	Report No:	15-218a
	Meeting Date:	November 11, 2015

Alameda-Contra Costa Transit District

STAFF REPORT

TO: AC Transit Board of Directors

FROM: Michael A. Hursh, General Manager

SUBJECT: Service Expansion Plan Public Hearing

ACTION ITEM

RECOMMENDED ACTION(S):

Receive public comment on the Service Expansion Plan (SEP) and the associated Draft Initial Study/Negative Declaration

EXECUTIVE SUMMARY:

On September 16, 2015, staff requested that the Board set the Public Hearing date for the proposed SEP and the associated California Environmental Quality Act (CEQA) analysis on November 11, 2015. The SEP is based upon a set of guiding principles that aim to significantly improve transit service for new and existing bus riders. Through the use of Measure BB revenues and the reallocation of service hours from unproductive route segments, staff is able to increase span and frequency on both weekdays and weekends, and improve reliability through simpler route design and schedules that better match current traffic conditions. In addition, staff is able to develop a Frequent Network of routes at 15-minute frequency or better that provides new and existing riders with more opportunities to get to multiple destinations within a reasonable timeframe. In order to complete the network, the SEP will include proposals for service on new streets.

BUDGETARY/FISCAL IMPACT:

Staff developed the SEP based on revenues available through the passage of Measure BB in 2014. Based on the Alameda County Transportation Commission's (ACTC) estimated $29.9 million in projected annual revenue for AC Transit from the sales tax in fiscal year 2016-17, staff developed a plan that uses up to 85% of the revenues toward service expansion in Alameda County. The remaining funds would be used for capital items related to providing service. This equates to $25.4 million annually or 249,874 platform hours assuming an hourly rate of $101.82. Included in the total hours are 3,760 in annual platform hours for service recommendations in Special District 2 that are not the subject of this proposed hearing. In addition to the hours proposed for Almeda County, 28,100 in annual platformhours are included for West Contra Costa County; Measure BB funds are not eligible for use in that area.

This increase in platform hours equals a 14% increase in service for Alameda County and would bring service levels for the District back to pre-2010 levels.

If the Board approves these recommendations, the SEP would be fully implemented in Fiscal Year 2016-17. Staff anticipates that both the hourly rate for service and the projected revenue from Measure BB will increase each year.

BACKGROUND/RATIONALE:

Development of the SEP

In the Fall of 2014, staff conducted the initial round of public outreach for the SEP (formally titled the Comprehensive Operations Analysis or COA). The purpose of the outreach was to solicit feedback about existing service, explain common trade-offs in transit and discuss high-level proposals for service expansion/restoration. Staff presented the results to the Board in January of this year.

As a result of the outreach, findings from the original 2012 COA process under the Metropolitan Transportation Commission, Board Policy 550, and best practices in transit planning, staff developed a set of guiding principles to serve as the basis for the service improvement recommendations. These include:
- Improve reliability.
- Improve frequency.
- Increase access to frequent service.
- Increase connections to key destinations and high density neighborhoods.
- Improve network legibility and simplicity.
- Increase span of service, particularly on nights and weekends.
- Establish consistent weekday and weekend routing.

From the guiding principles, staff developed the SEP, which meets the criteria above. Improved reliability, legibility and frequency are achieved through:
- Establishing a Frequent Network of routes with 15-minute frequency or better that enables riders to travel to a multitude of destinations in a reasonable amount of time.
- Eliminating confusing circulator loop routes.
- More runtime for route segments with poor on-time performance.
- Creating shorter and straighter routes that are easier to operate and keep on schedule.
- Simplified trunk corridor route design to reduce the number of overlapping routes
- Establishing common endpoints for routes for more efficient road supervision, access to operator restrooms, and improved transfer points.
- Replacing 40 and 60-minute frequency routes with 30-minute frequency routes where feasible.
- Proposing limited stop-spacing along Telegraph Avenue, East 14th Avenue and San Pablo Avenue north of the El Cerrito Del Norte BART Station to reduce dwell time.

As a result, the SEP proposes changes to, or elimination of, 45 existing routes and the creation of up to 56 new routes, depending on the selection of alternatives. The table of these changes is included as Attachment 1 and individual profiles of each new route are included as Attachment 2.

The SEP also proposes adding service to new street segments that the District currently does not operate on in order to create a comprehensive and robust transit network. Per Board Policy 163, the Public Hearing must incorporate consideration of these new street segments. Staff has included a list of the new street segments in this report as Attachment 3.

Southern Alameda County/Special District 2 Proposals
Though the SEP includes proposals and hours for South County/Special District 2, they are not being considered under the Public Hearing at this time. Staff plans to implement a one-year Flex Service Pilot in Newark later this year to test the concept prior to considering full roll-out. Upon completion of the Pilot, Staff will evaluate the results and bring a set of SEP service proposals to the Board for consideration to implement in the second half of 2016. The proposals may or may not include the original SEP recommendations for flex service, depending on the evaluation.

West Contra Costa County Proposals
The SEP recommendations considered for this Public Hearing include six route proposals for West County. With the exception of any future proposed improvements to the San Pablo Corridor, these proposals cannot be implemented with Measure BB revenues from Alameda County. As a result, these proposals are currently unfunded and are not included in the total plan hours identified above. Staff is looking at potential funding from revenues generated by the State's Cap and Trade Program or the possible Contra Costa County half-cent sales tax increase currently under consideration for a public vote in 2016.

San Pablo Corridor
Given the concern over a potential reduction in service and access along San Pablo Avenue above the El Cerrito Del Norte BART Station, staff has not included any service proposals that change the existing routes 72, 72M or 72R. Staff will work with the Board of Directors, local jurisdictions and stakeholders on proposals to be considered at a later date that will benefit all riders along the San Pablo and MacDonald corridors.

Transbay Proposals
The SEP recommends changes to the three all-day Transbay routes (the F, NL and O) since they each have a strong local ridership component. In addition, staff proposes changes to the J Route in order to better complement the proposed change to the F. Though there are peak-hour capacity issues on many of the District's other Transbay routes, staff elected not to include proposals to improve Transbay service under this plan for a number of reasons:
1. The SEP aims to build a strong local network, independent of Transbay service
2. There are a number of Express Bus studies underway in the region, including the Core Capacity Transit Study, that will develop capital and operating recommendations for Transbay service. Staff will defer to and actively participate in those studies to develop a plan for improving Transbay service.

3. In the interim, staff will:
   a. Continue to manage Transbay loads given our limited resources.
   b. Look for opportunities to increase peak Transbay trips.
   c. Begin the procurement for double-decker buses.

City of Alameda Alternatives

Under the SEP, staff has included six route proposals for the City of Alameda, three of which are cost-neutral proposals. The remaining three proposals are alternatives that serve different streets and purposes on the island. They include:

- New service along Buena Vista to serve the Northern Waterfront developments.
- New service along Encinal to the Main Street Ferry Terminal.
- Increased frequency along Shoreline and Otis to the Main Street Ferry Terminal.

City of Alameda staff supports the proposal for new service along Buena Vista to serve the new developments. Under this proposal, AC Transit would enter into an agreement with the City and the developers to receive developer fees to pay for a portion of the service. This is consistent with the City's plans to mitigate traffic generated from new development.

Additionally, as reflected in the public comments, there is interest from members of the public, the school district and the Water Emergency Transportation Authority (WETA) to serve the Main Street Ferry Terminal with District resources due to growing ridership and demand on the west end of Alameda. The alternatives to increase frequency along Shoreline and Otis are based on staff's desire to better serve one of the densest residential neighborhoods on the island.

As the Board considers approval of the SEP through the Public Hearing process, it will need to select an alternative to implement in order to remain within the plan budget. However, the other alternatives could be implemented if AC Transit, the City of Alameda and WETA identify a funding source.

