East Bay Bus Rapid Transit

presented to
Alameda County Transportation Commission
North County Transportation Forum

presented by
AC Transit

October 20, 2011

Bus Rapid Transit Overview:
BRT in the United States

Eugene, Oregon

Los Angeles, California

Cleveland, Ohio

Las Vegas, Nevada
BRT Elements that Improve Speed & Reliably

- **Bus lanes** → Remove interference from traffic
- **Level boarding** → Quicker and easier to get on and off the bus
- **Off-bus fare payment** → Eliminate hassles and delays at farebox
- **Traffic signal priority** → Reduce delays at signals

Specialized BRT Buses

- Doors on left and right sides of bus
  - Allows center median stations like rail
- Hybrid electric propulsion
  - Reduces fuel consumption & emissions
Project Description – Full Project

- 14.4 miles in Berkeley, Oakland and San Leandro
- Signal priority, off-board fare payment, level passenger boarding, air conditioning, safety and security features, pedestrian access improvements
- 47 rail-like stations (spaced 0.3 mile apart)
- Dedicated bus lanes (75% of corridor)
- ≈$205 million capital cost
- Other additional funding needed

Project Description – Downtown Oakland-San Leandro (DOSL) Alternative

- 9.5 miles in Oakland and San Leandro
- Signal priority, off-board fare payment, level passenger boarding, air conditioning, safety and security features, pedestrian access improvements
- 33 rail-like stations (spaced 0.3 mile apart)
- Dedicated bus lanes (81% of corridor)
- ≈$160 million capital cost
- No additional funding needed beyond existing commitment
Centrally located - 40% of Oakland Residents & 50% of Oakland Jobs are Within ½ Mile of BRT

Reach More Places Quickly

More places within 20 minutes of Downtown Oakland

- Better access to jobs
- Easier access to shopping & businesses
- Easier access to entertainment and recreation
- Reduced need for second car
- Easier access to schools
Increases Transit Riders

<table>
<thead>
<tr>
<th>Year</th>
<th>Without BRT</th>
<th>With BRT</th>
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<tbody>
<tr>
<td>2009</td>
<td>23,454</td>
<td>N/A</td>
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<tr>
<td>2015</td>
<td>24,600</td>
<td>41,700</td>
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<tr>
<td>2035</td>
<td>34,000</td>
<td>61,800</td>
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</table>

Supports Pedestrian Friendly Cities and Attracts Investment & Jobs

Provides focal points for pedestrian scale development and…

Supports Oakland redevelopment programs
- International Boulevard Transit Oriented Development Plan
- Broadway/MacArthur/San Pablo
- Central District
- Central City East
Creates Opportunity to Beautify Street & Increase Safety

- Expands landscaped medians
- Improves all crosswalks, adds new traffic signals & creates safe pedestrian refuges
- Reduces car crashes and pedestrian injuries

Prepared by FMG Architects

Creates Well-Paying Green Jobs

- Up to $200 million invested in East Bay communities
- Creates 300 construction jobs
- Creates 2,200 total jobs (Includes construction, services, retail, manufacturing, etc.)
- Through greater efficiency, preserves permanent jobs for bus drivers, mechanics and other workers
- Attracts investment in neighborhoods
Improves Neighborhood Safety

- BRT slows traffic to safe speeds, reduces conflicts and reduces accidents
- Bus lanes can be used by emergency vehicles for faster response times
- Stations have safety features such as security cameras and emergency phones
- New high quality street lighting near stations includes sidewalk and crosswalk lighting
- Fare inspections and bus lane enforcement increase police presence

Helps the Environment

- BRT reduces vehicle travel by 9,300 trips per day
- And reduces vehicle travel by 21,000 miles per day

Fuel Consumption
- Down 210,000 gallons per year*

Greenhouse Gas Production
- Down 1,900 tons of CO₂ per year**

* American-made hybrid buses will reduce fuel consumption and emissions further.
**CO₂ and CO₂ equivalents; estimated using US EPA methodology.
Project Construction Budget & Financing

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Regional Measure 2</td>
<td>$43.3</td>
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<tr>
<td>Alameda County Measure B</td>
<td>5.5</td>
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<tr>
<td>RTIP</td>
<td>40.0</td>
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<td>FTA Section 5309 New Starts</td>
<td>75.0</td>
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<tr>
<td>FTA Section 5309 Bus</td>
<td>3.3</td>
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<tr>
<td><strong>Total Funding</strong></td>
<td><strong>$167.1</strong></td>
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<tr>
<td>Locally Preferred Alternative Cost</td>
<td>$205.0</td>
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<td>Locally Preferred Alternative Funding Needed</td>
<td>$37.6</td>
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<td>Downtown Oakland to San Leandro Cost</td>
<td><strong>$160.0</strong></td>
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<td>DOSL Funding Shortfall</td>
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Schedule

- October 2011 – Engineering and FEIS updated to accommodate dual-sided buses
- December 2011 – Firm chosen to perform preliminary engineering and final design
- January 2012 – FEIS released for public review with public meetings in Oakland & San Leandro.
- April/May 2012 – Oakland and San Leandro vote to approve project and AC Transit Board issues project approval
- October 2014 – Begin Construction
- January 2015 – First segment opens
- April 2016 – Project Completion