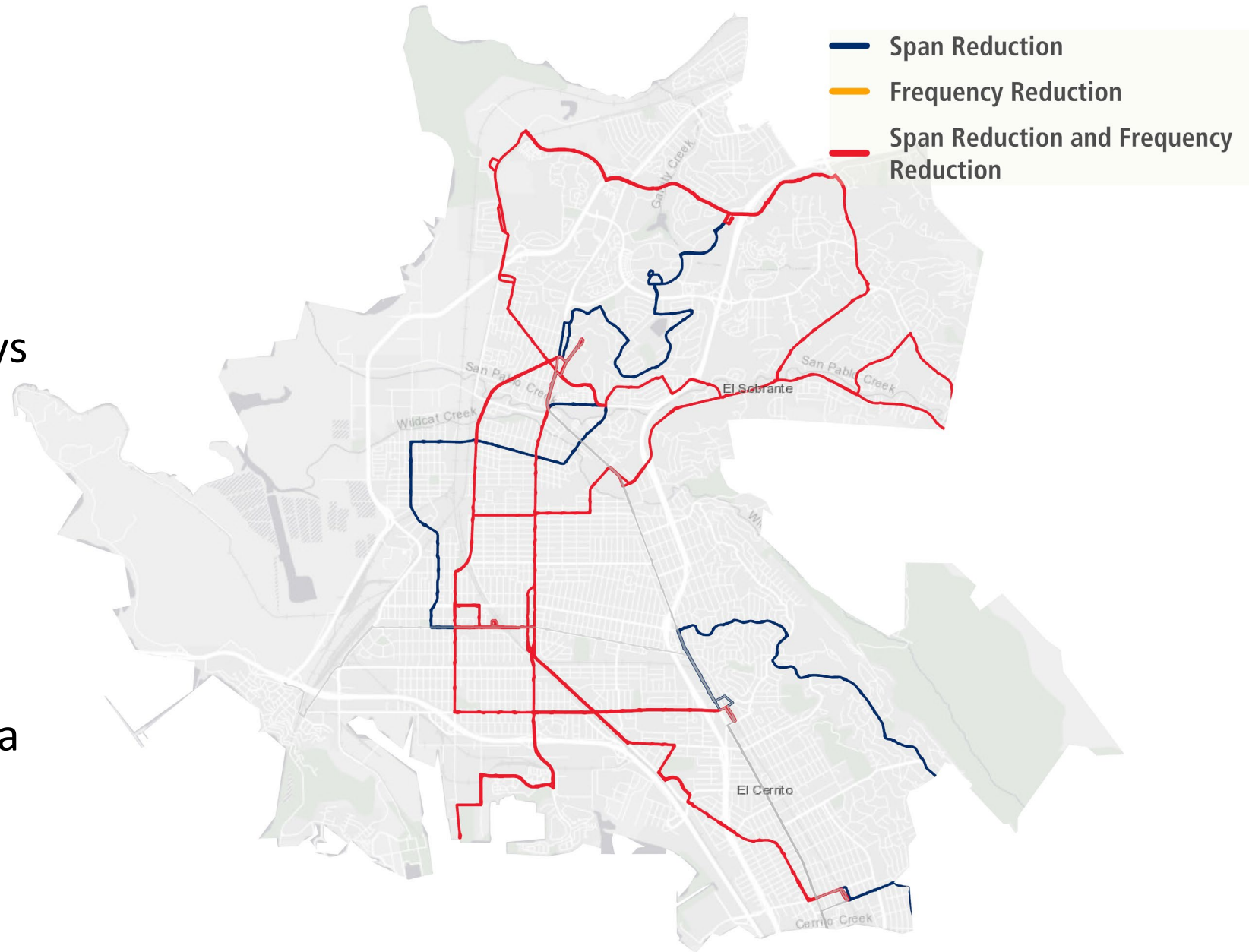
# Western Contra Costa County

**Line 70/76 on Cutting:**  
every 15 minutes on weekdays

**Lines 71, 74:**  
every 40 minutes on  
weekdays; every 40 or 60  
minutes on weekends

limited operating hours (7:00a  
to 7:00p)

