

Proposed Alternate Service Plan Framework

AC Transit Board of Directors
March 25th, 2026



Guiding Principles and Parameters

Why Plan for Service Reduction?

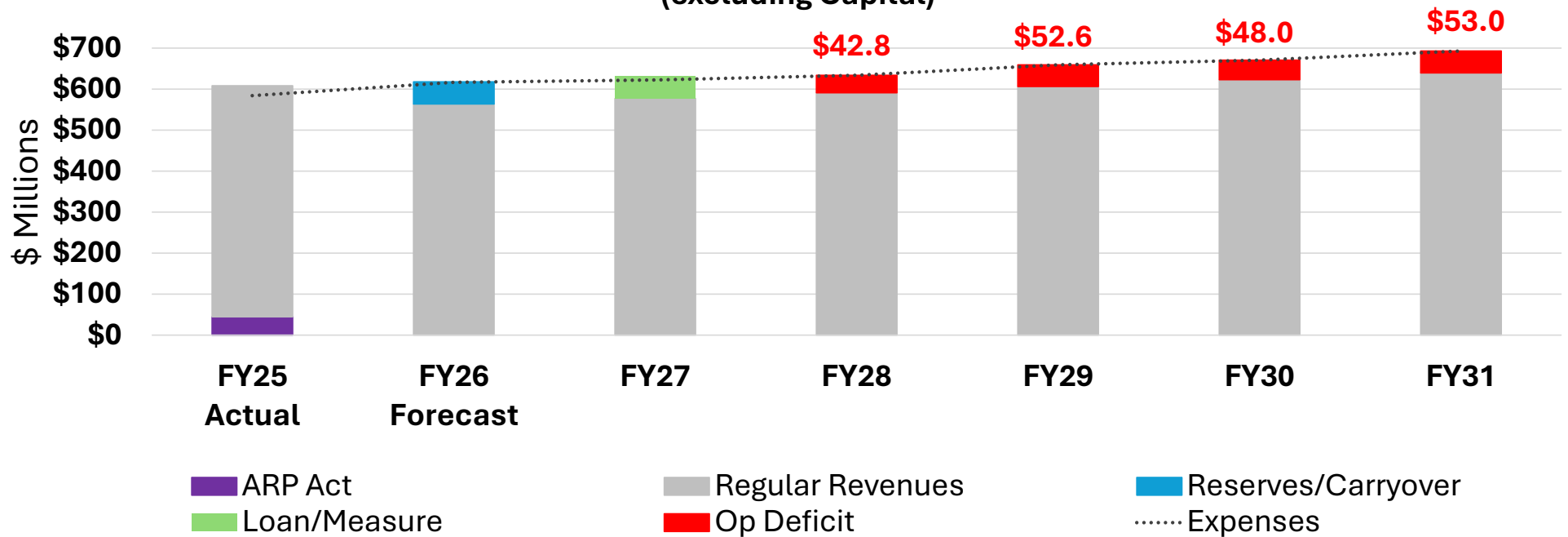
- The District projects \$50 million annual deficits beginning in FY 2027–28 absent new funding.
- Without sustainable funding, service reductions are unavoidable.
- Alternate Service Plan scenarios could reduce costs by up to \$53M annually (about 16.4% below the current 85% service level).
- If the regional measure fails, an alternate FY 2026–27 budget will include the Alternate Service Plan and both service and non-service reductions.
- The District will begin implementing deficit reduction cost-saving measures prior to enacting service reductions in June 2027.

Why Plan for Service Reduction?

- Service cuts reduce fares, so up to \$3 million was added to the largest scenario to offset the loss.
- The Alternate Service Plan is scalable based on the District's financial projections.

