

Notes:

- 1) Lines denoted below with asterisks reflect service changes that reflect changes since the September 2024 public hearings. Those Draft Final Plan Recommendations included lines with “DF” prefixes.
- 2) Realign+ service recommendations (for restoring AC Transit service to 100% of pre-pandemic service levels as bus operator counts allow) are included below on page 13.
- 3) Relative to the plan included in the staff recommendation, Alternative 1 contains 15-minute weekday service on Line 72R, and weekday service reductions on lines 12, 27, 29, 96, and NL. As Bus Operators become available, service on lines 12, 27, 29, 96, and NL would be restored as part of Realign+ ahead of the other Realign+ recommendations.

| Line | Proposal | Why Is This Route Changing? | Current | | | | | | Proposed | | | | | |
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| | | | Weekday Frequency | Weekday Span | Saturday Frequency | Saturday Span | Sunday Frequency | Sunday Span | Proposed Weekday Frequency | Proposed Weekday Span | Proposed Saturday Frequency | Proposed Saturday Span | Proposed Sunday Frequency | Proposed Sunday Span |
| 1T | Line 1T will remain the same as the current Line 1T. | n/a | 10 | 12:00 AM - 12:00 AM | 10 | 12:00 AM - 12:00 AM | 10 | 12:00 AM - 12:00 AM | 10 | 12:00 AM - 12:00 AM | 10 | 12:00 AM - 12:00 AM | 10 | 12:00 AM - 12:00 AM |
| 6 | Line 6 will remain the same as the current Line 6. | n/a | 12 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 12 | 5:00 AM - 12:00 AM | 15 | 6:00 AM - 12:00 AM | 15 | 6:00 AM - 12:00 AM |
| 7 | Line 7 is proposed to terminate at Christie Avenue and 64th Street in Emeryville via Shattuck Avenue, Adeline Street, Stanford Avenue, Powell Street, and Christie Avenue. Frequency of service will be decreased. | To provide a more direct and reliable connection between UC Berkeley and Emeryville, as well as providing additional service along the Adeline Street corridor. Service along College Avenue and Ashby Avenue on the current Line 7 will be replaced by the NEW Line 27. Frequency has been decreased to free up resources to improve service reliability and frequency in other parts of the network. | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM |
| 10 | Line 10 is proposed to extend the current Line 10 to Union City BART via Mission Boulevard, South Hayward BART, and Decoto Road, replacing the current Line 99. Frequency of service will be improved to every 15 minutes. | To improve reliability and eliminate the transfer for riders going to or coming from South of Hayward. The segment of the current Line 99 not served by Line 10 will be served by the NEW Line 299. Frequency has been improved to support a growing transit-oriented corridor serving Equity Priority Communities along E 14th St. and Mission Blvd. | 17 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 6:00 AM - 12:00 AM | 15 | 6:00 AM - 12:00 AM |
| 12* | Line 12 will remain the same as the current Line 12. Frequency of service will be improved to every 20 minutes. Operating hours are proposed to be extended to midnight on weekends. | To improve frequency in Equity Priority Communities in South Berkeley, North Oakland, and downtown Oakland while bolstering access during more times of the day. | 23 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 11:00 PM | 30 | 6:00 AM - 11:00 PM | 24 | 5:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM |

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| 14 | Line 14 will remain the same as the current Line 14. Frequency of service on weekdays will be decreased and weekend service increased. Operating hours are proposed to be extended to midnight. | To free up resources to improve service reliability and frequency in other parts of the network while bolstering access during more times of the day in Equity Priority Communities. | 17 | 5:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 20 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 18 | Line 18 is proposed to extend the current Line 18 to Montclair via 11th/12th Street, 1st Avenue, E. 18th Street, Park Boulevard, and Mountain Boulevard, replacing the current Line 33. Frequency has been increased on weekdays to every 15 minutes. | To provide improved connections for Equity Priority Communities to and from Montclair, providing new direct connections to Berkeley and Alameda. Frequency has been increased on weekdays to provide frequent service in Equity Priority Communities. | 16 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 19* | Line 19 is proposed to extend the current Line 19 to Alameda Point via Mitchell Avenue, Fifth Street, Willie Stargell Avenue, Pan Am Way, West Atlantic Avenue, and Webster Street. Service will still travel between Seminary Avenue and downtown Oakland. | To improve connections to and from Alameda Point while improving service productivity and reliability. | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM |
| 20* | Line 20 will remain the same as the current Line 20. | n/a | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 10:00 PM | 30 | 5:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM |
| 21 | Line 21 is proposed to terminate at the Harbor Bay Landing shopping center, serve the Harbor Bay Ferry Terminal, and on weekdays, extend on alternating trips to the Chabot Space and Science Center and Skyline High School via Fruitvale Avenue, Montana Street/Harold Street, Champion Street, Lincoln Avenue, Joaquin Miller Road, and Skyline Boulevard. On weekends, all trips will serve the Chabot Space and Science Center. | To provide replacement service to areas currently served by Line 39 and restore transit access to recreation and education opportunities at Joaquin Miller Park, Roberts Regional Recreation Area, Redwood Regional Park, and the Chabot Space and Science Center. This change is also aimed at improving layover and restroom facilities for bus operators. | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 9:00 PM | 30 | 6:00 AM - 9:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 9:00 PM | 30 | 6:00 AM - 9:00 PM |
| 27* | NEW Line 27 will serve Emeryville Amtrak, Downtown Berkeley, and El Cerrito Plaza BART via Hollis Street, Folger Avenue, Seventh | To provide crosstown service on Ashby Avenue (currently provided by Line 7), its surrounding Equity Priority Communities, and provide | -- | -- | -- | -- | -- | -- | 35 | 5:00 AM - 12:00 AM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM |

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| | Street, Ashby Avenue, College Avenue, Bancroft Way/Durant Avenue, Shattuck Avenue, University Avenue, MLK Jr. Way, The Alameda, Solano Avenue, Colusa Avenue, and Fairmount Avenue. | additional connections to North Berkeley and El Cerrito. | | | | | | | | | | | | |
| 28 | Line 28 is proposed to directly serve the San Leandro Boys and Girls Club via San Leandro Boulevard and Marina Boulevard. Service frequency will be improved. | To provide more direct service to the San Leandro Boys and Girls Club that is not currently served. | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 40 | 6:00 AM - 10:00 PM | 40 | 6:00 AM - 10:00 PM | 40 | 6:00 AM - 10:00 PM |
| 29* | Line 29 is proposed to extend the current Line 29 to downtown Berkeley via Powell Street, Stanford Avenue, Sacramento Street, Alcatraz Avenue, College Avenue, and Bancroft Ave/Durant Way, Shattuck Avenue, and Addison Street. Frequency of service will be decreased to every 30 minutes. | To directly serve an Equity Priority Community, provide new crosstown service on Alcatraz Avenue and Stanford Avenue, providing new direct service to Emeryville, Rockridge Business District, the UC Berkeley campus, downtown Berkeley, and connections to all north/south trunk lines. Service is now routed to downtown Berkeley to provide layover space and restroom facilities for operators while bolstering connections to UC Berkeley. | Peak: 20, Off-Peak: 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 35 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM |
| 33 | Line 33 is proposed to be discontinued. See Line 18 and Line 88 for replacement service. | Limited ridership between Montclair and Piedmont. Proposed Lines 18 and 88 will provide more direct connections to both Montclair and Piedmont. | Peak: 15, Off-Peak: 20 | 5:00 AM - 11:00 PM | 20 | 6:00 AM - 11:00 PM | 20 | 6:00 AM - 11:00 PM | -- | -- | -- | -- | -- | -- |
| 34 | Line 34 will remain the same as the current Line 34. Service frequency will be improved. | n/a | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 40 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM |
| 35 | Line 35 is proposed to enter Marina Boulevard from Williams Street via Doolittle Drive. Service frequency will be improved. | n/a | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 40 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM |
| 36 | Line 36 is proposed to extend the current Line 36 to Rockridge BART via Piedmont Avenue, Warring | To provide new connections between UC Berkeley and Equity Priority Communities to Rockridge | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM |

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| | Street, Derby Street, Claremont Boulevard, and College Avenue. | BART, which is currently served by Line 79. | | | | | | | | | | | | |
| 39 | Line 39 is proposed to be discontinued. See Line 20 and/or Line 21 for replacement service. | Line 39 will be discontinued in favor of the new Line 20 and Line 21, which will provide service to all areas currently served by Line 39. | 60 | 6:00 AM - 10:00 PM | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 40 | Line 40 will remain the same as the current Line 40. | n/a | 10 | 6:00 AM - 12:00 AM | 15 | 6:00 AM - 12:00 AM | 15 | 6:00 AM - 12:00 AM | 10 | 5:00 AM - 12:00 AM | 15 | 6:00 AM - 12:00 AM | 15 | 6:00 AM - 12:00 AM |
| 41 | Line 41 will remain the same as the current Line 41. | n/a | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM |
| 45 | Line 45 is proposed to take a shorter route through Sobrante Park. The Line would turn left on Bergedo Drive rather than turning right. Frequency of service will be decreased. | To improve reliability and create a faster trip for riders riding through Sobrante Park. Very few riders are currently utilizing the service along the proposed eliminated segment. Frequency has been decreased to free up resources to improve service reliability and frequency in other parts of the network. | Peak: 15, Off-Peak: 30 | 6:00 AM - 10:00 PM | 40 | 6:00 AM - 10:00 PM | 40 | 6:00 AM - 10:00 PM | 20 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM |
| 46L | Line 46L will remain the same as the current Line 46L. | n/a | 63 | 7:00 AM - 7:00 PM | -- | -- | -- | -- | 63 | 7:00 AM - 7:00 PM | -- | -- | -- | -- |
| 51A | Line 51A will remain the same as the current Line 51A. | n/a | 12 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 12 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM |
| 51B | Line 51B will remain the same as the current Line 51B. | n/a | 12 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 12 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM |
| 52 | Line 52 will remain the same as the current Line 52. Frequency will be improved to 15 minutes through most of the day and run later in the evening. | To improve reliability and create improved connections between UC Berkeley and student housing. | Peak: 16, Off-Peak: 20 | 6:00 AM - 11:00 PM | 20 | 8:00 AM - 7:00 PM | 20 | 8:00 AM - 7:00 PM | 15 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 54 | Line 54 will remain the same as the current Line 54. Weekday frequency of service will be decreased to every 20 minutes. | Frequency has been decreased to free up resources to improve service reliability and frequency in other parts of the network. | 17 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 20 | 5:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM |

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| 56 | Line 56 will remain the same as the current Line 56. Service frequency will be improved. | n/a | 60 | 6:00 AM - 10:00 PM | 60 | 7:00 AM - 11:00 PM | 60 | 7:00 AM - 11:00 PM | 40 | 6:00 AM - 10:00 PM | 60 | 7:00 AM - 11:00 PM | 60 | 7:00 AM - 11:00 PM |
| 57 | Line 57 will remain the same as the current Line 57. | n/a | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM |
| 60 | Line 60 will remain the same as the current Line 60. Frequency of service will be decreased. | To free up resources to improve service reliability and frequency in other parts of the network. | 40 | 6:00 AM - 12:00 AM | 40 | 6:00 AM - 12:00 AM | 40 | 6:00 AM - 12:00 AM | 45 | 6:00 AM - 12:00 AM | 45 | 6:00 AM - 12:00 AM | 45 | 6:00 AM - 12:00 AM |
| 62 | Line 62 will remain the same as the current Line 62. Frequency of service on weekdays will be decreased to every 20 minutes and weekend service increased to every 20 minutes. | To free up resources to improve service reliability and frequency in other parts of the network. | 19 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 65 | Line 65's route will remain the same as the current Line 65. Frequency of service will be decreased. | To free up resources to improve service reliability and frequency in other parts of the network. | 40 | 7:00 AM - 8:00 PM | -- | -- | -- | -- | 45 | 6:00 AM - 8:00 PM | -- | -- | -- | -- |
| 67 | Line 67's route will remain the same as the current Line 67. Frequency of service will be decreased. | To free up resources to improve service reliability and frequency in other parts of the network. | 30 | 8:00 AM - 7:00 PM | -- | -- | -- | -- | 60 | 6:00 AM - 7:00 PM | -- | -- | -- | -- |
| 70 | Line 70 is proposed to extend the current Line 70 to Del Norte BART. From Del Norte BART, Line 70 would serve Richmond BART via Cutting Boulevard, Harbor Way, Macdonald Avenue, and 16th Street; continuing via Rheem Avenue, Harbor Way, and 13th Street. Service frequency will be improved. | To provide improved reliability, increased access to service for Equity Priority Communities, and additional service on Cutting Boulevard, which has some of the highest ridership in Richmond. Service will be improved to every 15 minutes in combination with proposed Line 76. | 60 | 7:00 AM - 8:00 PM | 60 | 7:00 AM - 8:00 PM | 60 | 7:00 AM - 8:00 PM | 30 | 7:00 AM - 8:00 PM | 60 | 7:00 AM - 8:00 PM | 60 | 7:00 AM - 8:00 PM |
| 71 | Line 71 will remain the same as the current Line 71. | n/a | 30 | 6:00 AM - 8:00 PM | 60 | 6:00 AM - 8:00 PM | 60 | 6:00 AM - 8:00 PM | 30 | 6:00 AM - 8:00 PM | 60 | 6:00 AM - 8:00 PM | 60 | 6:00 AM - 8:00 PM |
| 72 | Line 72 is proposed to terminate at Contra Costa College. See Line 76 for replacement service in the Rollingwood neighborhood. | Truncating Line 72 will increase service reliability on the San Pablo corridor while preserving access in the Rollingwood neighborhood on Line 76. | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM |

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| 72M | Line 72M will remain the same as the current Line 72M. Weekday service will operate later in the evening to match the existing weekend service span. | Improving service in the late evening and will provide travel opportunities within Equity Priority Communities along the San Pablo and Macdonald corridors. | 30 | 5:00 AM - 11:00 PM | 30 | 5:00 AM - 1:00 AM | 30 | 5:00 AM - 1:00 AM | 30 | 5:00 AM - 1:00 AM | 30 | 5:00 AM - 1:00 AM | 30 | 5:00 AM - 1:00 AM |
| 72R* | Line 72R will remain the same as the current Line 72R. Service frequency will decrease. | To free up resources to improve service reliability on this corridor and in other parts of the network. | 12 | 6:00 AM - 7:00 PM | 15 | 6:00 AM - 7:00 PM | 15 | 6:00 AM - 7:00 PM | 15 | 6:00 AM - 7:00 PM | 30 | 6:00 AM - 7:00 PM | 30 | 6:00 AM - 7:00 PM |
| 73 | Line 73 is proposed to travel in the westbound direction via Hamilton Street, 73rd Avenue, Hawley, 71st Avenue, Snell Street, 69th Avenue, and San Leandro Street. Eastbound service will see no changes. Service now begins later in the morning. Frequency will decrease to every 20 minutes. | To provide a more direct trip for riders going to or from Coliseum BART or further south. Reducing turns will improve reliability. The span has changed to reduce unnecessary duplication with overnight lines. Frequency has been decreased to free up resources to improve service reliability and frequency in other parts of the network. | 15 | 2:00 AM - 12:00 AM | 15 | 2:00 AM - 12:00 AM | 15 | 2:00 AM - 12:00 AM | 20 | 5:00 AM - 12:00 AM | 20 | 5:00 AM - 12:00 AM | 20 | 5:00 AM - 12:00 AM |
| 74 | Line 74 is proposed to terminate at the intersection of Olinda Road and Valley View Road. | To provide faster trips from De Anza Senior High School to Richmond and improve reliability over the entire line. The eliminated segment between Valley View Road and Castro Ranch Road has low ridership. | 30 | 5:00 AM - 10:00 PM | 30 | 7:00 AM - 7:00 PM | 30 | 7:00 AM - 7:00 PM | 30 | 5:00 AM - 10:00 PM | 30 | 6:00 AM - 7:00 PM | 30 | 6:00 AM - 7:00 PM |
| 76 | Line 76 is proposed to serve the Rollingwood Neighborhood via turning right onto Shane Drive from Birmingham Drive, then continuing down Meyers Road and Groom Drive. Service will operate later into the evening. | To provide access to the Rollingwood neighborhood which will no longer be served by Line 72. 76 is a local line which will improve reliability to the neighborhood. | 30 | 5:00 AM - 8:00 PM | 30 | 6:00 AM - 7:00 PM | 30 | 6:00 AM - 7:00 PM | 30 | 5:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM |
| 79 | Line 79 is proposed to be discontinued. See Line 27 and/or Line 36 for replacement service. | All segments of existing Line 79 will be replaced by NEW Line 27 and/or Line 36 to improve connectivity throughout Berkeley. | 30 | 6:00 AM - 10:00 PM | 36 | 6:00 AM - 8:00 PM | 36 | 6:00 AM - 8:00 PM | -- | -- | -- | -- | -- | -- |
| 86 | Line 86 is proposed to serve the Hayward Business Park via Depot Road, Clawiter Road, Eden Landing Road, Investment Boulevard, Corporate Avenue, | To provide service to the Hayward Business Park previously provided by the old Line 83. | 30 | 4:00 AM - 12:00 AM | 30 | 4:00 AM - 12:00 AM | 30 | 4:00 AM - 12:00 AM | 30 | 4:00 AM - 12:00 AM | 30 | 4:00 AM - 12:00 AM | 30 | 4:00 AM - 12:00 AM |

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| | Arden Road, Industrial Boulevard, and Tennyson Road. | | | | | | | | | | | | | |
| 88 | Line 88 is proposed to extend the current Line 88 to Piedmont via Broadway Avenue, Grand Avenue, Harrison Street/Oakland Avenue, and Highland Avenue, to replace the current Line 33. Frequency of service will be decreased to every 20 minutes. | To provide additional connections to and from Piedmont. Frequency has been slightly decreased due to lower demand and to create a more consistent schedule. Frequency has been decreased in the evenings to free up resources to improve service reliability and frequency in other parts of the network. Line 88 improves access to Downtown Oakland destinations from Equity Priority Communities currently served by existing Line 88. | Peak: 15, Off-Peak: 20 | 5:00 AM - 11:00 PM | 20 | 5:00 AM - 11:00 PM | 20 | 5:00 AM - 11:00 PM | 20 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 90 | Line 90 will remain the same as the current Line 90. | n/a | 20 | 6:00 AM - 11:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 20 | 6:00 AM - 11:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM |
| 93 | Line 93 will remain the same as the current Line 93. Service frequency will be improved. | n/a | 45 | 6:00 AM - 11:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM | 40 | 6:00 AM - 11:00 PM | 60 | 6:00 AM - 10:00 PM | 60 | 6:00 AM - 10:00 PM |
| 95 | Line 95 will remain the same as the current Line 95. | n/a | 40 | 6:00 AM - 8:00 PM | 40 | 6:00 AM - 8:00 PM | 40 | 6:00 AM - 8:00 PM | 40 | 6:00 AM - 8:00 PM | 40 | 6:00 AM - 8:00 PM | 40 | 6:00 AM - 8:00 PM |
| 96* | Line 96 is proposed to serve Brooklyn Basin via Oak Street/Madison Street, Brooklyn Basin Way, 9th Avenue/8th Avenue, Embarcadero, 16th Avenue, E. 12th Street, and 14th Avenue. | To provide service to the new and expanding Brooklyn Basin neighborhood. This provides access to both future commercial destinations and several new parks for residents of Equity Priority Communities in Downtown and East Oakland. | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 35 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM |
| 97 | Line 97 will remain the same as the current Line 97. | n/a | Peak: 15, Off-Peak: 20 | 6:00 AM - 11:00 PM | 30 | 6:00 AM - 11:00 PM | 30 | 6:00 AM - 11:00 PM | Peak: 15, Off-Peak: 20 | 5:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM |
| 98 | Line 98 will remain the same as the current Line 98. | n/a | 20 | 6:00 AM - 11:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 20 | 6:00 AM - 11:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM |

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| 99 | Line 99 is proposed to be discontinued. See Line 10 and/or Line 299 for alternative service. | Existing Line 10 is extended to serve Union City BART and the NEW Line 299 will operate between Union City BART and Fremont BART. | 20 | 5:00 AM - 12:00 AM | 27 | 6:00 AM - 12:00 AM | 27 | 6:00 AM - 12:00 AM | -- | -- | -- | -- | -- | -- |
| 200 | Line 200 is proposed to serve Newark further west via Enterprise Drive, Willow Street, and Central Avenue. Frequency of service will be decreased. | To serve an area of Newark that is growing and does not currently have service. Frequency will be decreased to redistribute the resources elsewhere in Newark and Fremont. This change will more evenly distribute service throughout the Fremont and Newark area, increasing geographic equity. | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM |
| 210 | Line 210s alignment will remain the same as existing Line 210. Weekend service will operate later into the evening. | Line 210 will have a longer weekend service span, allowing for trips later in the evening. | 30 | 5:00 AM - 10:00 PM | 30 | 7:00 AM - 7:00 PM | 30 | 7:00 AM - 7:00 PM | 30 | 5:00 AM - 10:00 PM | 30 | 7:00 AM - 10:00 PM | 30 | 7:00 AM - 10:00 PM |
| 212 | Line 212 is proposed to extend the current Line 212 to Milpitas BART via Auto Mall Parkway, Osgood Road, Warm Springs Boulevard, and Milpitas Boulevard. Frequency of service will be decreased, and this line will no longer serve Pacific Commons (see Line 239 for service to Pacific Commons). | To provide faster and more direct service to Milpitas BART in order to increase reliability and provide a service replacement for the existing Line 217. Frequency has been decreased to free up resources to improve service reliability and frequency in other parts of the network. | 30 | 7:00 AM - 8:00 PM | 30 | 7:00 AM - 8:00 PM | 30 | 7:00 AM - 8:00 PM | 40 | 7:00 AM - 8:00 PM | 40 | 7:00 AM - 8:00 PM | 40 | 7:00 AM - 8:00 PM |
| 215 | Line 215 is proposed to be discontinued. See Line 212 and Line 217 for alternative partial replacement service. | Line 215 will be discontinued due to low ridership and duplication with proposed Line 212. | 60 | 6:00 AM - 8:00 PM | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| 216* | Line 216 is proposed to serve the Fremont Gurdwara Temple and Union City BART and Fremont BART via Mission Boulevard, Decoto Road, Niles Boulevard, Mission Boulevard, Mowry Avenue, Civic Center Drive, and Walnut Avenue. Service will operate later in the evening. | To provide replacement service to areas currently served by Line 232. This change will more evenly distribute service throughout the Fremont and Newark area, increasing geographic equity. | 60 | 7:00 AM - 7:00 PM | 60 | 7:00 AM - 7:00 PM | 60 | 7:00 AM - 7:00 PM | 62 | 7:00 AM - 8:00 PM | 60 | 7:00 AM - 8:00 PM | 60 | 7:00 AM - 8:00 PM |