in line with service standard  
minimums



# North/West Oakland, Berkeley, Emeryville, and Albany

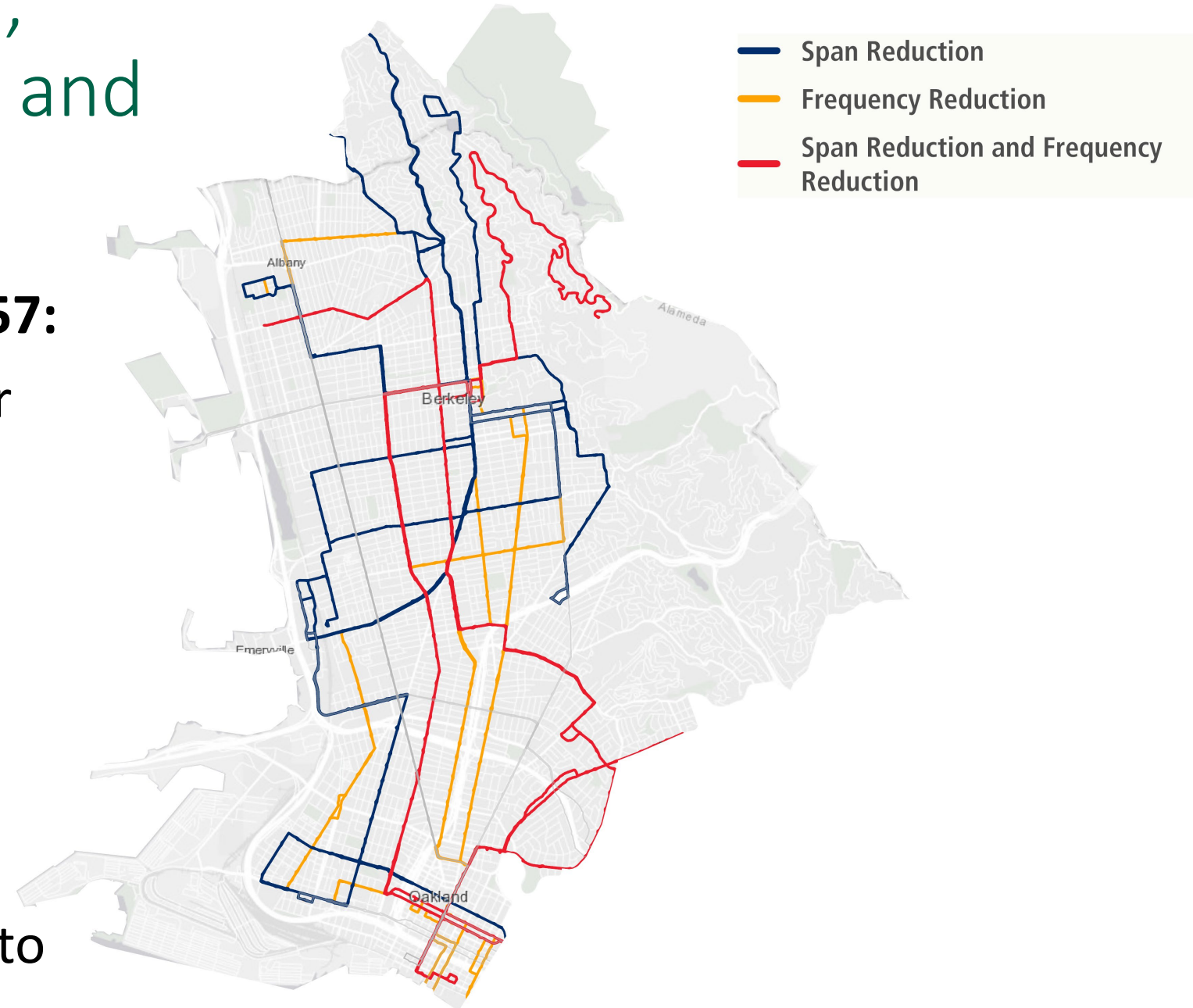
## **Lines 6, 18, 51A, 51B, 52, & 57:**

Preserved at 15 min or better  
on weekdays

## **Most other lines:**

On weekdays, no worse than  
6:00a – 10:00p, every 30-40  
minutes in line with service  
standards;