Projection – Unfunded Scenario

Operating Projection
(excluding Capital)



Board Policy 545 Service Design Standards

- **Primary Route Network (PRN):** Equity Priority Communities (EPCs), higher density, and higher ridership (Routes 1T, 6, 9, 12, 14, 18, 27, 30/31, 36, 40, 51A, 51B, 52, 54, 57, 62, 72/72M/72L, 73, 76, 88, 97, 210/211, F and NL)
- **Percent of Service Area Residents Covered** - 70% of population within ¼ mile of local service and 25% of population within ¼ mile of high-frequency service (85% and 40% for EPCs, respectively)
- **Frequency**- Minimum frequency for the PRN at every 30 minutes with other local service set at every 60 minutes.
- **Span of Service** - Minimum span of service of 6:00AM to 10:00 PM for the PRN. Other local service has a minimum span of service of 7:00 AM to 7:00 PM.

Board Policy 545 – Service Effectiveness Standards

Criteria to determine which routes can be reduced or cut:

- **Passenger Boardings per Revenue Hour (PPH)** – 75% of service classification average
- **Cost per Passenger Boarding (CPP)** – 125% of service classification average
- **Passenger Load Factor:** : No more than 15% of trips should exceed 125% of seated capacity. For Tempo BRT, the limit is 200%



Existing Conditions

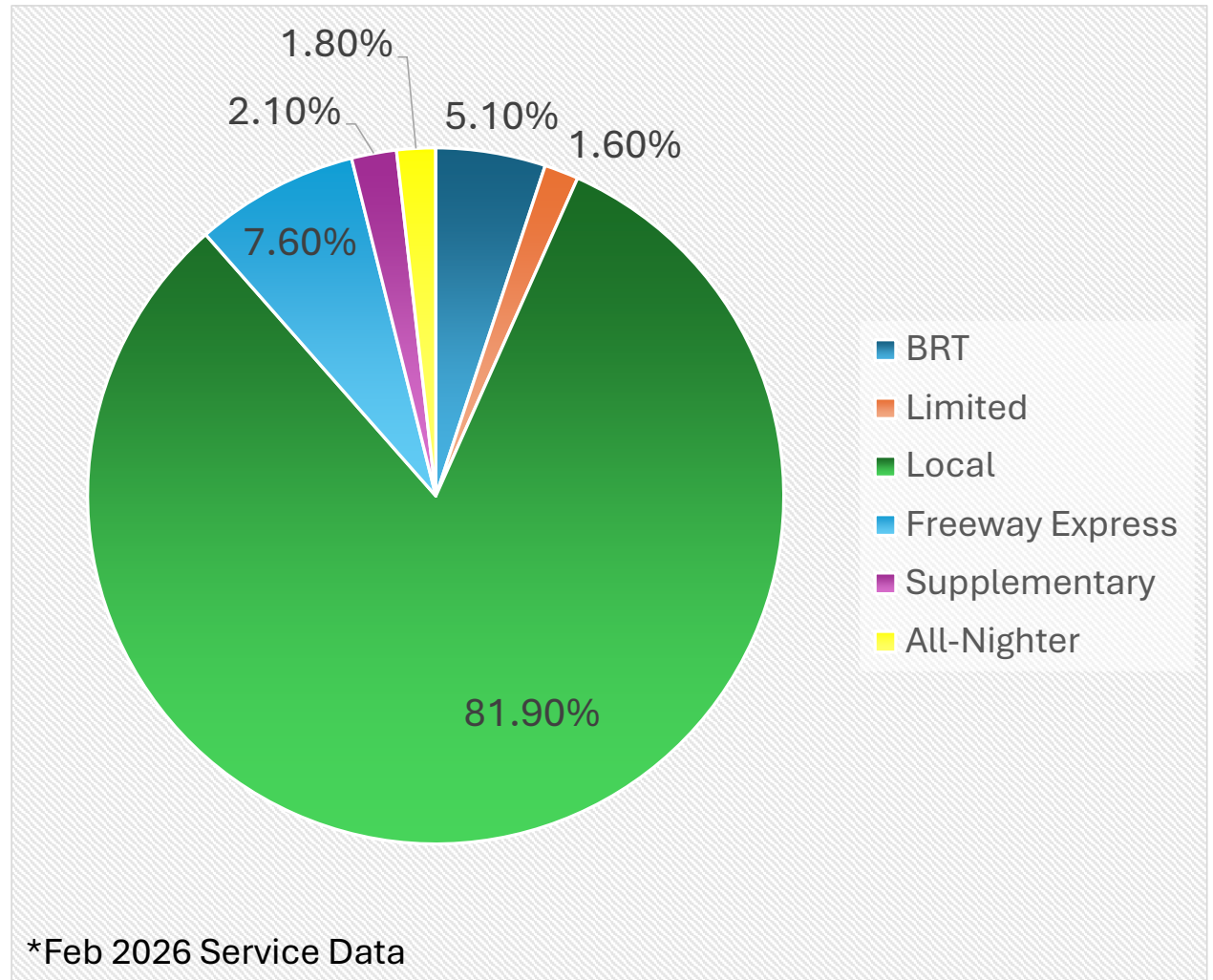
Summary of Weekday Metrics by Route Classification