Bus Rapid Transit Service Plan

In anticipation of construction of Bid Package #3 for the Bus Rapid Transit (BRT) project, staff intends to mitigate for construction impacts by advancing the BRT Service Plan under the SEP. This creates a:

- Single separate route along Telegraph between Downtown Berkeley and Downtown Oakland.
- Single separate route along International between Downtown Oakland and the San Leandro BART Station.
- Single separate route along E. 14th between the Oakland/San Leandro border and the Hayward BART Station.

With this route structure in place, delays and detours due to BRT construction will only impact service along International Boulevard instead of the entire 1/1R corridor.

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Under the SEP proposal for the Public Hearing, the plan includes Route M3 to replace the Line 1/1R along E. 14th in Central County with a route that travels from the Hayward BART Station to the San Leandro BART Station. In order to meet our condition of approval from the City of San Leandro for the BRT project, staff is recommending to amend proposed Route M3 to travel to the Oakland/San Leandro border in order to create continuous route along E. 14th in San Leandro between the Hayward and Oakland borders as required by the City. Staff is currently investigating alternatives for layover space and a turnaround near the Oakland/San Leandro border.

Other Notable Route Proposals
- **Line F** – Staff has received multiple concerns over the SEP proposal to re-route the F between Berkeley and Emeryville via Alcatraz in order to meet demand and create a more efficient route. The existing Line F routing along Market Street through North Oakland would be replaced with a peak-hour weekday-only Transbay line similar to most Transbay routes that the District operates but provides less service than the existing all-day Line F service.
- **Line 67** – Staff has received significant feedback on the proposal to re-route the southern end of Line 67 to Euclid in order to provide 15-minute frequency along a corridor with reported over-crowding and pass-ups. This results in an impact of 25 riders losing service and residents along Eunice Street between Spruce and Euclid receiving service.
- **Line O** – Staff has received comments to keep the O on Santa Clara and continue traveling to the Fruitvale BART Station. The is contrary to staff's proposal to re-route the line to Encinal and truncate the route south of the Fruitvale Bridge.
- **Line 48** – Staff received requests to serve the Kenneth C. Aitken Senior Center in Castro Valley along Redwood Road. Staff will target serving the senior center as an expansion to the upcoming Flex Service Pilot Program.

Transfers and Fare Policy
Per the Board's request, staff analyzed the effect of the Service Expansion Plan on passengers needing to transfer between buses to complete their trip. In this plan, there are two scenarios where existing passengers may need to transfer:
1. **New Route Patterns** – Under the SEP, staff proposes to reconfigure all of the District's loop routes. In addition, staff reroutes many existing lines to serve new destinations. Between these two strategies, staff anticipates many new riders and trips because the routes become more effective. However, there will be some existing riders who would need to transfer under the proposed plan in order to get to their destination that they are able to get to without a transfer today.
2. **Division of long routes** – As guiding priniciples under the SEP, staff is proposing to improve reliability and simplicity of the route network by splitting routes that are currently unreliable today. Though this strategy has many benefits and should attract more riders, it will force a transfer for some existing riders. The most notable impacts are on the 1/1R with the implementation of the BRT alignment. Under the SEP, about 25% of the corridor's ridership would impacted by the division of the route as show in the table below.

Route	NB	SB	Total	Split
1	1095	994	2089	14th and Broadway
1R	1504	1358	2862	14th and Broadway
11	175	192	367	14th and Broadway
18	580	700	1280	14th and Broadway
97	529	495	1024	Union Landing
99	280	297	577	Hayward BART
Total	4163	4036	8199	

Under AC Transit's existing fare policy, non-monthly pass passengers that would have to transfer to complete a local trip under the SEP that only use one route today would be required to purchase a Day Pass to complete their trip. This is an increase of $.80 for cash users and $1.00 for Clipper users from their current fare of $4.20 or $4.00 round trip, respectively. However, the increase in fare would allow the affected riders unlimited travel on AC Transit throughout the day.

Though they would need to be coordinated with the Clipper Card Program, potential mitigations include:
- Reducing the price of the Day Pass to twice the local fare
- Introducing a free, limited-time transfer
- Introducing a reduced-price limited-time transfer

According to Board Policy 163 and the District's Title VI policies, the District could implement the mitigations without public hearing or analysis since all three are reductions in fare. However, each of the mitigations would have a significant impact on revenues, which would result in a reduction of funds available to implement the SEP.

Summary of Outreach Process
After generating the initial set of draft recommendations for the SEP, staff conducted a second round of public outreach in March of 2015 to solicit feedback. For this round of outreach, Staff hosted five public meetings in the cities of:
- Richmond
- Berkeley
- Oakland
- Hayward
- Fremont

In addition, staff was invited to present the draft recommendations to key stakeholder groups and public committees throughout the District.

Based on feedback from these meetings, staff developed a revised draft of the SEP recommendations and conducted another round of public outreach in June and July to receive more feedback. This round of outreach focused on distribution of information through electronic communications, events and key stakeholder meetings. A list of all outreach meetings and events for the SEP is included as Attachment 4. In total, staff attended forty meetings and events. In addition to external outreach, staff presented the draft recommendations to the Amalgamated Transit Union (ATU) Local 192 Drivers Committee and Executives.

This round of outreach generated nearly 500 comments for staff to review and make adjustments to the plan accordingly. The result is the final draft for consideration by the Board through this Public Hearing process.

In advance of the November 11th Public Hearing, staff hosted a series of four community meetings in addition to detailed presentations at the October 14th and October 28th Board meetings, which were held in the cities of El Cerrito and San Leandro, respectively. AC Transit-hosted meetings took place in Hayward, Alameda, Berkeley and Oakland. On average, an estimated 30 members of the public attended each meeting with the highest amount in Berkeley with about 50 attendees. Staff also distributed brochures and electronic materials, posted information on buses, and advertised the community meetings and the Public Hearing in local publications to solicit formal public comments in order to facilitate the Board's decision on the SEP.

Specific outreach tactics included:

- Mailing brochures to almost 400 city, county and community centers throughout the service area. Spanish- and Chinese-language brochures were mailed to more than 40 locations where those languages are prevalent.
- Advertisements ran for about four weeks throughout the service area. Print and radio ads ran in English, Spanish and Chinese languages. There was also an additional concentration on digital and electronic advertising including email blasts to 100,000 email addresses through SFGate. The purchase of front page strips included a value ad (unpaid) digital campaign for both desktop and mobile users.
- Car cards were placed in all buses with the capability to display them. Specific information about the community meetings rand from Sept. 29-Oct. 29 in English, Spanish and Chinese. On Nov. 2, car cards were switched out to inform the public of the public hearing information, in all three languages.
- Two eNews messages were sent to almost 10,000 email addresses belonging to people who have opted to receive information from AC Transit.

In addition, staff met with additional stakeholders to discuss the plan including:

- United Seniors of Oakland and Alameda County
- Oakland Vice Mayor Kaplan
- Alameda/AC Transit Inter-Liaison Committee
- Staff to Oakland Mayor Schaaf
- West Contra Costa Transportation Advisory Committee Board of Directors
- San Leandro City Council

A complete list of stakeholder outreach is included as Attachment 4.

Next Steps

Implementation Plan

The complete SEP, including Special District 2 and West Contra Costa County recommendations, will require the following resources:

- 30-40 additional buses, including a 20% spare ratio.
- Maintenance and Yard capacity for the new vehicles.
- 160 additional operators including Extra Board operators.