Weekends, some reductions to  
hourly service



# East Oakland, Alameda, and Piedmont

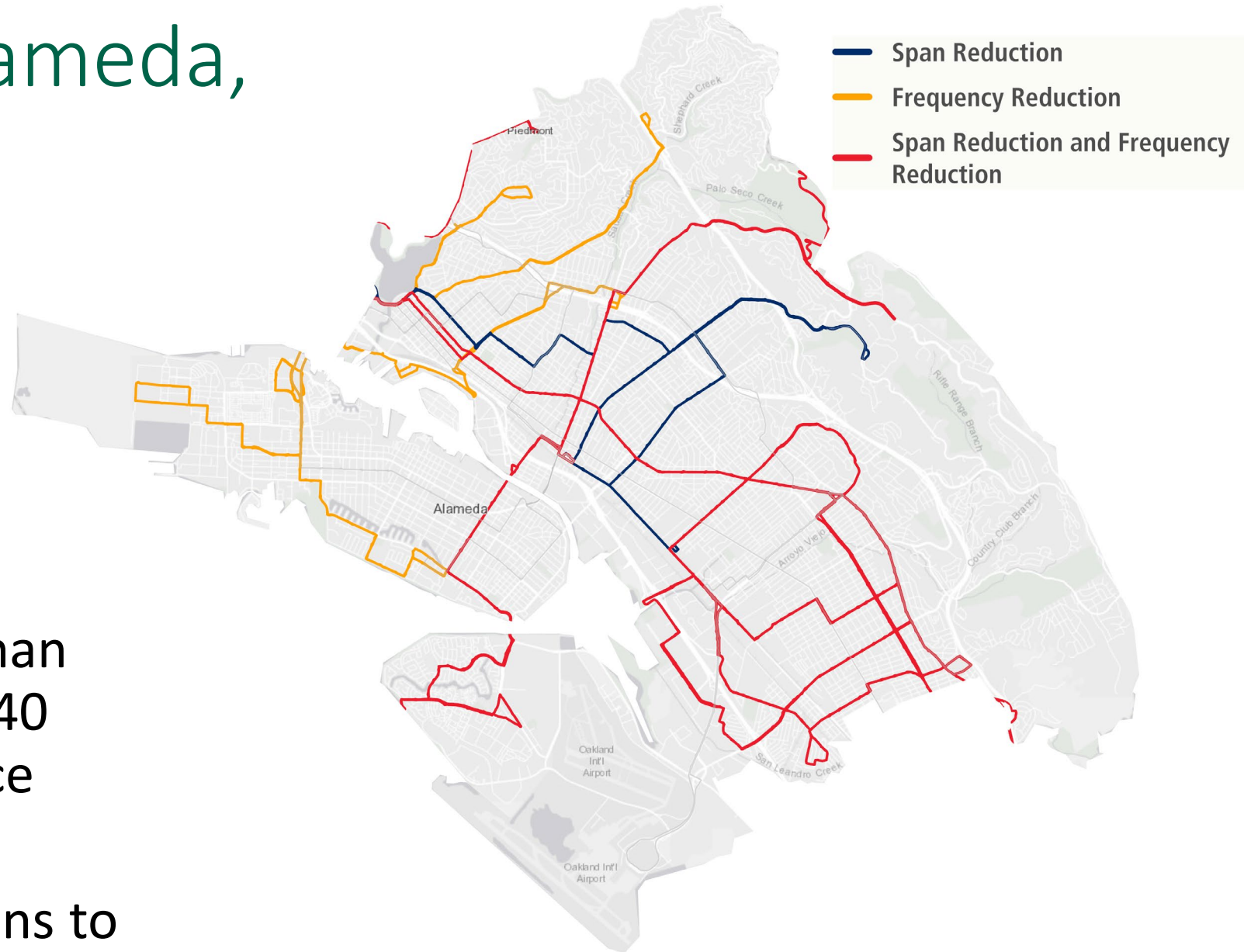
## Lines 1T, 40, 51A, & 57:

Preserved at 15 min or better on weekdays

## Most other lines:

On weekdays, no worse than 6:00a – 10:00p, every 30-40 minutes in line with service standards;

