East Bay Bus Rapid Transit

JUNE 2018

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the Alameda-Contra Costa Transit District (AC Transit), will enhance bus reliability and reduce travel time in heavily traveled transit corridors in the cities of Oakland and San Leandro. The project corridor spans from Broadway at 20th Street (Uptown) Station in Oakland along International Boulevard and E. 14th Street to the San Leandro BART Station. Planned improvements include:

- Rail-like bus stations
- Dedicated bus lanes
- New traffic signals and signal priority
- Street lighting
- Landscaped medians
- Cross walk improvements
- Procurement of new buses

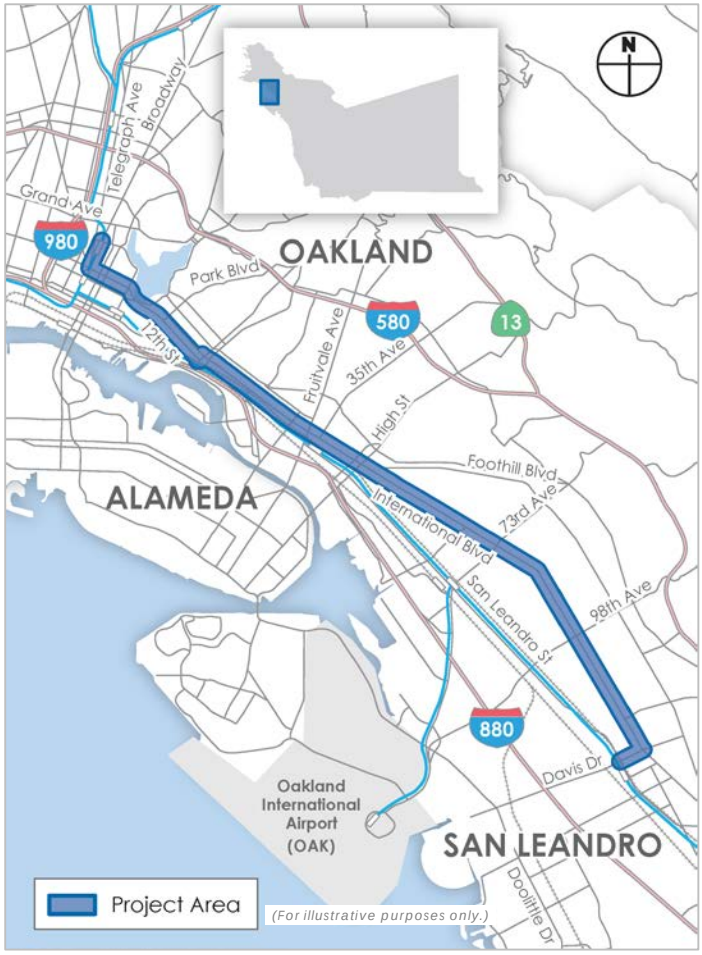
The project is to be delivered in **three phases:**

Phases 1 and 2: utility infrastructure relocation, parking lot improvements, intersection improvements

Phase 3: construction of infrastructure and station platforms

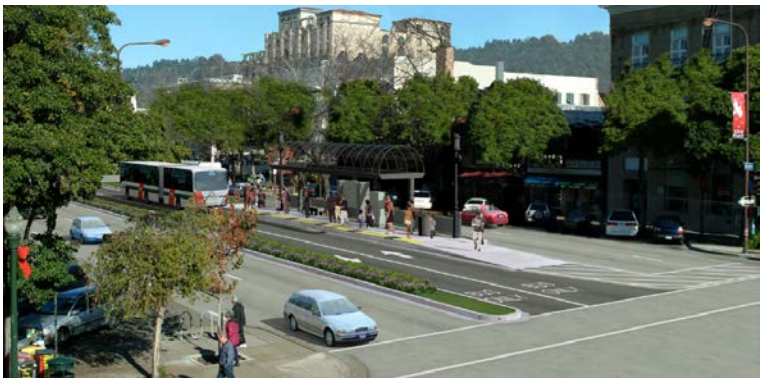
PROJECT NEED

- Balance the demand for transit, bicycles, pedestrians and automobiles.
- Improvement of movement with dedicated bus lanes and median stations/stops.
- Improve safety for pedestrian access.



PROJECT BENEFITS

- Enhances bus reliability
- Reduces travel time
- Creates an estimated 1,000 jobs during the construction phase
- Relieves congestion with dedicated bus lanes
- Provides safe access for pedestrians



Rendering of East Bay Bus Rapid Transit in Berkeley (Copyright TransportPolitic).

Rendering of East Bay Bus Rapid Transit at 98th Street in Oakland by FMG Architects.

STATUS

Project Sponsor: AC Transit

Current Phase: Construction

Major infrastructure is currently being constructed with completion of system testing anticipated for November 2017.

For additional information on AC Transit BRT, visit http://brt.actransit.org to learn more.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, City of Berkeley, East Bay Regional Park District, Golden Gate Fields, East Bay Municipal Utility District and various bicycle groups

COST ESTIMATE BY PHASE ($ X 1,000)

Scoping[1]	$	4,410
PE/Environmental	$	16,025
Final Design (PS&E)	$	17,450
Right-of-Way	$	978
Construction[2]	$	177,960
Equipment Purchase	$	671
Total Expenditures	**$**	**217,494**

[1] Scoping work include $2.31 million spent prior to commitment of federal funds for the project.
[2] Construction cost estimate includes $2.0 million for business technical assistance.

FUNDING SOURCES ($ X 1,000)

Measure B[3]	$	11,710
Measure BB	$	10,000
Federal	$	90,597
State	$	32,907
Regional[4]	$	58,375
Local		8,905
Other Local (CMA-TIP)	$	5,000
Total Revenues	**$**	**217,494**

[3] Measure B total includes both 2000 MB capital and grant program funds.
[4] Regional funds include Metropolitan Transportation Commission and Transportation Fund for Clean Air program funds.

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/ Environmental	Spring 2003	Fall 2013
Final Design (PS&E)	Spring 2013	Spring 2015
Construction	Fall 2014	Fall 2017
Phase 1	Winter 2014	Winter 2015
Phase 2	Winter 2014	Winter 2015
Phase 3	Spring 2016	Winter 2019

Note: Information on this fact sheet is subject to periodic updates.