Since the District is nearly at operating capacity, additional resources will be needed in order to reach these targets. This includes:

- Re-opening the Richmond Bus Division in late 2016. Until that time, the District can accommodate an additional 12 buses to operate expanded service.
- Awaiting fleet expansion of fifteen buses in calendar year 2016.
- Delaying retirement of buses until the District acquires additional fleet expansion.
- Constant hiring of operators, mechanics and supervisors.

Following the Public Hearing, staff will provide an implementation plan in December that considers these constraints. The plan will include a phased implementation process with temporary stop-gap measures until the District has the full complement of resources to operate all of the recommendations in the plan. If the Board approves the SEP in December of this year, staff will have the opportunity to begin implementation in March of 2016 in conjunction with the Spring Sign-up.

As a preliminary analysis to the full implementation plan, staff has developed packages of proposals to implement given the availability of both operating and financial resources (Attachment 5). Based on this information and pending approval, staff proposes to implement one of three packages in the spring or summer of 2016:

1. Package of Berkeley/Oakland proposals ($11,904,263 and 15 Buses)
2. Package of Central County proposals ($6,514,298 and 3 Buses)
3. Package of existing route improvements ($5,530,304 and 16 Buses)

The implementation plan will also include:

- A route numbering convention for new routes that will make the routes distinguishable and easy to remember. The route numbers used for the proposals in the SEP are only placeholders and used for planning purposes only. Any proposal with a route number that is preceded by a letter in this plan denotes a new route. Proposals without a letter preceding a route number denote routes that are only changing in terms of span or frequency.
- A plan for implementation of bus stop and decal changes for each package of proposals identified above.
- An analysis of route proposal termini and available restroom access for bus operators.

CEQA Analysis

The District obtained the services of Rincon Consultants, Inc. to develop the Draft Initial Study – Negative Declaration for the SEP (Attachment 7). The consultant examined the environmental impacts of:

- Service on new street segments.
- Deleted service on street segments.
- Increased frequency on street segments.
- Decreased frequency on street segments.

Staff released the draft document to the public on October 9th – more than 30 days prior to the Public Hearing and is currently available on AC Transit's website. The document was also delivered to key civic centers and public outlets for public review. Consideration of the CEQA analysis is included in the Public Hearing for the SEP.

Title VI Analysis

For previous Title VI Service Equity Analyses on major service changes, staff conducted the analysis after the Board approved the plan and the Scheduling Department completed the run-cut for the plan. Often times, the analysis came two months after the Board's approval. This sequence made it difficult for staff to recommend and implement any alternatives or mitigations as a result of the analysis.

For the SEP, staff will attempt a new approach using a software transit planning platform. This should enable staff to complete the Title VI analysis in conjunction with a Board decision on the plan, potentially in December. The Title VI analysis will help enable the Board to make an informed decision on the SEP.

Though a Public Hearing on the Title VI analysis is not required, the Board, according to AC Transit policy and federal regulation, is required to approve the analysis before implementation of the SEP.

ADVANTAGES/DISADVANTAGES:

There are multiple advantages to conducting a Public Hearing on the SEP and implementing the plan in 2016. The plan uses Measure BB revenues to increase service for Alameda County and increase ridership for the District.

Though there are challenges associated with implementation of the SEP as detailed in this report, staff will develop solutions and mitigations for the challenges, and develop an implementation plan in order to be able to add more service and effectively use the Measure BB revenues for their intended purpose.

ALTERNATIVES ANALYSIS:

Given the District's operating constraints and financial limitations, staff could elect to either delay implementation of the SEP until the full complement of resources is available or propose a smaller plan. However, approval of the entire SEP gives staff the flexibility to implement various components of the plan in a way that is financially and operationally sustainable.

PRIOR RELEVANT BOARD ACTIONS/POLICIES:

SR 15-024 – Report on Public Outreach Activities related to the COA
SR 15-125 – Update on the COA
SR 15-218 – Set the Public Hearing date for the SEP

ATTACHMENTS:
1: Table of Service Recommendations
2: Route Profile Packet
3: Table of New Street Segments
4: List of Outreach Meetings and Events
5: Preliminary Implementation Analysis
6: Public Hearing Notice
7: Draft Initial Study – Negative Declaration

Executive Staff Approval:	Michael A. Hursh, General Manager
Reviewed by:	Denise C. Standridge, General Counsel
	James Pachan, Interim Chief Financial Officer
Prepared by:	Robert del Rosario, Director of Service Development
	Sally Goodman, Title VI Coordinator
	Sean Diest Lorgion, Senior Transportation Planner
	Linda Morris, Senior Transportation Planner
	Austin Lee, Transportation Planner
	John Urgo, Transportation Planner
	Stephen Newhouse, Transportation Planner

Proposed service improvements by route:

Existing Route	Headway, Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
1/1R	15 (20)	20 (20)	5:30am (5:30am)	11:30pm (11:45pm)	Split long route at Downtown Oakland. Create consolidated service on Telegraph Ave between Downtown Oakland and Downtown Berkeley with 1/3-mile stop spacing. Create consolidated service on International Blvd from San Leandro BART to Downtown Oakland until implementation of International Bus Rapid Transit (BRT) in 2017. Extend Line 99 from Bay Fair BART to San Leandro BART and Oakland border.	M6 Telegraph	10	12	5am	12am	Lines 1 and 1R suffer from poor on-time performance. Splitting the route will help AC Transit better schedule routes for traffic conditions. These routes will also be split when International Bus Rapid Transit (BRT) is implemented. Wider stop-spacing on Telegraph is intended to improve speed and reliability for consolidated service on the corridor.
	12 (15)	12 (15)	6:30am (8:30am)	6:45pm (5:15pm)		M7 International Local	8	10	5am	12am	
						M3 E 14th St	15	20	5am	12am	
7	40 (45)	40 (45)	6am (8am)	7:45pm (6:30pm)	Maintain existing route. Increase frequency from 40-minutes to 30-minutes	7 Arlington	30	30	6am	10pm (8pm)	Line 7 serves a relatively dense area with limited access to transportation alternatives.
11	30 (60)	30 (60)	6am (7am)	7:45pm (8pm)	Split route in Downtown Oakland. Connect Oakland Av/Harrison Av segment (Downtown Oakland-Piedmont) with Park Blvd segment of existing Line 18.	L16 Oakland/Park	15	20	6am	12am	Route changes allow AC Transit to concentrate frequent service on route segments serving very dense areas without alternative frequent transit options. Service to Inverleith would be maintained at every 30 minutes on weekdays. Introduce weekend service on 14th Ave.
					Connect 14th Av segment (Dimond District-Downtown Oakland) to Alameda segment (Downtown Oakland-Alameda Point) of existing Line 31.	L28 14th Av	30	30	6am	10pm	
12	20 (30)	30 (30)	6:15am (6am)	10pm (10pm)	Split route in Temescal. Direct service from Downtown Oakland to Downtown Berkeley via MLK, continuing via Shattuck to North Berkeley and Solano District.	L23 MLK/Solano	15	20	6am	12am	Allows AC Transit to serve densest, mixed-use areas with more frequent service.
					Jack London Square to Grand Lake via Broadway and Grand, continuing via Piedmont Av and Shattuck Av to Downtown Berkeley and to Gilman district via Hopkins and Gilman	L20 Shattuck/Grand	20	20	6am	11am	
14	15 (30)	15 (30)	6:15am (7:15am)	10pm (9:45pm)	Extend existing Line 14 to West Oakland via 14th Street, Wood, and 7th Street.	L17 14th/High	15	15 (20)	5am	12am (10pm)	Increase east-west frequency on 14th Street to better connect West Oakland to Downtown Oakland and East Oakland.
18	15 (30)	20 (30)	6:30am (6:30am)	11:30pm (11:30pm)	Split route in Temescal and Downtown Oakland. Jack London Square to Grand Lake via Broadway and Grand, continuing via Piedmont Av and Shattuck Av to Downtown Berkeley and to Gilman district via Hopkins and Gilman	L20 Shattuck/Grand	20	20	6am	11am	Maintain or improve frequency on all segments. Offer new connections in Albany, Berkeley, and Oakland. Maintain direct connections between downtown Berkeley and downtown Oakland. Maintain direction connection between Berkeley and Grand Lake with improved frequency.
					Direct service from Downtown Oakland to Downtown Berkeley via MLK, continuing via Shattuck to North Berkeley and Solano District.	L23 MLK/Solano	15	20	6am	12am	
					Connect Oakland Av/Harrison Av segment (Downtown Oakland-Piedmont) with Park Blvd segment of existing Line 18.	L16 Oakland/Park	15	20	6am	12am	