Weekends, some reductions to hourly service



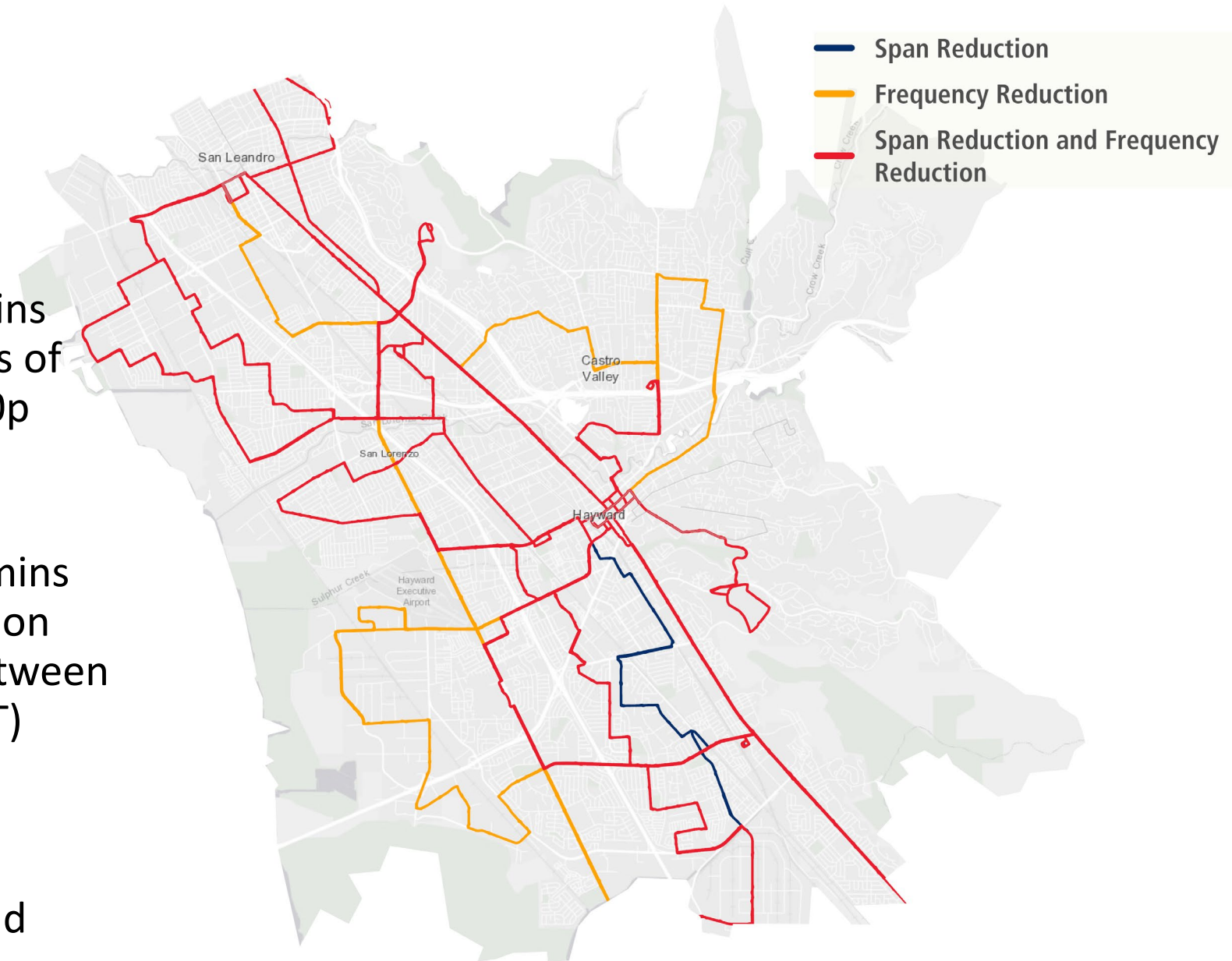
# Central Alameda County

**Line 9:** Frequency reduced to 30 mins before 7:00a and after 7:00p. Hours of operation reduced to 6:00a – 10:00p throughout the week.

**Line 97:** Frequency reduced to 30 mins all day and service truncated at Union Landing (i.e., service eliminated between Union Landing and Union City BART)