Service Classification	Daily Platform Hours	Passenger per Platform Hour	Passenger per Revenue Hour	Annual Cost*
BRT	282.9	55.81	61.46	\$11,542,320
Limited	103.59	22.42	23.63	\$4,226,472
Local	4786.03	21.34	22.28	\$195,270,024
Freeway Express	511.44	16.44	19.98	\$20,866,752
Supplementary	197.77	21.25	40.82	\$6,803,288
All Nighter	96.52	10.54	11.81	\$3,938,016
Total	5978.25	22.39	24.13	\$226,878,080

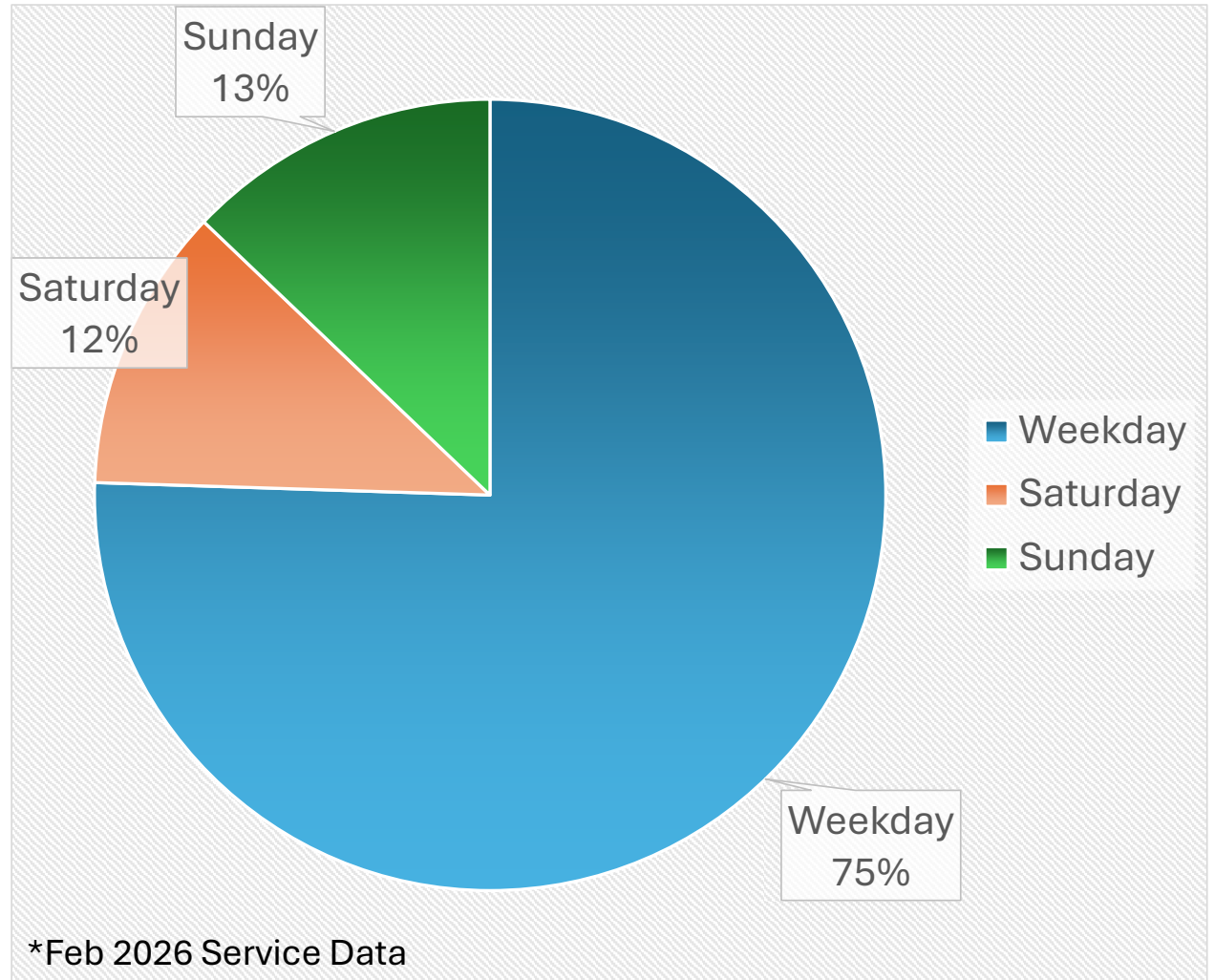
*Based on marginal cost of \$160/per platform hour for Alternate Service Plan purposes