Line	Peak (off)	Off-peak (off)	Start (off)	End (off)	Change	New Route	Peak	Off-peak	Start	End	Description
20	30 (30)	30 (30)	5am (5am)	10pm (10pm)	Terminate at 14th and Broadway.	20 Shoreline/Park	30	30	5am	10pm	
21	30 (30)	30 (30)	6:15am (7:15am)	9:15pm (9:15pm)	No change						
22	30 (60)	30 (60)	6am (6:45am)	10:45pm (11:15pm)	Create new route by connecting Hesperian and Winton segments of Line 22 with Line 60 to CSUEB.	L6 Winton	20	20 (30)	6am	10pm	Create frequent crosstown route between CSUEB and Chabot/Kaiser with connections to Southland Mall and Downtown Hayward/Hayward BART. Increase frequency to 20 minutes on all segments. Mission Blvd segment covered with new route and Tennyson segment covered with more frequency on Lines 83 and 86.
						M2 Mission Blvd	20	20 (30)	5am	12am	
25	40 (60)	40 (60)	7:15am (8am)	7:40pm (5:45pm)	Split route. Connect Colusa segment of existing Line 25 (Downtown Berkeley – Plaza BART) with Claremont segment of Line 49.	L15 Colusa-Claremont	30	30	6am	10pm (8pm)	Increase frequency on a majority of the route. Offer new connections between Albany, Berkeley, El Cerrito, Oakland, and Richmond. Improve legibility of network.
					Serve Gilman/Hopkins segment of existing Line 25 (Gilman – Downtown Berkeley) with new line extending from Shattuck.	L20 Shattuck/Grand	20	20	6am	11am	
					Serve Pierce Street segment (from Plaza BART to 4th Street) with new line extending from Ashby Av. Ashby to 4th Street will be 15 minutes with every other trip going to Plaza BART or to the Berkeley Marina.	L21 Ashby	15	15 (20)	6am	12am	
26	20 (30)	30 (30)	6am (5:45am)	9:30pm (9:30pm)	Simplify route by eliminating "loop" through West Oakland. Provide more direct connection between West Oakland, Emeryville, and Downtown Oakland	L19 Lakeshore/Hollis	20	20	6am	10pm	Simplify route. More direct connection between Downtown Oakland, West Oakland, and Emeryville.
31	30 (30)	30 (30)	5:45am (6:15am)	9:45pm (9:45pm)	Split route in Downtown Oakland. Connect Alameda segment (Downtown Oakland-Alameda Point) to 14th Av segment (Dimond District-Downtown Oakland) of existing Line 11. Connect Peralta segment to Downtown Oakland and Lakeshore.	L19 Lakeshore/Hollis	20	20	6am	10pm	Increase span of service on Peralta and 14th Av. Maintain or improve frequency on all segments. Provide weekend service on 14th Ave.
						L28 14th Av	30	30	6am	10pm	
32	60 (60)	60 (60)	5:30am (6:45am)	8pm (6:30pm)	Eliminate CW/CCW loop. Connect Center Street segment of Line 32 to Center Street and Redwood Rd segments of Line 48. Maintain existing alignment between Castro Valley BART and Bay Fair BART. Replace Line 89 weekend service to Alameda Juvenile Detention Center.	L10 Castro Valley	30	30	6am	10 pm (9 pm)	Eliminate confusing loop route and increase frequency to 30 minutes 7-days a week.
37	60 (none)	60 (none)	6am (none)	8pm (none)	Eliminate loop. Maintain Santa Clara, Underwood, Amador. Continue on current Line 85 south of Tennyson to Union Landing and extend to Union City BART.	L11 South Hayward	30	30	6am	10pm (9pm)	Improve frequency from hourly to 30 minutes 7-days a week in south Hayward. Overlap with L11 provides 15-minute service between Union City BART and Industrial Blvd.
39	60 (none)	60 (none)	6:45am (none)	7:15pm (none)	No change						
40	10 (30)	20 (30)	5:30am (6am)	11:45pm (11:30pm)	No change						
45	20 (40)	30 (40)	6am (6:15am)	10pm (10pm)	No change						

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Route	Peak	Off-Peak	Start	End	Change	New Route	Peak	Off-Peak	Start	End	Notes
46	60 (none)	60 (none)	6:30am (none)	6:30pm (none)	No change						
47	45 (none)	none	6:15am (none)	7:30pm (none)	No change						
48	60 (none)	60 (none)	6:30am (none)	7:30pm (none)	Connect Center Street segment of Line 32 to Center Street and Redwood Rd segments of Line 48. Continue to serve Grove and Foothill with Line 83 extension from Hayward BART. Peak period service provided by NX4 and NXC on discontinued Line 48 segments.	L10 Castro Valley	30	30	6am	10pm (8pm)	Discontinue very low ridership segments. In order to increase frequency, the most productive segments of two hourly routes were combined to form a single 30-minute route. Line 48 segments will now have weekend service.
					Extend route to Castro Valley BART and increase frequency.	L83 Tennyson/W A St	30	30	6am (none)	10pm (none)	Discontinue very low ridership segments. In order to increase frequency, the most productive segments of two hourly routes were combined to form a single 30-minute route. Line 48 segments will now have weekend service.
49	30 (40)	30 (40)	6:15am (7am)	7pm (7pm)	Split route.	L22 Dwight	20	20	6am	12am	Increase frequency on a majority of the route. Offer new connections between Albany, Berkeley, Emeryville, and Oakland. Improve legibility of network.
					Serve Dwight with 20-minute service between UC Berkeley Campus, Emeryville, and West Oakland.						
					Connect Ashby to 4th Street with service every 15-minutes, with every other trip continuing to Berkeley Marina or Plaza BART via UC Village and Pierce St.	L21 Ashby	15	15 (20)	6am	12am	
					Serve Claremont with 30-minute route connecting Plaza BART via Colusa to Downtown Berkeley, UC Berkeley campus, Claremont, and Rockridge BART	L15 Colusa-Claremont	30	30	6am	10pm (8pm)	
51A	10 (15-20)	12-20 (15-20)	5am (5:45am)	11:30pm (11:45pm)	No change	51A Broadway					
51B	10-20 (15-20)	12-20 (15-20)	5:30am (5:45am)	11:45pm (11:30pm)	Service to Berkeley Marina replaced by L21 Ashby.	51B College-University					Improve reliability and legiblity of route by removing alternating 51B service to Berkeley Marina.
52	15-30 (35)	35 (35)	6am (8:30pm)	11:30pm (7:15pm)	No route change. Increase frequency to 15 minutes in the peak, 20 minues off peak.	52 Cedar University	15	20	6am	12am	
54	10-30 (30)	15 (30)	6am (8am)	9:45pm (7pm)	No change						
57	15 (15-30)	15 (15-30)	5:30am (5:45am)	12:15pm (11:45pm)	Extend Line 57 to Emeryville Public Market via 40th Street and Shellmound.	M5 Macarthur	15	15	5am	12am	Restore direct service to major employment and shopping destination.
58L	30 (none)	30 (none)	7:30am (none)	6:15pm (none)	Eliminate route. Re-invest resources on MacArthur corridor to extend Line 57 to Emeryville and increase frequency of NL.	M5 Macarthur	15	15	5am	12am	Discontinued due to very low ridership to downtown Oakland. Improve corridor legibility by investing resources in 57 and NL.
						NL Macarthur	15	20 (30)	5am	12am	
60	20 (40)	20 (40)	5:30am (6:15am)	10pm (7:15pm)	Create new route by connecting Line 60 with Hesperian and Winton segments of Line 22.	L6 Winton	20	20 (30)	6am	11pm (10pm)	Create frequent crosstown route between CSUEB and Chabot/Kaiser with connections to Southland Mall and Downtown Hayward/Hayward BART.
62	20 (30)	20 (30	6:15am (6:15am)	12am (12am)	Increase frequency in peak and off peak	62 7thSt/23rd Av	15	20	6am	12am	Increase frequency on high-productivity route. Improve network connectivity.

