

## AC Transit Goals and Cost Estimates from the Transportation Choices Plan

### Total Costs

(assuming that the Alameda Shuttle #1, Crosstown Bus #22 and Regional Transit Hub #28 are combined)

**Capital** \$19,840,000

**Annual Op.** \$15,260,000

#### TCP #1 Alameda Shuttle

*(combined with Crosstown Bus #22 and Regional Transit Hub #28)*

**Goal** Launch a crosstown shuttle that runs between Fernside and Encinal on the East End, to Alameda Point and the ferry terminals on the West End while running along Encinal Avenue. The shuttle will operate 7 days a week at 12 to 20-minute frequencies.

#### Estimated Costs

\$6,000,000 annually (note that capital costs for additional buses still need to be included)

#### TCP #3 Bus Stop Improvements

**Goal** Improvements may include benches, bike racks, shelters, lighting, street pavement, bus pads or bulb outs, near-level platforms, expanded red curbs at stops, and signs stating "right-turn only – buses exempt" in existing right-turn lanes before far side bus stops.

#### Estimated Costs

\$1,000,000 capital costs

#### TCP #4 EasyPass Expansion

**Goal** Expand the EasyPass program for discounted bus passes beyond new developments and the current participants to existing businesses, residents, and homeowner associations (HOAs). Estimates assume the program expansion will include 10,000 employees, students, and residents, which is the combined goal from both the TCP and the Climate Action and Resiliency Plan.

#### Estimated Costs

\$750,000 annually (\$375,000 from TCP and \$375,000 from CARP)

#### TCP #10 Transit Signal Priority

**Goal** Install transit signal priority (TSP) and potentially includes adaptive traffic signal (ATS) controls around the City of Alameda to the extent that ATS improves the performance of buses, by allowing communication between buses and traffic lights.

#### Estimated Costs

\$500,000 capital costs

#### TCP #17 Westline Drive Bus Lane

**Goal** The bus lane on Eighth Street/Westline Drive, between Otis Drive and Portola Avenue in the northbound direction, will provide about one minute of travel time savings for the AC Transit Line 20 and Line W buses.

#### Estimated Costs

\$340,000 capital costs

#### TCP #19 Alameda Point Bus Rapid Transit Service

**Goal** This project includes a bus service with 15-minute peak frequency and the construction of bus-only lanes on Appezatto Pkwy.

#### Estimated Costs

\$2,100,000 annually

\$9,000,000 capital costs

#### TCP #24 Increase Frequency and Span of Services for Local Bus Routes

**Goal** Provide 15 minute peak frequency service for Lines 19, 20, 21 and 96 and increase frequency of Line 51A to meet passenger demand.

#### Estimated Costs

\$3,500,000 annual operating and maintenance for all five lines

\$9,000,000 capital costs

#### TCP #25 Increase Frequency and Span of Services for Transbay Bus Routes

**Goal** Line OX service will increase its peak span by one hour during the weekday morning peak, resulting in service from 5:30 AM to 10 AM, maintaining existing frequency, and will increase frequency between 6:30 PM and 8:30 PM on weekdays to achieve 15-minute frequency during the entire evening span of service. Line W service will expand the span of service to provide all-day service on both weekdays and weekends, operating from approximately 6 AM to 9 PM, and will increase peak frequency from 20 minutes to 15 minutes during the morning and afternoon peaks.

#### Estimated Costs

\$260,000 annually for Line OX (does not include capital costs for additional buses)

\$2,000,000 annual for Line W (does not include capital costs for additional buses)

#### TCP #33 Faster Line 51A Bus Service

**Goal** Improve speed and reliability to/from Oakland by having less frequent stops on some runs as "rapid" express services.

#### Estimated Costs

\$650,000 annually (does not include capital costs for additional buses)