## Other lines:

7 days a week, hourly frequency and reduced hours of operation



# Southern Alameda County

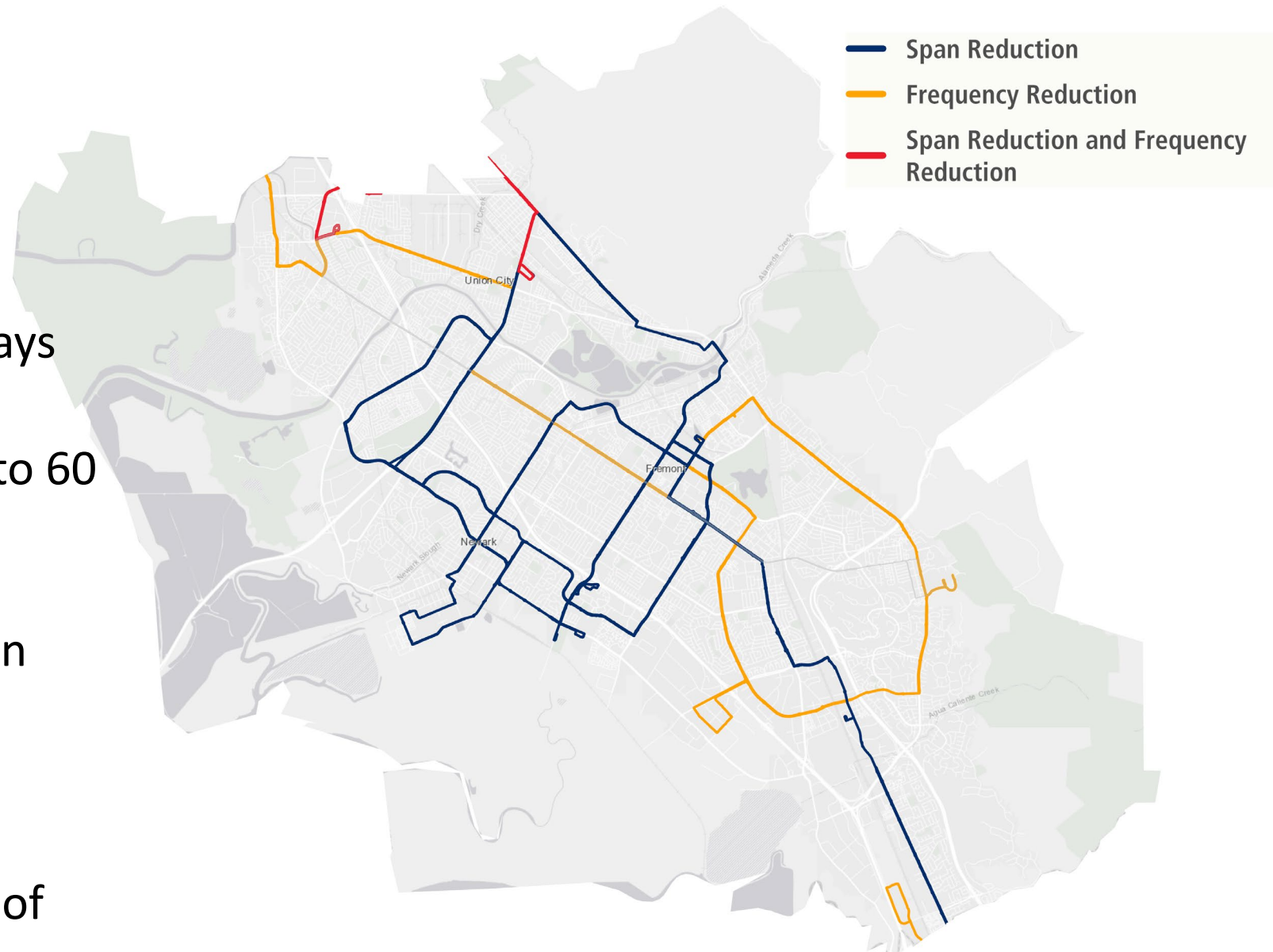
**Lines 211 and 239:** Frequency reduced to 40 mins on weekdays