Route	Peak	Off-peak	Span Start	Span End	Change	New Route	Peak	Off-peak	Span Start	Span End	Notes
65	60 (none)	60 (none)	7am (none)	7:30pm (none)	No change						
67	40 (none)	40 (none)	6am (none)	7:30pm (none)	Adjust route to serve Euclid between Hearst and Eunice.	L25 Spruce	30	30	6am	8pm	High travel demand between Downtown Berkeley and Euclid/Eunice, especially during morning and early afternoon commutes. Spruce residents have Lines 18 and 7 two blocks away on Shattuck.
70	30 (60)	30 (60)	6am (7am)	8pm (8pm)	No change to route. Span extended to 10pm.		30	30	6am	10pm	
71	30 (60)	30 (60)	5:45am (7am)	7pm (8pm)	No change to route. Span extended to 10pm.		30	30	6am	10pm	
72/72M	30 (30)	30 (30)	5:15am (5:30am)	11:30pm (11:30pm)	No change						
	30 (30)	30 (30)	5:45am (6am)	11pm (12am)							
72R	12 (none)	12 (none)	6am (none)	7pm (none)	No change						
73	15 (15-30)	15 (15-30)	5:45am (5:45am)	11:45pm (11:45pm)	No change						
74	30 (70)	30 (70)	6am (7am)	9:00pm (6:45pm)	Create 30-minute route from Marina Bay to Hilltop Mall.	L26 23rd/Regatta	30	30	6am	10pm	New routes will create combined 15-minute service between Richmond Marina and Hilltop Mall via 23rd.
					Create 30-minute route from Richmond BART to San Pablo Dam Road.	L27 23rd Ave/El Sobrante	30	30	6am	10pm	
75	60 (none)	60 (none)	6am (none)	7:30pm (none)	Eliminate loop. Realign on Estudillo to Grand and extend south on Fargo, Lewelling, Meekland, and West A Street. Discontinued segments on Foothill and Grand maintain peak period service with NX4 and NXC.	L3 Meekland/Davis	30	30	6am (8am)	10pm (8pm)	Introduce weekend service. Overlap with L5 to create frequent 15-minute crosstown route from Foothill Square on Davis/Estudillo and on Lewelling/Meekland/W A St through San Lorenzo, Ashland, and Cherryland. Increase service to Kaiser San Leandro. Discontinue Line 75 one-way stops on Foothill and Grand due to very low ridership (peak period service provided by NX4 and NXC).
76	30 (30)	30 (30)	5:30am (6:30am)	8:15pm (7:30pm)	No route change. Span extended to 10pm.	76 Cutting/Market	30	30	6am	10pm	
83	60 (none)	60 (none)	5:15am (none)	8pm (none)	Extend route to Castro Valley BART and increase frequency.	L33 Tennyson/W A St	30	30	6am (none)	10pm (none)	Increase frequency from 60 minutes to 30 minutes to improve service to Hayward industrial areas. Overlap with L86 to provide frequent 15-minute service on Tennyson and W A St. Extend to Castro Valley BART to cover Line 48 segments on Foothill and Grove.
85	60 (60)	60 (60)	6am (7am)	8pm (7pm)	Split route in two. Realign to Alvarado and Halcyon from San Leandro BART to Bay Fair BART, continuing onto existing Line 93 routing through San Lorenzo. Connect south Hayward segment to Whitman and Huntwood and extend to Union Landing and Union City BART.	L9 San Lorenzo	30	30	6am	10pm (9pm)	Increase frequency from hourly to 30 minutes by merging most productive segments of Lines 85 and 93. Provide San Lorenzo with connections to Bayfair, San Leandro and Hayward.
						L4 Whitman/Huntwood	30	30	6am	10pm (9pm)	Increase frequency from hourly to 30 minutes and introduce weekend service on portions of Line 37. Provide frequent 15-minute service from Union City BART to Huntwood and Industrial Parkway by overlapping with L4.
86	60 (none)	none (none)	5am (none)	7pm (none)	Extend on Corsair. Realign from Winton to W A Street.	L36 Tennyson/Winton	30	30	4am	12am	Provide 30 minute service on all segments to provide better service to Hayward industrial areas. Overlap with 83 to provide frequent 15-minute service on Tennyson from South Hayward BART to Industrial Blvd and on W A St Street to Hayward BART.
88	20 (30)	30 (30)	5:30am (5:45am)	9:45pm (9:45pm)	Increase peak frequency to 15 minutes.	88 Sacramento	15	20	6am	12am (10pm)	Improve network by creating frequent north-south corridor between San Pablo Av and Shattuck Av.
89	30 (60)	30 (60)	5:30am (7:30am)	7:45pm (6:30pm)	Eliminate loop. Continue on Estudillo to Grand, extending north to Foothill Square and south to Lewelling, Meekland, and West A Street. Discontinued segments on Bancroft still covered by Line 40.	L5 Lewelling/Davis	30	30	6am	10pm	Overlap with L3 to create frequent 15-minute crosstown route from Foothill Square in Oakland to San Leandro on Davis/Estudillo and 15-minute north-south route on Lewelling/Meekland/W A St through San Lorenzo, Ashland, and Cherryland.