| Line | Proposal | Why Is This Route Changing? | Current | | | | | | Proposed | | | | | |
|------|--|--|-------------------|--------------------|--------------------|-------------------|------------------|-------------------|----------------------------|-----------------------|-----------------------------|------------------------|---------------------------|----------------------|
| | | | Weekday Frequency | Weekday Span | Saturday Frequency | Saturday Span | Sunday Frequency | Sunday Span | Proposed Weekday Frequency | Proposed Weekday Span | Proposed Saturday Frequency | Proposed Saturday Span | Proposed Sunday Frequency | Proposed Sunday Span |
| 217 | Line 217 is proposed to operate between Fremont BART and Warm Springs BART via Walnut Avenue, Mission Boulevard, Aquatic Way, Mission Boulevard, S. Grimmer Boulevard, and Warm Springs Boulevard. This line would now serve the California School for the Blind. | To serve the California School for the Blind and to maintain service currently offered by the current Line 215. Milpitas BART will now be served by Line 212, providing a more direct trip. The shorter alignment will increase reliability on trips between Fremont BART and Warm Springs BART. | 30 | 6:00 AM - 10:00 PM | 30 | 7:00 AM - 9:00 PM | 30 | 7:00 AM - 9:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 7:00 AM - 9:00 PM | 30 | 7:00 AM - 9:00 PM |
| 232 | Line 232 is proposed to operate between Union City BART and NewPark Mall via Decoto Road, Paseo Padre Parkway, Ardenwood Boulevard, Cedar Boulevard, and Mowry Avenue. Weekday service will now begin earlier in the morning. | To allow for travel earlier in the morning. | 60 | 8:00 AM - 8:00 PM | 60 | 8:00 AM - 8:00 PM | 60 | 8:00 AM - 8:00 PM | 60 | 6:00 AM - 8:00 PM | 60 | 8:00 AM - 8:00 PM | 60 | 8:00 AM - 8:00 PM |
| 239 | Line 239 is proposed to operate between Fremont BART and Warm Springs BART via Walnut Avenue, Paseo Padre Parkway, Grimmer Boulevard, Auto Mall Parkway, Boscell Road, Curie Street, Bunche Drive, Auto Mall Parkway, S. Grimmer Boulevard, and Warm Springs Boulevard. This line would now serve Pacific Commons. Line 239 is also proposed to enter the Warm Springs Business Park from Warm Springs BART via Warm Springs Boulevard, Kato Road, Page Avenue, and Milmont Drive. Weekday service will now operate later in the evening and NEW Weekend service has been added. | To improve service to Pacific Commons, providing connections to both Fremont and Warm Springs BART Stations, increasing access to a major shopping destination. The new seven-day service will allow riders to make trips they currently cannot on the weekends. | 30 | 6:00 AM - 10:00 PM | -- | -- | -- | -- | 30 | 6:00 AM - 11:00 PM | 60 | 7:00 AM - 11:00 PM | 60 | 7:00 AM - 11:00 PM |
| 251 | Line 251 is proposed to extend the current Line 251 to Ohlone College - Newark Campus via Mowry Avenue, and Cherry Street on weekends. Service will operate later into the evening. | To provide a new connection to the Ohlone College - Newark Campus on weekends. Line 251 will run later in the evening to accommodate classes at the college. This change will more evenly distribute service throughout the Fremont and Newark area, increasing | 60 | 7:00 AM - 7:00 PM | 60 | 7:00 AM - 7:00 PM | 60 | 7:00 AM - 7:00 PM | 60 | 7:00 AM - 8:00 PM | 60 | 7:00 AM - 8:00 PM | 60 | 7:00 AM - 8:00 PM |

| Line | Proposal | Why Is This Route Changing? | Current | | | | | | Proposed | | | | | |
|------|--|---|-------------------|--------------------------------------|--------------------|--------------------|------------------|--------------------|----------------------------|--------------------------------------|-----------------------------|------------------------|---------------------------|----------------------|
| | | | Weekday Frequency | Weekday Span | Saturday Frequency | Saturday Span | Sunday Frequency | Sunday Span | Proposed Weekday Frequency | Proposed Weekday Span | Proposed Saturday Frequency | Proposed Saturday Span | Proposed Sunday Frequency | Proposed Sunday Span |
| | | geographic equity, as well as providing increased access to an educational destination. | | | | | | | | | | | | |
| 299 | NEW Line 299 is proposed to operate between Union City BART and Fremont BART via Decoto Road, Fremont Boulevard, and Walnut Avenue. | To maintain the service that the current Line 99 offers south of Union City, ensuring that those communities do not lose access to service. | -- | -- | -- | -- | -- | -- | 30 | 5:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM |
| 376 | Line 376 is proposed to be discontinued. | Due to low ridership and to free up resources to improve service reliability and frequency in other parts of the network. | 30 | 9:00 PM - 3:00 AM | 30 | 8:00 PM - 3:00 AM | 30 | 8:00 PM - 3:00 AM | -- | -- | -- | -- | -- | -- |
| 800 | Line 800 will remain the same as the current Line 800. | n/a | 30 | 12:00 AM - 7:00 AM | 30 | 12:00 AM - 7:00 AM | 30 | 12:00 AM - 7:00 AM | 30 | 12:00 AM - 7:00 AM | 30 | 12:00 AM - 7:00 AM | 30 | 12:00 AM - 7:00 AM |
| 801 | Line 801 will remain the same as the current Line 801. Frequency of service will be decreased. | To free up resources to improve service reliability and frequency in other parts of the network. | 30 | 12:00 AM - 6:00 AM | 30 | 12:00 AM - 6:00 AM | 30 | 12:00 AM - 6:00 AM | 60 | 12:00 AM - 6:00 AM | 60 | 12:00 AM - 6:00 AM | 60 | 12:00 AM - 6:00 AM |
| 802 | Line 802 remains the same as the current Line 802. | n/a | 60 | 12:00 AM - 5:00 AM | 60 | 12:00 AM - 5:00 AM | 60 | 12:00 AM - 5:00 AM | 60 | 12:00 AM - 5:00 AM | 60 | 12:00 AM - 5:00 AM | 60 | 12:00 AM - 5:00 AM |
| 805 | Line 805 is proposed to travel in the westbound direction via Hamilton Street, 73rd Avenue, Hawley, 71st Avenue, Snell Street, 69th Avenue, and San Leandro Street. Eastbound service will see no changes. | To provide a more direct trip with reliable connections for riders going to or from Coliseum BART or farther south. | 60 | 12:00 AM - 5:00 AM | 60 | 12:00 AM - 5:00 AM | 60 | 12:00 AM - 5:00 AM | 60 | 12:00 AM - 5:00 AM | 60 | 12:00 AM - 5:00 AM | 60 | 12:00 AM - 5:00 AM |
| 840 | Line 840 remains the same as the current Line 840. | n/a | 60 | 12:00 AM - 6:00 AM | 60 | 12:00 AM - 6:00 AM | 60 | 12:00 AM - 6:00 AM | 60 | 12:00 AM - 6:00 AM | 60 | 12:00 AM - 6:00 AM | 60 | 12:00 AM - 6:00 AM |
| 851 | Line 851 remains the same as the current Line 851. | n/a | 60 | 12:00 AM - 4:00 AM | 60 | 12:00 AM - 4:00 AM | 60 | 12:00 AM - 4:00 AM | 60 | 12:00 AM - 4:00 AM | 60 | 12:00 AM - 4:00 AM | 60 | 12:00 AM - 4:00 AM |
| E | Line E remains the same as the current Line E. | n/a | 60 | 7:00 AM - 9:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- | 60 | 7:00 AM - 9:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- |