**Line 231:** Frequency reduced to 60 mins on weekends

**Line 251:** Service eliminated on weekends.

## Other lines:

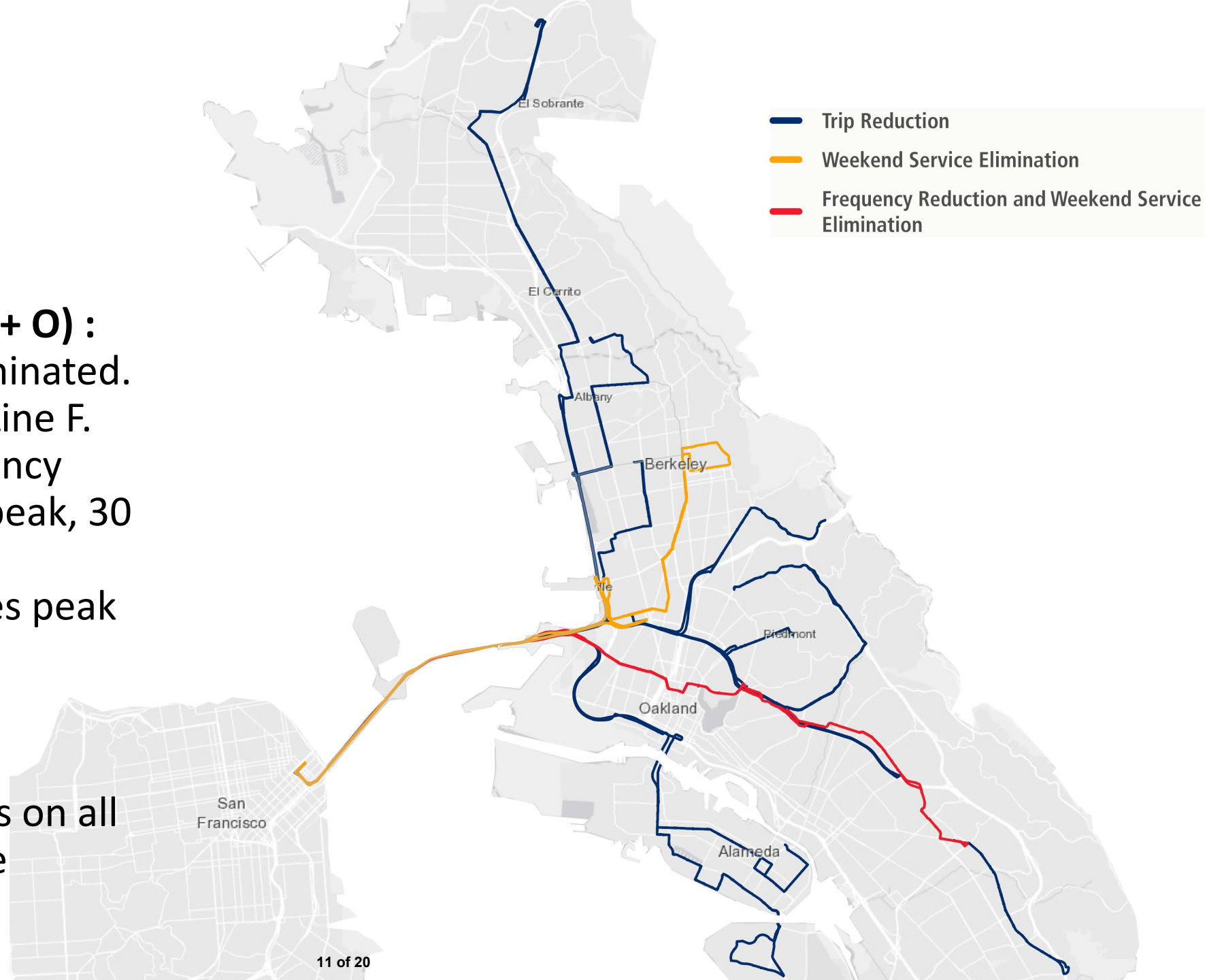
7 days a week, reduced hours of operation



# Transbay

**All Day Transbay (F, NL, + O) :**  
All weekend service eliminated.  
No change to weekday Line F.  
Weekday Line NL frequency reduced to 20 minutes peak, 30 minutes off-peak.  
Weekday Line O operates peak period only.

**Peak Period Transbay:**  
Reduced number of trips on all lines but no outright line elimination.



# All-Nighter (Owl)

**Lines 800, 801, and 851 unchanged.**

**Lines 802, 805, and 840 eliminated.**

Partial replacement by starting Lines 40, 72, and 73 earlier.



