

## Exhibit 2: Cost Neutral Service Proposal Themes

The cost neutral proposed changes are categorized and described as follows:

**Stop Consolidation:** This helps speed up the bus along the route, approximately 30 seconds for each stop removed to take account of the bus decelerating and accelerating. The stop distance standards for Transbay service are  $\frac{1}{2}$  to  $\frac{2}{3}$  of a mile. The current stop spacing is on average  $\frac{1}{5}$  of a mile. Removing stops makes the route faster for all passengers and may save enough time on a route to reinvest service elsewhere. In addition, the passenger survey showed the majority of passengers were willing to walk further to a Transbay stop for faster and more frequent service.

**Restricting Local Passengers:** Some lines already restrict local passengers and help speed Transbay passengers on their way such as Line OX. Restricting local passengers from Transbay lines speeds up the bus two ways. Firstly, it limits movements of passengers boarding and alighting in one direction only. This is especially important on the large green MCI buses that only have one door. Restricting local passengers' speeds up the bus in a second way as the driver no longer has to toggle the Clipper fares between local and Transbay. This action can add substantial delay if a combination of local and Transbay passengers board at one stop.

**Span Improvements:** As part of the existing conditions analysis, AC Transit saw there is clear demand on the first and last trips in the morning and afternoon. Where AC Transit saw demand on these trips AC Transit added one trip earlier or later to help spread the load and capture some latent demand.

**Frequency Changes:** Where possible, AC Transit proposed frequency increases on routes needing extra capacity. More buses an hour provides a more reliable and convenient service for passengers.

**Use of Double Decker Buses:** Fifteen double deckers will go into service in June 2018. AC Transit will deploy the buses on those routes that need capacity, serve dense areas and have room for growth. These double decker buses may operate on Alameda routes in the future.