



Realign^{▶◀}

SR 23-250g
Att.1.

Updated Approach Options and Timeline

AC Transit Board of Directors Meeting

WEDNESDAY MARCH 13, 2024



Key Feedback from Jan 24th Board

Reliability:

Need better link between proposals and District KPIs

Frequency:

Less frequent service on trunks for reliability ***unacceptable***

Less network coverage ***unacceptable***

Equity:

Cutting service in Equity Priority Communities (EPCs) ***unacceptable***

Transbay service retention means less local service in EPCs



Key Questions

Can we advance on our project guiding principles without heavy frequency cuts?

What's needed to realize a higher operator count and fewer trade-offs?



Responses to Jan 24th Board Motion Items

Timeline

- **Mar 2024:** Trade-Offs/Strategic Approach
- **May 2024:** Revised Plan #1; Public preview/comment
- **Aug 2024:** Revised Plan #2; set Public Hearings
- **Sept 2024:** Public Hearings (4)
- **Oct 2024:** Plan Adoption
- **Mar 2025:** Plan Implementation

Service in Equity Priority Communities (EPCs)

- Staff interprets motion as direction to explore retaining frequent service on trunks that serve EPCs; no disparate impacts in EPCs found with Jan 24th plan
- Needs reduced runtime/layover investments or less frequency/coverage in non-EPC areas; i.e. Transbay

Non-Union Operators

- Board direction clear; non-union operators off the table
- Regional coordination with other union transit operators (i.e. Dumbarton) outside of Realign still a possibility.

Approach ATU about March 2025

Conversations being led by
GM / Exec. Dir. of HR



Staff Recommended Strategy

Broaden Frequent Network

*Run lines 1T, 6, **10**, **18**, 20/21, 51, 52, **57**, 97, and **NL** every 15 minutes*

Improve Reliability (*Customer Focused, Operator Supportive*)

Focus improvements where on-time performance (OTP) < 70%

Tune Frequency for efficiency

Minor changes (e.g. 15 -> 17 min.) where savings possible

Broaden Frequent Network

Needs 38 operators

Jan 24 Plan:

Lines 1T, 6, 40, 20/21, 51,
52, 54, 72/72M, 73 & 97

22%

of service area residents
can access 15 minute or
better service*

Add: Lines 10, 18, 57, NL
Less Frequent: Lines 54, 73

32%

of service area residents
can access 15 minute or
better service*

*Census 2020 population estimates, quarter-mile buffer



Broaden Frequent Network

32%

of service area residents
can access 15 minute or
better service*

*Census 2020 population estimates, quarter-mile buffer

+ 166k people total

+ 48k people of color

**+ 38k < 200% Fed Poverty
Level**

Jan 24 Plan:

Lines 1T, 6, 40, 20/21, 51,
52, 54, 72/72M, 73 & 97

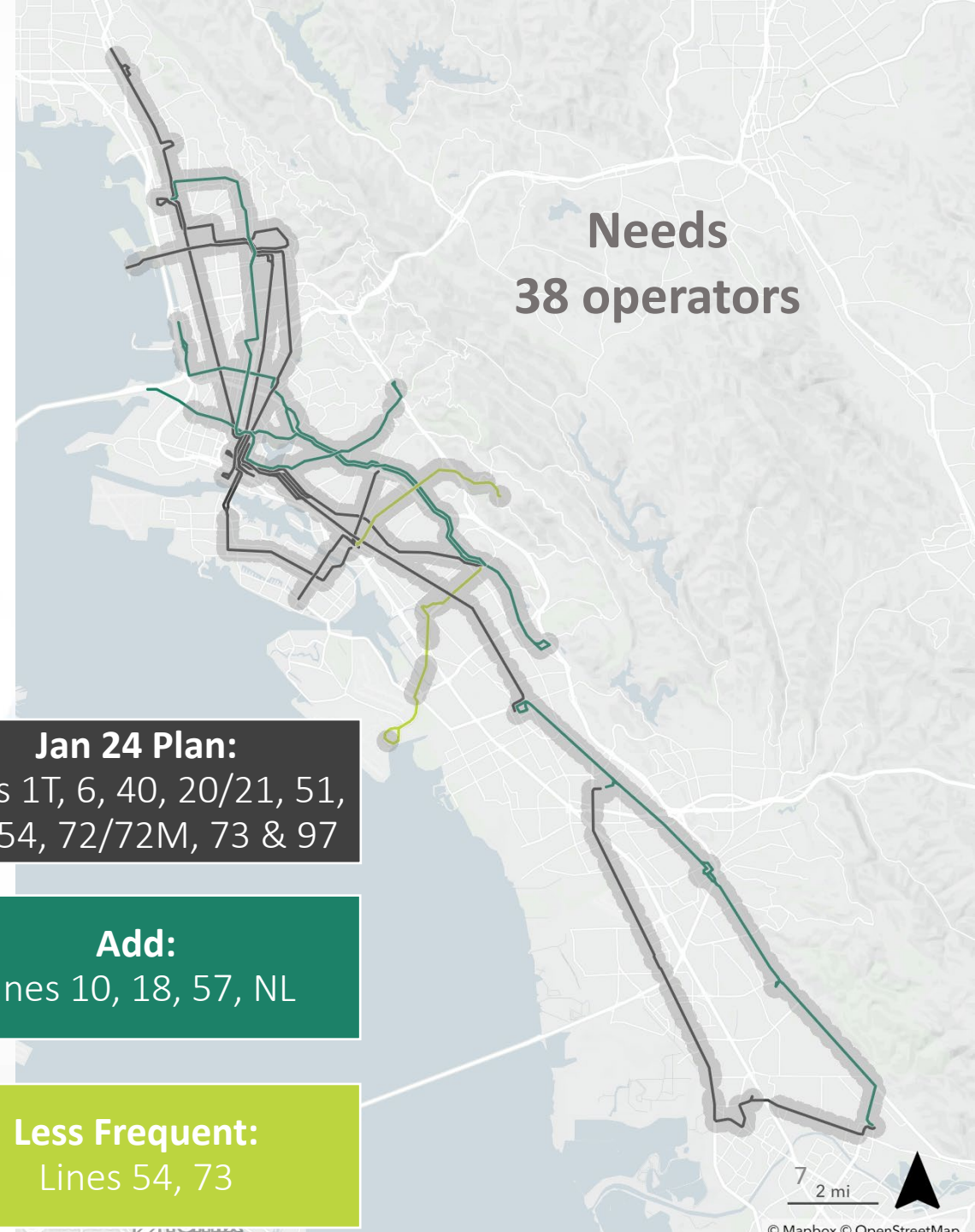
Add:

Lines 10, 18, 57, NL

Less Frequent:

Lines 54, 73

**Needs
38 operators**



Improve Reliability (OTP-focused)

Needs 10 operators

- Data from Fall 2023 show eight local lines (6, 12, 18, 56, 72M, 72R, 74, and 96) with OTP under 70%.
- Proposal would add a bus into the cycle to allow for additional runtime and/or layover as necessary where significant changes to line were not already taking place (12, 56, 72M, 74, 96)
- Operator-facing: Identify opportunities to improve layover time where feasible. Ensure few or no lines have minimum layover.

Tune Frequency for Efficiency

- Clockface headways, while often convenient and more legible, are a luxury with resource constraints and the use of smartphone trip planning.
- Where possible and finding sufficient operator and/or financial resources becomes challenging, staff will reduce frequencies where minor changes (i.e. 15 -> 16 minutes) would yield significant resource savings.
- Examples: Line 46L, which operates at a 62-63 minute frequency with 1 bus rather than a 60 minute frequency with dramatically long layovers or significant interlining.



Other Options

Improve Reliability – *with customer impacts*

aggressively add layover time across the board

Trim Transbay - *Cut Peak-Only lines and/or run F, NL, O lines to BART*

Assume Operator Increase? - *Allows improvements without trade-offs, but requires extrapolation of future operator availability trends*

Improve Reliability (w/ customer impacts) Needs 40 operators

- Continue course charted in December, one particularly responsive to operator and union feedback on runtimes and layovers
- Investment in 40 operators' worth of layover additions at the cost of frequency of service throughout the District
- Priority with these investments would be given to aggressively adding layover time rather than direct focus on customer experience



Trim Transbay

- Transbay per-trip ridership recovery worse than local service.
- Most local bus-to-BART connections are time competitive with Transbay; forthcoming free transfer pilot would offset rider transfer costs.
- BART has capacity today and room for future growth with Fleet-of-the-Future and train control system upgrades.
- Test HASTUS schedules show operator savings even with retention of existing 600-series lines.