# Route & Segment Eliminations

**Lines 19, 46L, 802, 805, 840:**  
Eliminated.

## **Truncated Segments:**

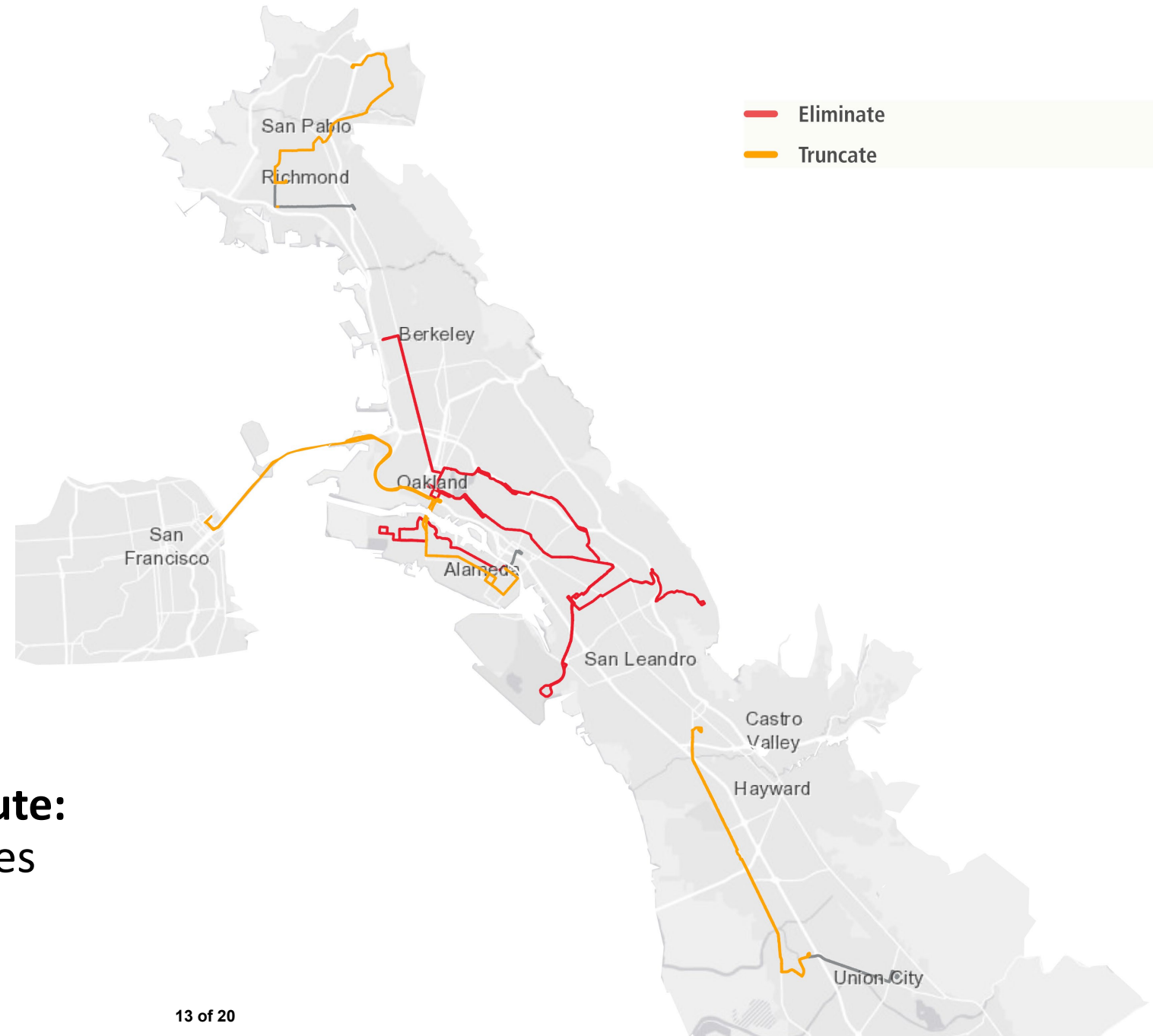
**Line 70** at Richmond BART

**Line O** at Broadway

**Line 97** at Union Landing

## **New Alameda East End Local Route:**

Offsets coverage loss from changes to Line O.



# Ridership Impacts (Segment/Route Eliminations)

Average Daily Boardings Impacted (Fall 2025 data)				
Route	Change	Weekday	Saturday	Sunday
46L	Weekday Service Eliminated	158		
70	No Weekend Service between Richmond BART and El Cerrito del Norte BART		123	98
97	No Service between Union Landing and Union City BART	589	319	253
O	No Service between Tilden Way/Fernside Blvd and Fruitvale BART	90	43	60
<b>Total</b>		<b>837</b>	<b>485</b>	<b>411</b>