Route	Peak	Off-peak	Start	End	Proposal	New Route	New Peak	New Off-peak	New Start	New End	Notes
93	60 (60)	60 (60)	5:45am (7:45am)	7:45pm (7:15pm)	Eliminate loop. Maintain existing alignment from Bay Fair BART to Hayward BART, with exception of extension on Blossom and Western. Extend northern end to San Leandro BART via Halcyon, Alvarado, and Washington.	M3 E. 14th St	15	20	5am	12am	Increase frequency from hourly to 30 minutes by keeping most productive segments of Lines 85 and 93, providing San Lorenzo with connections to Bayfair, San Leandro and Hayward.
						L9 San Lorenzo	30	30	6am	10pm (9pm)	
94	60 (none)	(none)	6am (none)	8pm (none)	Maintain peak period service through L6 Winton. Every other trip will run to Hayward Highlands on weekdays.	L6 Winton	40	None	5am - 9am	3pm - 8pm	Every other trip on L6 will run to Hayward Highlands during peak periods. Frequency increased from hourly to 40 minutes.
95	30 (30)	30 (30)	5:30am (7am)	7:45pm (6pm)	No change						
97	15 (30)	20 (30)	6:15am (7am)	11pm (10:45pm)	End route at Union Landing. Maintain frequency on Alvarado Niles Blvd with new routes.	M1 Hesperian	15	20	6am	12am	Shortening route will improve on-time performance and reliability and allows reinvestment of hours into 15-minute service, as well as more frequent service in south Hayward and Union City on proposals L4 and L11. Overlapping L4 and L11 maintains 15-minute service on Alvarado-Niles between Union Landing and Union City BART.
98	20 (40)	30 (40)	6am (7:30am)	9:45pm (9pm)	Split into two routes	L13 85th/90th Av	20	20 (30)	6am	11pm (10pm)	Split loop route into two routes with distinct end-points with greater demand for travel.
						L14 98th Av	20	20 (30)	6am	11pm (10pm)	
99	20 (30-45)	20 (30-45)	5am (5am)	12am (12am)	Split route at Hayward BART. Extend northern section from Hayward BART to San Leandro/Oakland border. Terminate southern section at Union City BART. Service on Decoto and Fremont Blvd covered by L8. Service on Walnut covered by L1.	M3 E 14th St	15	20	5am	12am	Shortening route will improve reliability and on-time performance. Eliminating travel time through the Hayward Loop on Line 99 allows extra running time to be reinvested to increase frequency.
						M2 Mission Blvd	20	20	5am	12am	
F	30 (30)	30 (30)	7am (7am)	11:45pm (10:45pm)	Rerouted to approach Emeryville from the north via Shattuck, Adeline, 65th and Hollis. Frequency increased to 20 minutes.	F Alcatraz	20	30	5am	12am	Proposal creates frequent all day rate between UC Berkeley Campus, Downtown Berkeley, South Berkeley, Emeryville, and San Francisco. Overlap with L22 Dwight means 10-minute between Berkeley and Emeryville.
J	30	30	6am-9am	4pm-7pm	Rerouted to continue to straight down Sacramento and Market, covering previous F stops.	J Sacramento	30	30	6am-9am	4pm-7pm	Covers F segments. Will not stop in Emeryville. No change to schedule.
NL	15-30 (30)	30 (30)	6am (6am)	11:30pm (11:30pm)	Peak frequency increased to 15-minutes, 20-minutes midday.	NL Macarthur	15	20 (30)	5am	12am	Frequency increased with reinvested hours from Line 58L to provide more legible service from MacArthur Corridor to Downtown Oakland and SF.
O	10-30 (60)	60 (60)	6am (6am)	9pm (9pm)	New route (similar to old Line 63) will connect Fruitvale BART to High St, Shoreline, and Main St Ferry Terminal.	L2 (Alt #1 - Shoreline)	30	30	6am	10pm	(No proposed change to O schedule). Shortening Line O allows resources to be reinvested in new route connecting Fruitvale BART to Alameda. There are three alternatives proposed: 1) Overlapping L2 with Line 20 on Otis and Shoreline to increase from 30 to 15 minute frequency between Webster, South Shore, and Fruitvale BART; 2) Add 30 minute route on Encinal; or 3) add 30 minute route on Buena Vista. Alts 1 and 2 would connect to Main St Ferry Terminal; L3 would terminate in Downtown Oakland.
					New route (similar to old Line 63) will connect Fruitvale BART to High St, Shoreline, and Main St Ferry Terminal.	L2 (Alt #2 - Encinal)	30	30	6am	10pm	
					New route (similar to old Line 63) will connect Fruitvale BART to High St, Shoreline, and Main St Ferry Terminal.	L2 (Alt #1 - Buena Vista)	30	30	6am	10pm	
					O service brought back to old terminus at Tilden with realignment to continue straight on Encinal and Central.	T1 Encinal	15	60	6am	10pm	

Major Corridor

Plan|ACT

M1 Hesperian

Bay Fair BART – Union Landing

Peak Headway	Base Headway	Span
15	20	6:00 am
		12:00 am

Activity Centers:
- Bayfair Center
- Chabot College
- Union Landing

Major Transit Hub Connections:
- Bay Fair BART
- Union Landing

Frequent Network Connections:
- Mission Blvd (M3)

North/East Route: From Bay Fair BART. L Coelho, L Hesperian, R into Chabot college, R Hesperian, into Union City, L Alvarado, L Dyer, R Alvarado Niles, R into Union Landing

South/West Route: From Union Landing, R Alvarado Niles, L Dyer, R Alvarado, R Union City, R Hesperian, L Chabot College, L Hesperian, R Coelho, R Bay Fair BART

Bus every __ minutes

▬ 5 - 8	▬ 15 ▬ 30
▬ 10 - 12	▬ 20 ▬ 40 - 60

Distance from Bus Line

1/4 mile
1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

Draft alignment, June 2015

M2 Mission Blvd

Hayward BART – Union City BART

Peak Headway	Base Headway	Span
20	**20**	5:00 am
		12:00 am

Activity Centers:

- Downtown Hayward
- Mission Corridor

Major Transit Hub Connections:

- South Hayward BART
- Hayward BART
- Union City BART

Frequent Network Connections:

- E.14th St (**M3**)

North/East Route: From Union City BART, R Union Sq, R Decoto, L Mission, L Tennyson, L Dixon, into South Hayward BART, Dixon, R Tennyson, L Mission., L Fletcher, R Watkins, L B St into Hayward BART

South/West Route: From Hayward BART, L C St, R Mission, R Tennyson, L Dixon, into South Hayward BART, Dixon, R Tennyson, L Mission, R Decoto, L Union Sq into Union City BART

Bus every __ minutes
- 5 - 8
- 15
- 30
- 10 - 12
- 20
- 40 - 60

Distance from Bus Line
- 1/4 mile
- 1/2 mile
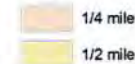
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

M3 E.14th St

San Leandro BART – Hayward BART

Peak Headway	Base Headway	Span
15	**20**	5:00 am
		12:00 am

Activity Centers:

- Downtown San Leandro
- Bayfair Center
- Downtown Hayward

Major Transit Hub Connections:

- San Leandro BART
- Bay Fair BART
- Hayward BART

Frequent Network Connections:

- International (**M7**)*
- Hesperian Blvd (**M1**)

Replaced with International Bus Rapid Transit (BRT), 2017

North/East Route: From Hayward BART, Montgomery, R A St, L Mission, E 14th, L 159th., R Coelho into Bay Fair BART. Coelho, L 159th, L E. 14th, L Davis, L Hays, R W. Juana, R San Leandro, L San Leandro BART

South/West Route: From San Leandro BART into W. Juana, L Hays, R Davis, R E. 14th, R 159th, Coelho, Bay Fair BART, Coelho, L 159th, R E 14th, into Mission, R B St, R Hayward BART

Bus every ___ minutes

- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

M5 Macarthur

Emeryville Public Mkt. – Foothill Sq.