Line	Oct 2019 Riders per Trip	Oct 2023 Riders per Trip	% of Pre- Pandemic Ridership (per Trip)	% of Pre- Pandemic Ridership per Trip (Overall)
B	24.4	0	0%	0%
C	38	0	0%	0%
CB	39.9	0	0%	0%
E	40.2	17.3	43%	29%
F (Transbay only)	15.4	10.8	70%	70%
F (all passengers)	30.5	31.9	104%	104%
FS	53.6	24.5	46%	12%
G	39.7	28.7	72%	36%
J	57.7	22	38%	17%
L	27.6	22.5	82%	21%
LA	33	15.4	47%	10%
NL (Transbay only)	12	7.9	66%	65%
NL (all passengers)	33.7	19.4	58%	57%
NX	41.3	16.4	40%	32%
NX3	32.5	16.4	50%	27%
O (Transbay only)	21.8	10.3	47%	44%
O (all passengers)	29.2	15.7	54%	51%
OX	28.6	11.8	41%	16%
P	42.6	25.8	61%	27%
V	29.7	18.6	63%	19%
W	29.3	17.3	59%	22%
Z	17.3	0	0%	0%
Subtotal: F, NL, O only	15.7	9.4	60%	59%
Subtotal: Peak TB only	35.3	19.8	56%	15%
TOTALS	26.8	12.1	45%	26%

Trim Transbay

- Ending the F, O, and NL in the East Bay would save resources throughout the week.
- Line F could terminate in Emeryville, preserving access to retail destinations.
- Line NL could terminate at the West Oakland BART station, improving regional connections, though more work on layover locations would be needed.
- Line O could be a timed connection with the Seaplane Lagoon Ferry to save resources.

Cut Peak-Only: Saves 20 operators
East Bay-Only F, NL, and O: Saves 10 operators



Trim Transbay

Cut Peak-Only: Saves 20 operators
East Bay-Only F, NL, and O: Saves 10 operators

- Older rider survey data* showed more high income riders, fewer low income riders on Transbay than Local.
- Today, ridership, average trip lengths, Realign survey data suggest the following general trends on Transbay:
 - Travel being made to and from the same places on Transbay as pre-pandemic.
 - Fewer trips made, fewer days per week.

*2017-18 AC Transit On-Board Survey, most recent detailed rider demographics available.

Trim Transbay

Cut Peak-Only: Saves 20 operators
East Bay-Only F, NL, and O: Saves 10 operators

- Transbay service is popular among riders who use it, with a vocal customer base.
- The following issues, if possible to address, likely would fall outside Realign's timeframe:
 - Double decker and MCI bus fleets challenging to repurpose for use in Local service.
 - Transbay receives substantial revenues from RM2 and RM3, as well as EasyPass, for which Transbay affects pricing and program appeal.
 - Salesforce Transit Center and Bus Storage facility leases total \$4.35m for FY 23-24.



Assume Operator Increase?

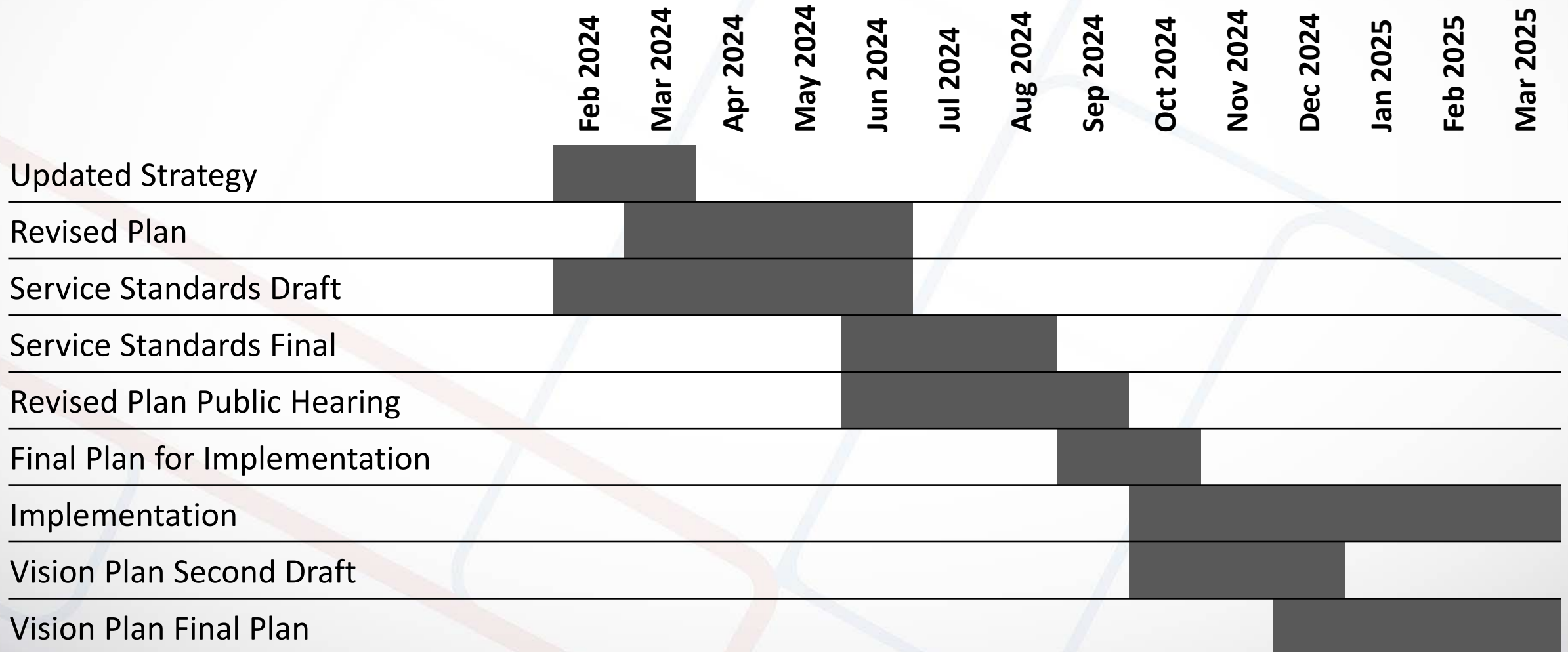
- 8-operator allocation for August 2024 to be rolled into reliability improvements, reducing need for added operators in Realign for March 2025.
- District focus on operator working conditions and retention could yield improved count
- More than 100 operators in Special Division 7 could be reduced.
- Realign Plan could include a “Realign+” option with improved frequency on 72R for example based on an operator count “trigger” point in Fall 2024.
 - i.e., if we are confident we will have an extra 10 operators in March 2025, we will include that in package for Board adoption.