*Fall 2025 Ridership Data and Feb. 2026 Service Data

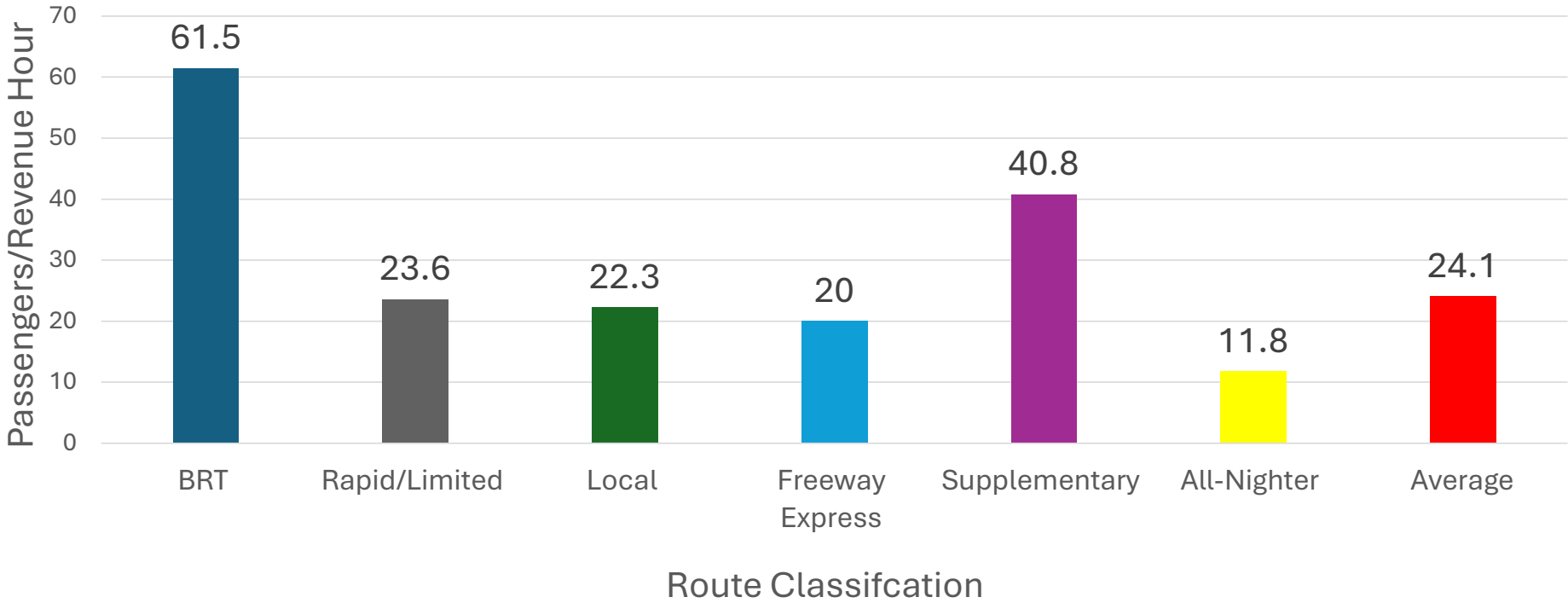
Annual Platform Hours by Route Classification