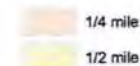| Peak Headway	Base Headway	Span
15	15	6:00 am
		12:00 am

Activity Centers:

- Emeryville Public Market
- Bay Street
- East Bay Bridge Shopping Center
- Kaiser (Oakland)
- Grand/Lake District
- Mills College
- Laurel District
- Eastmont Town Center
- Foothill Square

Major Transit Hub Connections:

- Macarthur BART
- 40th & San Pablo
- Eastmont Transit Center
- Foothill Square

Frequent Network Connections:

- San Pablo Rapid (R1)
- San Pablo/Macdonald (M4)
- Telegraph (M6)
- Oakland /Park (L16)
- MLK/Solano (L23)
- 20/21 Fruitvale
- 51A Broadway/Santa Clara
- 54 35th Ave
- 62 7th St/23rd Av
- 73 73rd/Hegenberger
- 88 Sacramento

North/East Route: Foothill. R 108th, R Macarthur Blvd, L 73rd, R into Eastmont TC, L Foothill, R Church/68th Ave, L Macarthur, L Seminary, R Macarthur Blvd, into Chatham, L Park, R Macarthur, R Overpass into Lake Park, R into Santa Clara, into Macarthur Blvd, R Broadway, L 40th, into Shellmound St , L Shellmound Way, R Christie, R 64th

South/West Route: 64th, R Shellmound St , into 40th Street, R Broadway, L Macarthur, into 33rd, L 14th Ave, R Macarthur, L Seminary, R Macarthur Blvd, R 68th Ave, L Foothill Blvd, R into Macarthur, L 106th Ave, R Foothill

Bus every __ minutes
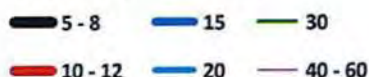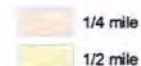
- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

M6 Telegraph

Downtown Berkeley – Downtown Oakland

Peak Headway	Base Headway	Span
10	12	5:00 am
		12:00 am

Activity Centers:

- Downtown Berkeley
- UC Berkeley Campus
- Temescal
- Downtown Oakland

Major Transit Hub Connections:

- Downtown Berkeley BART
- Macarthur BART
- Uptown Transit Center
- 19th Street BART
- 12th Street BART

Frequent Network Connections:

- 14th – High Street (L17)
- Ashby (L21)
- International (M7)*
- Macarthur (M5)
- Oakland/Park (L16)
- 52 Cedar-University
- 40 Foothill
- 51A Broadway/Santa Clara
- College/University (M8)
- 62 7th St/23rd Av
- San Pablo/Macdonald (M4)
- San Pablo Rapid (R1)

*Replaced by International Bus Rapid Transit (BRT), 2017

North Route: From 10th St, R Clay, R 11th, L Broadway, L 20th St, R Telegraph Av, L Bancroft, R Shattuck, R Hearst.

South Route: From Hearst, R Oxford, R University, L Shattuck, L Durant, R Dana, L Dwight, R Telegraph, L 20th St, R Broadway, R 10th St, To Washington

Bus every __ minutes

▬ 5 - 8	▬ 15	▬ 30
▬ 10 - 12	▬ 20	▬ 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

| 0 | 0.5 | 1 Miles |

Created by AC Transit
August 12, 2015

M7 International*

Downtown Oakland – San Leandro BART

Peak Headway	Base Headway	Span
8	10	5:00 am
		12:00 am

Activity Centers:

- Downtown Oakland
- Fruitvale District
- Downtown San Leandro

Major Transit Hub Connections:

- 12th Street BART
- San Leandro BART
- Fruitvale BART

Frequent Network Connections:

- San Pablo Rapid (**R1**)
- E.14th St (**M3**)
- San Pablo/Macdonald (**M4**)
- Telegraph (**M6**)
- 14th Street (**L17**)
- Oakland/Park (**L16**)
- MLK Solano (**L23**)

- **51A** Broadway/Santa Clara
- **62** 7th St/23rd Av
- **88** Sacramento
- **73** 73rd-Hegenberger

*Replaced by International Bus Rapid Transit (BRT), 2017

North/East Route: Via Jefferson, R Washington, R MLK Jr, R 11th , into 1st Ave, R International, into E.14th, R Davis, L San Leandro Blvd, R into San Leandro BART

South/West Route: From San Leandro BART, L San Leandro Blvd, R Davis, L E.14th, into International, L 1st Ave, L 12th, L Jefferson to 11th Street
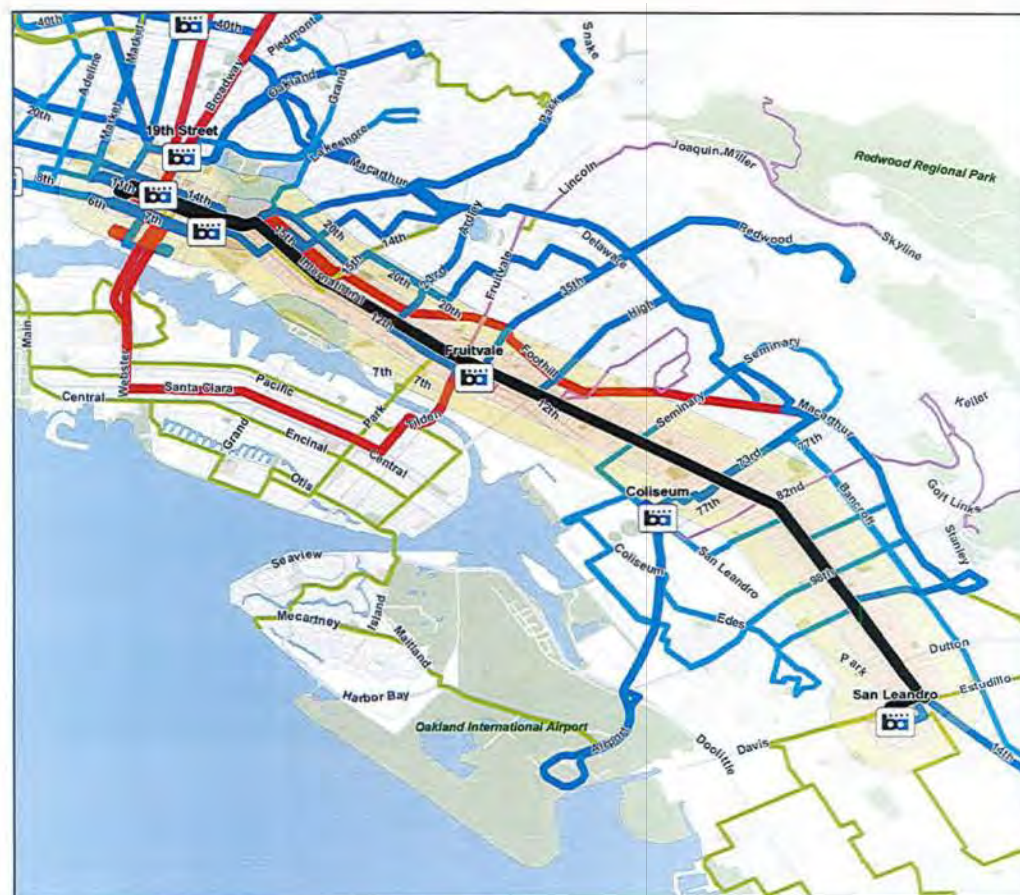
Bus every __ minutes

- ▬ 5 - 8
- ▬ 10 - 12
- ▬ 15
- ▬ 20
- ▬ 30
- ▬ 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

M8 College-University

Rockridge BART– Berkeley Amtrak

Peak Headway	Base Headway	Span
10	**12**	5:00 am
		12:00 am

Activity Centers:

- College Ave
- UC Berkeley
- University Ave
- Downtown Berkeley

Major Transit Hub Connections:

- Rockridge BART
- Downtown Berkeley
- Berkeley Amtrak

Frequent Network Connections:

- MLK/Solano (**L23**)
- Ashby (**L21**)
- Telegraph (**M6**)
- San Pablo/Macdonald (**M4**)
- San Pablo Rapid (**R1**)
- **51A** Broadway/Santa Clara
- **52** Cedar-University
- **88** Sacramento

North/East Route: Via College, L Bancroft, R Shattuck, L University to Berkeley Amtrak