Recap of Proposed Strategies

Strategy	Purpose	Costs/ Savings
		Operators
Eliminate Blanket 20 Buses for added Layover	Free up resources for frequency and targeted OTP reliability improvements.	-40
Broaden Frequent Network	Respond to Board direction to focus on frequency in EPCs and lines with high ridership.	38
Improve Reliability	Add resources to help OTP for lines below 70%.	10
August 2024 Allocation	8 additional operator allocation for Fall 2024 sign-up	-8
Total		0

Project Schedule/ Outreach and Communications

Timeline by Task



Public Outreach and Communications (towards March 2025)

Date	Phase 4 Activity – Outreach, Communications & Engagement, a 2-part process
MAR 13, 2024	Board Meeting: Realign update, Review/Approve Updated Strategy
APRIL 2024	Provide updated information on website and prepare promotional and outreach activities
MAY 15, 2024	Public Release of updated Draft Service Plan / Public Engagement window <u>OPENS</u> (3 Weeks)
MAY 23, 2024	AC Transit Realign Workshop via Zoom – Updated Draft Service Plan Review/Q&A (Public)
	Updated Draft Service Plan Open House
JUN 5, 2024	Special Board Meeting: Realign workshop and feedback on updated Draft Service Plan
	<u>CLOSE</u> public feedback window on updated Draft Service Plan
JUN 2024	<i>Refine Draft Service Plan incorporating Board and public feedback</i>
JUL 2024	<i>Prepare Board Report for August 7</i>
AUG 7, 2024	Set Public Hearing on draft Final Service Plan / Public Hearing Comment Period <u>OPENS</u>
SEP 9, 10, 11, 2024	Public Hearing(s)* / Public Hearing Comment Period <u>CLOSES</u>
OCT 9, 2024	Board Decision on Final Service Plan
OCT 10, 2024	<i>Implementation Team begins, scheduling, testing, training, communications development</i>
FEB 2, 2025	Public Information, Education and Communications begin and continue thru March 30, 2025
MAR 9, 2025	Implement new Network Service Plan

***Public Hearing Notes:** 9/9 @6PM AND 9/10 @9AM (Staff-led); 9/11 @2PM and 6PM (Board-led)

Legend: **Bold black font** = key milestone dates. **Green font** = outreach, communications and engagement, and District-wide activities. *Italic black font* = staff/consultant activity

Public Outreach and Communications (through June 5th)



* Public Workshop on 5/23/2024 @ 6pm via Zoom.

** Special Board Meeting Date needs to be confirmed.

Recommended Motion

Recommended Motion

(crucial to facilitate March 2025 implementation)

- Receive updates on project timeline changes and strategic options associated with Realign
- Set a special Board meeting focusing on Realign plan revisions and other Realign-related issues on June 5, 2024
- Direct staff to incorporate the staff recommended strategy in future plan revisions.