Annual Platform Hours by Day-type



Weekday Productivity by Route Classification



*Fall 2025 Ridership Data and Feb. 2026 Service Data

Lowest Performing Local Routes

Route	Total Revenue Hours	Total Platform Hours	Average Daily Passengers	Passengers per Revenue Hour
281	29.07	30.9	236	8.1
19	33.32	33.87	291	8.7
251	17.88	20.18	181	10.1
56	52.85	55.22	536	10.1
239	77.85	82.98	918	11.8
28	66.5	68.58	785	11.8
46L	13.67	14.04	166	12.1
216	25.46	27.23	310	12.2
211	103.71	109.73	1,297	12.5
65	28.65	29.48	363	12.7
34	62.78	65.55	817	13.0
93	69.74	73.96	930	13.3
7	50.9	52	680	13.4
200	92.89	97.71	1,265	13.6
67	14.11	14.68	193	13.7
70	62.83	64.35	860	13.7
231	52.77	58.57	766	14.5
71	65.8	68.32	964	14.7
31	88.88	92.38	1,315	14.8
98	76.65	77.72	1,135	14.8
35	59.23	62.65	885	14.9

Restricted External Operating Funds

Funding Source	Route Type	Lines	FY 25-26 (\$ millions)
RM2 Operating	Transbay	F, L/LA, NL, O, P, U	\$4.6
RM2 Operating	Owl	800, 801	\$1.3
RM2 Operating	BRT	Tempo	\$2.6
RM2 Operating	Peninsula Transbay	DB, DB1	\$3.2
RM3 Operating	Transbay	E, F, G, J, L, NX, V	\$11.8
LCTOP Operating	BRT	Tempo	\$6.9
OUSD- Direct Payment	Supplementary	Various	\$0.5
Stanford University & Hospital	Peninsula Transbay	U	\$0.9
Total			\$31.7



Proposed Framework

Recommended Criteria: Alternate Service Plan

- **Maintain the Realign network.** The District spent the better part of the past three years collecting feedback from riders, operators and the community, leading to the implementation of a new equitable bus network (Realign) in late 2025.
- **Minimize complete service eliminations.** While eliminating complete lines is an option, staff will consider other options prior to doing so.
- **Focus on span and frequency reductions.** Lower frequency on lines that are not at capacity, reducing spans in the late night or early morning where ridership is low, and eliminate segments of a line that are not productive.
- **Restructure High-Cost Services.** Lines with high cost per hour and low farebox recovery will be considered for restructuring.
- **Proportionately reduce service in Special District 1 (SD1) and Special District 2 (SD2).** SD1 accounts for 90% of platform hours and its property owners pay an annual parcel tax to support District operations; SD2 does not. Service reductions within SD1 and SD2 would be commensurate with the amount of service provided in each district. Staff is estimating to cut \$47.7 million from District 1 and \$5.3 million from District 2.