# Proposed Plan Compliance w/ Board Policy 545 Coverage Standards

Weekday	Standard	% of Residents Covered		Compliance with Standard	
Metric		Existing	\$53m Reduction	Existing	\$53m Reduction
Residents near Local Service	70%	74.4%	73.7%	Meets Standard	Meets Standard
Residents near Frequent Local Service	25%	34.1%	30.5%	Meets Standard	Meets Standard
EPC Residents near Local Service	85%	88.2%	87.8%	Meets Standard	Meets Standard
EPC Residents near Frequent Local Service	40%	44.2%	40.9%	Meets Standard	Meets Standard

# Paratransit Impact Estimates\*


- Service Cuts affect an estimated 1.4% (1,500) of total unlinked paratransit trips.
- Would affect 4% of user base (169 unique users).
- 2/3rds of impacted trips take place before 7 a.m. or after 7 p.m.
- ~\$903k annual savings, in addition to fixed-route savings



\*Data sampled from September through November 2025

# Draft Title VI Service Equity Analysis

- No Disparate Impact
- No Disproportionate Burden
- Proposed Scenario modeled using GTFS, similar existing runtime data.
- Compared against February 2026 sign-up data.
- With future plan revisions, staff will provide updated Draft Title VI analysis.

	<b>Board Policy No. 518</b> <b>Title VI and Environmental Justice Service Review and Compliance Report Policy</b>
<b>ADOPTED:</b> 6/16/2004 <b>RECENT AMENDMENT:</b> 1/27/21 <b>SEE ALSO:</b> 110, 545	<b>SUBJECT CATEGORY:</b> 500 – PLANNING & SERVICE DEVELOPMENT <b>SUBSECTION:</b> ENVIRONMENTAL/SOCIAL JUSTICE AND TITLE VI COMPLIANCE <b>CONTROL DEPARTMENT:</b> CIVIL RIGHTS & COMPLIANCE

## I. PURPOSE

The Federal Transit Administration (FTA) is responsible for ensuring that its funding recipients fully comply with Title VI of the Civil Rights Act of 1964 in their planning and implementation processes. Pursuant to Title 49 (U.S.C. Chapter 53), as amended, AC Transit is the designated recipient of funds under FTA (sections 5307 and 5309).

Further federal guidance, provided by Executive Order 12898 and FTA Environmental Justice Circular 4703.1, highlights the District's responsibility to ensure that environmental justice is incorporated into the District's mission of connecting our communities with safe, reliable, sustainable service for the greater East Bay. Additional federal guidance provided by Executive Order 13166 amplifies the Civil Rights Act mandate by providing that persons with limited English proficiency should have meaningful access to programs and activities receiving federal funds.

The FTA circular C4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," provides guidance and instructions necessary to comply with these laws and executive orders. This policy sets forth activities the District undertakes, as a designated recipient of federal funds, to comply with that guidance.

## II. PERSONS AFFECTED

Title VI staff have primary responsibility for documenting the District's compliance with FTA requirements. Staff working on any project that may affect the populations protected by the

# Timeline: Public Outreach & Education

Date	Service Reduction Step	Subsequent Outreach Goals
<b>Mar 25, 2026</b>	Board Approves Service Reduction Framework	Raise awareness re: June 10 meeting Highlight Service Reduction Framework Promote June 10 Open House
<b>Jun 10, 2026</b>	Proposed Contingency Service Plan Presented to Board	Public education re: Board-approved Proposed Plan Promote Aug 12 Open House and Public Hearing
<b>Aug 12, 2026</b>	Board Sets Public Hearing	Ongoing education re: Board-approved Proposed Plan Promote Oct 14 Open House and Public Hearing
<b>Oct 14, 2026</b>	Public Hearing	Public education re: service reduction approval Promote Dec 9 Open House and Board meeting
<b>Nov 3, 2026</b>	General Election	
<b>Dec 9, 2026</b> (if needed)	Board Approval	Community education re: Board-approved service reduction plan
<b>Jun 13, 2027</b> (if needed)	Implement Service Reductions	Sustained outreach to customers and external stakeholders regarding service reductions

# Sustained, Targeted Engagement

## Public Information Channels

- News Releases
- Website updates
- Social media
- eNews
- On-board materials (car cards, brochures)
- Legal notices (as required for hearings)

## Core Outreach Channels

- City councils & civic organization briefings
- Multilingual email notifications
- Leafleting at high-ridership and impacted locations
- Presence at community festivals and events
- “Transit Talks” integration

# Thank You!