| Line | Proposal | Why Is This Route Changing? | Current | | | | | | Proposed | | | | | |
|------------|---|---|------------------------|--------------------------------------|--------------------|--------------------|------------------|--------------------|----------------------------|--------------------------------------|-----------------------------|------------------------|---------------------------|----------------------|
| | | | Weekday Frequency | Weekday Span | Saturday Frequency | Saturday Span | Sunday Frequency | Sunday Span | Proposed Weekday Frequency | Proposed Weekday Span | Proposed Saturday Frequency | Proposed Saturday Span | Proposed Sunday Frequency | Proposed Sunday Span |
| F | Line F remains the same as the current Line F. | n/a | 30 | 5:00 AM - 1:00 AM | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 1:00 AM | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM |
| FS | Line FS remains the same as the current Line FS. | n/a | 60 | 6:00 AM - 8:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- | 60 | 6:00 AM - 8:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- |
| G | Line G remains the same as the current Line G | n/a | 60 | 7:00 AM - 9:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- | 60 | 7:00 AM - 9:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- |
| J | Line J remains the same as the current Line J. | n/a | 60 | 7:00 AM - 9:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- | 60 | 7:00 AM - 9:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- |
| L | Line L is proposed to extend the current Line L to Richmond Parkway Transit Center via El Portal Drive, Eastshore Freeway, Richmond Parkway, and Blume Drive. | To serve Richmond Parkway Transit Center to maintain coverage for Equity Priority Communities that are part of the current Line LA. | 60 | 6:00 AM - 7:00 AM, 5:00 PM - 6:00 PM | -- | -- | -- | -- | 60 | 6:00 AM - 7:00 AM, 5:00 PM - 6:00 PM | -- | -- | -- | -- |
| LA | Line LA is proposed to be discontinued. See Line L for partial replacement service. | Line LA will be discontinued due to low demand. Service will be maintained to the Equity Priority Communities by extending Line L. | 60 | 6:00 AM - 7:00 AM, 5:00 PM - 6:00 PM | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| NL | Line NL's remains the same as the current Line NL. | n/a | 15 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM | 18 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM |
| NX | Line NX remains the same as the current Line NX. | n/a | 60 | 7:00 AM - 8:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- | 60 | 7:00 AM - 8:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- |
| NX3 | Line NX3 remains the same as the current Line NX3. | n/a | 60 | 7:00 AM - 8:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- | 60 | 7:00 AM - 8:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- |
| O | Line O's alignment will remain the same as existing Line O. Weekend frequency of service will be decreased. | Line O will have its weekend frequency slightly decreased to better reflect demand while maintaining service reliability. | 30 | 5:00 AM - 9:00 PM | 30 | 5:00 AM - 9:00 PM | 30 | 5:00 AM - 9:00 PM | 30 | 5:00 AM - 9:00 PM | 60 | 5:00 AM - 9:00 PM | 60 | 5:00 AM - 9:00 PM |
| OX | Line OX is proposed to be discontinued with Transbay connections maintained by an | Line OX will be discontinued due to low demand for this second Alameda Transbay option. Bay | Peak: 15, Off-Peak: 30 | 7:00 AM - 8:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |

| Line | Proposal | Why Is This Route Changing? | Current | | | | | | Proposed | | | | | |
|------|---|---|------------------------|--------------------------------------|--------------------|---------------|------------------|-------------|----------------------------|--------------------------------------|-----------------------------|------------------------|---------------------------|----------------------|
| | | | Weekday Frequency | Weekday Span | Saturday Frequency | Saturday Span | Sunday Frequency | Sunday Span | Proposed Weekday Frequency | Proposed Weekday Span | Proposed Saturday Frequency | Proposed Saturday Span | Proposed Sunday Frequency | Proposed Sunday Span |
| | extension to Line W. See Line W for alternative service. | Farm coverage will be maintained by an extended Line W. | | | | | | | | | | | | |
| P | Line P remains the same as the current Line P. | n/a | Peak: 20, Off-Peak: 40 | 7:00 AM - 9:00 AM, 4:00 PM - 7:00 PM | -- | -- | -- | -- | Peak: 20, Off-Peak: 40 | 7:00 AM - 9:00 AM, 4:00 PM - 7:00 PM | -- | -- | -- | -- |
| U | Line U remains the same as the current Line U. | n/a | 60 | 6:00 AM - 6:00 PM | -- | -- | -- | -- | 60 | 6:00 AM - 6:00 PM | -- | -- | -- | -- |
| V | Line V remains the same as the current Line V. | n/a | Peak: 15, Off-Peak: 60 | 6:00 AM - 8:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- | Peak: 15, Off-Peak: 60 | 6:00 AM - 8:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- |
| W | Line W is proposed to extend to Bay Farm Island via Otis Drive, Bay Farm Island Bridge, Island Drive, Maitland Drive, Mecartney Road, Aughinbaugh Way, and Robert Davey Junior Drive. | To serve Bay Farm Island, maintaining Transbay service currently provided by Line OX. | 20 | 7:00 AM - 8:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- | 20 | 7:00 AM - 8:00 AM, 4:00 PM - 6:00 PM | -- | -- | -- | -- |
| WMZ | NEW Warm Springs Microtransit Zone will operate out of Warm Springs BART and provide service in the area bounded by Warm Springs Boulevard, Dixon Road, Fremont Boulevard, and S Grimmer Boulevard. | To provide replacement service to areas currently served by Lines 215 and 239. | -- | -- | -- | -- | -- | -- | -- | 6:00 AM – 10:00 PM | -- | -- | -- | -- |

The following are proposed service levels associated with Realign+ (Plus), which prescribes a framework for increasing service to 100% of pre-pandemic service levels as bus operator counts allow.

| Order | Line | Realign +* | | | | | |
|-------|------|----------------------------|-----------------------|-----------------------------|---------------------|---------------------------|----------------------|
| | | Proposed Weekday Frequency | Proposed Weekday Span | Proposed Saturday Frequency | Saturday Span | Proposed Sunday Frequency | Proposed Sunday Span |
| 1 | NL | 15 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM | 30 | 5:00 AM - 12:00 AM |
| 2 | 27 | 30 | 5:00 AM - 12:00 AM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM |
| 3 | 12 | 20 | 5:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM | 30 | 6:00 AM - 12:00 AM |
| 4 | 96 | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM |
| 5 | 29 | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM | 30 | 6:00 AM - 10:00 PM |
| | | | | | | | |
| 6 | 72R | 12 | 5:00 AM - 12:00 AM | 15 | 6:00 AM - 12:00 AM | 15 | 6:00 AM - 12:00 AM |
| 7 | 1T | 7-8 | 12:00 AM - 12:00 AM | 10 | 12:00 AM - 12:00 AM | 10 | 12:00 AM - 12:00 AM |
| 8 | 51A | 10 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM |
| 9 | 51B | 10 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM |
| 10 | 14 | 15 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 11 | 62 | 15 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 12 | 88 | 15 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 13 | 73 | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM | 15 | 5:00 AM - 12:00 AM |
| 14 | 36 | 15 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 15 | F | 15 | 5:00 AM - 1:00 AM | 20 | 5:00 AM - 12:00 AM | 20 | 5:00 AM - 12:00 AM |
| 16 | 54 | 15 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 10:00 PM | 20 | 6:00 AM - 12:00 AM |
| 17 | 76 | 15 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 18 | 27 | 15 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 19 | 12 | 15 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 20 | 52 | 15 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |
| 21 | 299 | 15 | 5:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM | 20 | 6:00 AM - 12:00 AM |

***Under the Realign+ (Plus) proposal, the lines highlighted with a dark gray background (listed in priority order from 6 to 21) would operate at the following frequency and span minimums:**

Weekdays: 5:00 – 12:00 a.m.
at least every 15 minutes, 7:00am – 7:00pm

Weekends: 6:00 – 12:00 a.m.
at least every 20 minutes, 7:00am – 7:00pm