Proposed Scenarios

Scenario 1

\$35M Reduction

+ \$ 1.75M Farebox Loss

\$36.75M Total Reduction

Or

11.4% of Current Service Level

Scenario 2

\$50M Reduction

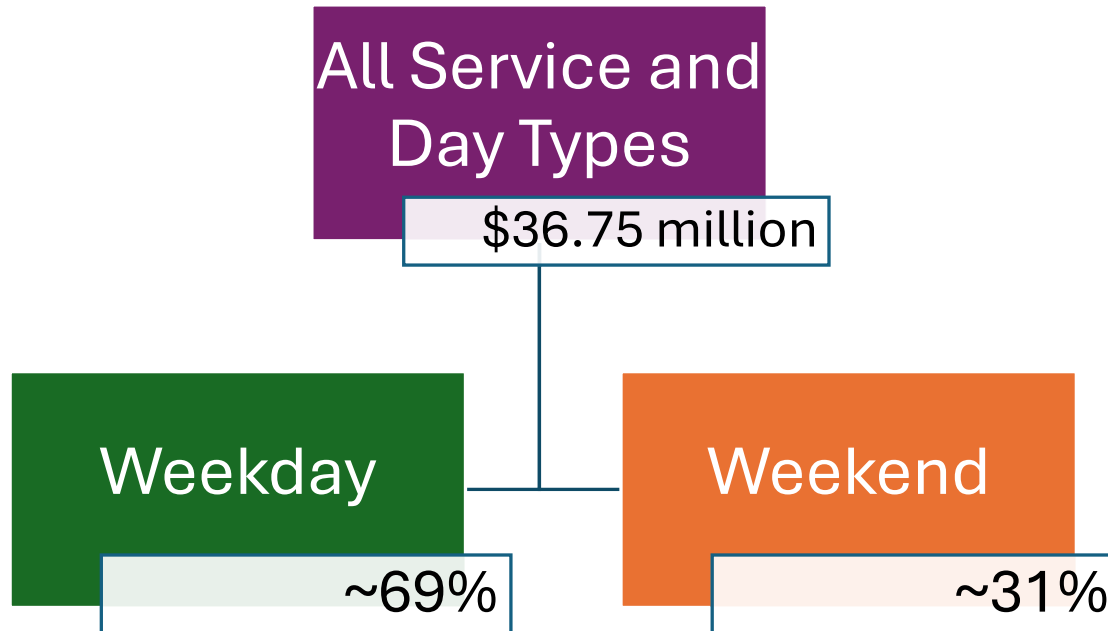
+ \$ 3M Farebox Loss

\$53M Total Reduction

Or

16.4% of Current Service Level

Alternate Service Plan Framework (Scenario 1 Tranches)



- \$36.75M reduction = 11.4% of service
- \$25.36M (69% of \$36.75M) = 10.4% weekday service cut
- \$11.39M (31% of \$36.75M) = 14.5% weekend service cut

Weekday Service Reductions (Scenario 1 - Tranches)

61.2%

- Local Non-Primary Route Network Service
- \$22.5 million or 34.7% reduction

7.5%

- Freeway Express Service (Transbay)
- \$2.75 million or 13.9% reduction

*69% of Total Cost Savings

Weekend Service Reductions (Scenario 1 - Tranches)

17.7%

- Local Non-PRN Service
- \$6.5 million or 30.0% reduction

9.5%

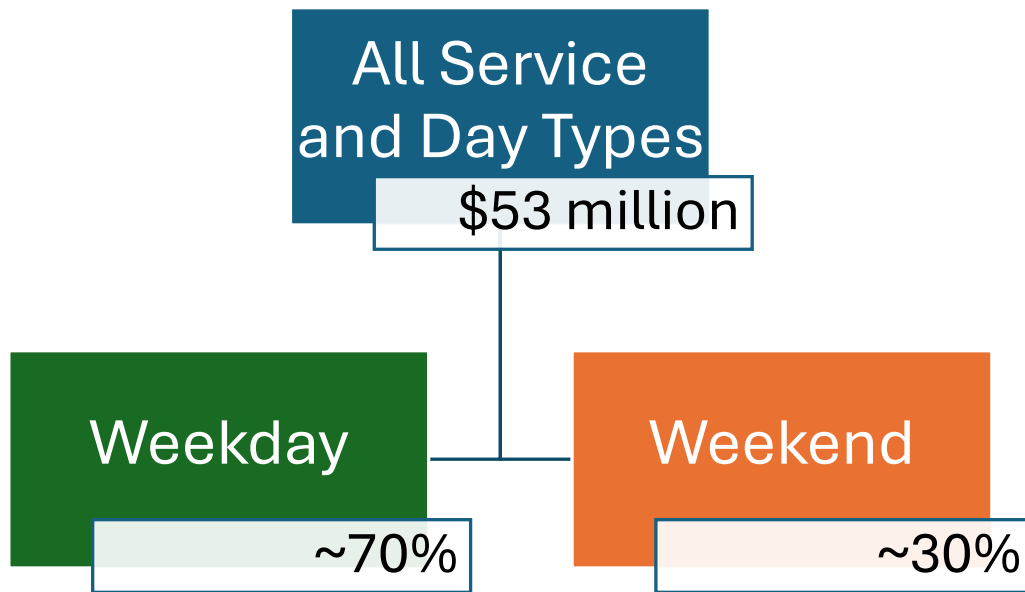
- Freeway Express (Transbay)
- \$3.5 million or 100% reduction

4.1%

- Limited Routes
- \$1.5 million or 100% reduction

*31% of Total Cost Savings

Alternate Service Plan Framework (Scenario 2 - Tranches)



- \$53M reduction = 16.4% of service
- \$37.1M (70% of 53M) = 15.2% weekday service cut
- \$15.9M (30% of 53M) = 20.2% weekend service cut

Weekday Service Reductions (Scenario 2 - Tranches)

42.5%

- Local Non-Primary Route Network Service
- \$22.5 million or 34.7% reduction

20.7%

- Local Primary Route Network Service
- \$11 million or 8.3% reduction

6.6%

- Freeway Express Service (Transbay)
- \$3.5 million or 17.7% reduction

*70% of Total Cost Savings

Weekend Service Reductions (Scenario 2 - Tranches)

12.3%

- Local Non-PRN Service
- \$6.5 million or 30.0% reduction

8.5%

- Local PRN Service
- \$4.5 million or 9.9% reduction

6.6%

- Freeway Express (Transbay)
- \$3.5 million or 100% reduction

2.8%

- Limited Routes
- \$1.5 million or 100% reduction

*30% of Total Cost Savings

Alternate Tranches (Not Recommended by Staff)

All Nighter Service

\$3.0 million

Supplementary Service

\$11.3 million

Weekend Service

\$78 million

Friday Service Reductions

~\$5 million



Timeline + Outreach

**June 2027 Service
Change
Implementation
Schedule**

Date	Milestone
03/25/26	Approve Service Reduction Framework
06/10/26	Present Draft Service Plan
TBD	Set Public Hearing
11/03/26	General Election
TBD	Public Hearing (as needed)
12/09/26	Approve Final Plan (as needed)
06/13/27	Implement Service Reductions (as needed)

Proposed Outreach Plan

- **Public Messaging:** Explain framework and timeline immediately following Board action
- **Public Information Priorities:**
 - Why reductions may occur
 - When decisions will be made
 - How to provide input
 - Narrow engagement window due to condensed timeline
 - Feedback primarily through email
 - Open House-style sessions at the GO
 - Testimony at Board meetings (in person or via Zoom)
- Marketing/communications campaign informed by **Realign** effort

Additional Outreach

Sustained, targeted engagement from June through November

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 organizations briefings
- Multilingual email notifications
- Leafleting at high-ridership and impacted locations
- Presence at community festivals and events
- “Transit Talks” integration

Proposed Outreach Plan

1

Mar–Jun 2026:
Raise awareness
about the 06/10/26
Presentation of
Draft Service Plan.

2

Jun–Aug 2026:
Broad outreach
about Board-
approved draft
service plan. Open
House #1 June 10.

3

Aug–Nov 2026:
Sustained
outreach; Public
hearing
preparation; Open
House #2 Aug 12.

4

**Nov 2026–Jun
2027:**
Additional public
outreach and open
houses, if needed.



Questions?