South/West Route: Via University, R Shattuck, L Durant, R College, R Miles, L Forest, L Shafter, L College to Rockridge BART
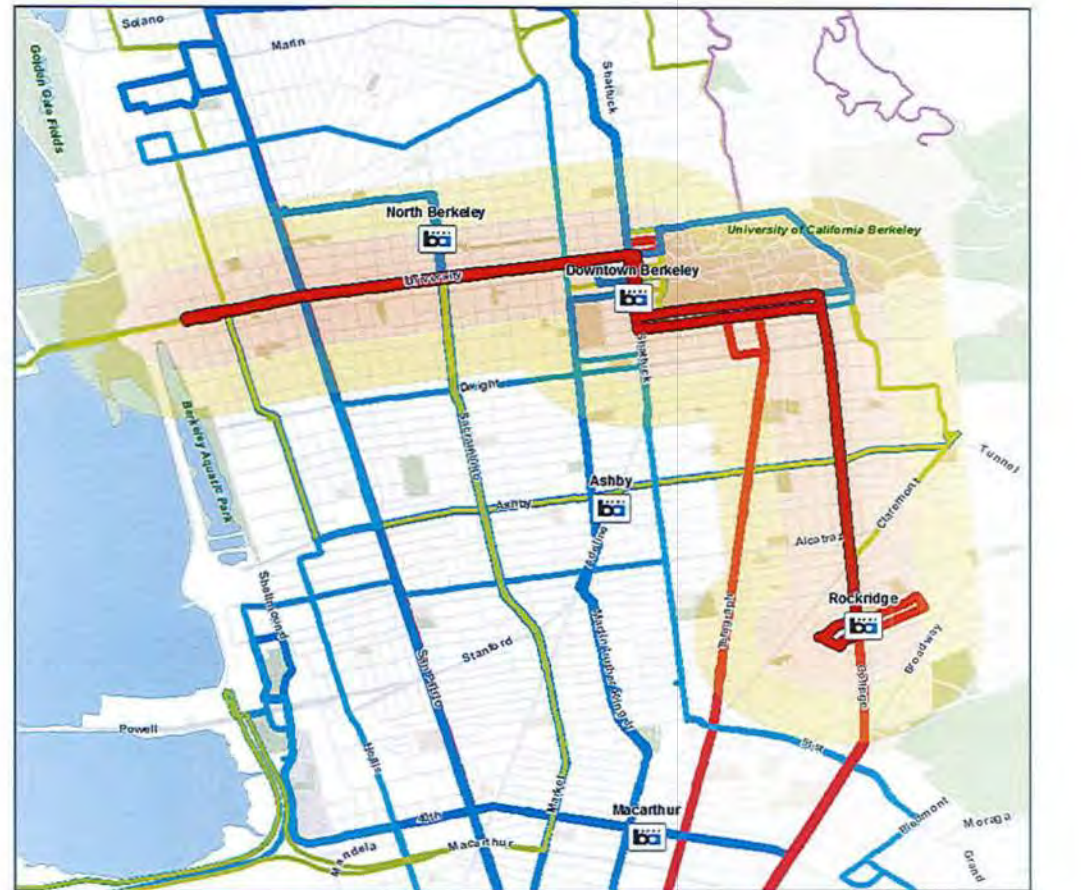
Bus every ___ minutes

- 5 - 8
- 15
- 30
- 10 - 12
- 20
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

70 Appian

Richmond Parkway T.C. to Richmond BART

Peak Headway	Base Headway	Span
30	30	6:00 am
		10:00 pm

Activity Centers:

- Pinole Shopping Center

Major Transit Hub Connections:

- Richmond Parkway Transit Center
- Richmond BART

Frequent Network Connections:

- **72R** San Pablo Rapid
- **72M** San Pablo/Macdonald

South/East Route: Via Richmond BART, R MacDonald, R Marina, R Barrett, L 19th, L Pennsylvania, R 18th , R Rheem, L 29th, into Vale, R San Pablo, l San Pablo Dam, L Appian, L Fitzgerald, into Richmond Parkway, L Blume, L into Richmond Parkway Transit Center

North/West Route: Via Richmond Parkway Transit Center, R Blume, R Richmond Parkway, into Fitzgerald, R Appian, R San Pablo Dam , R Evans, into San Pablo Av, l vale, into 29th, R Rheem, L 18th, L Pennsylvania, R 19th, R Barrett, L Marina, L Macdonald, L 16th into Richmond BART

Bus every __ minutes

▬ 5 - 8	▬ 15	▬ 30
▬ 10 - 12	▬ 20	▬ 40 - 60

Distance from Bus Line

1/4 mile
1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

Hilltop Mall

Alvarado Park

Wildcat Canyon Regional Park
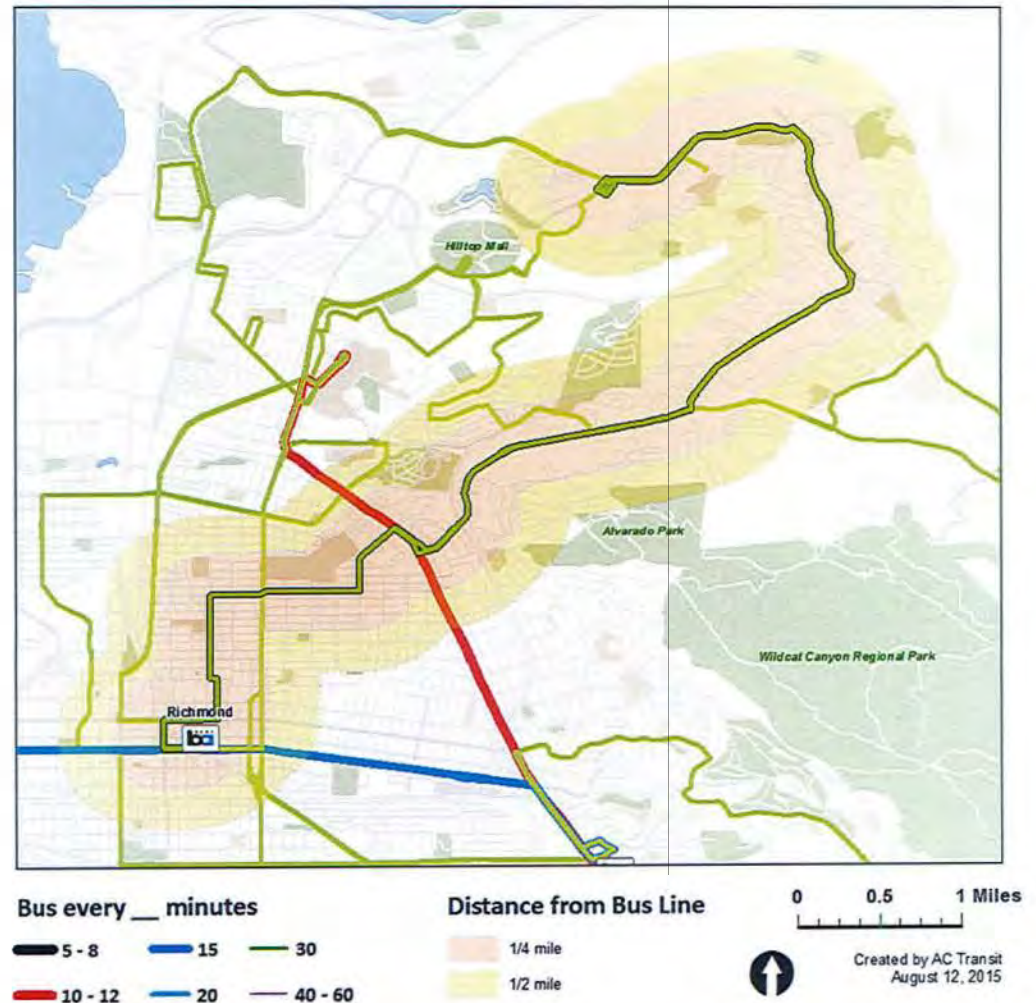
Richmond

71 Rumrill

Richmond Pkwy – El Cerrito Plaza

Peak Headway	Base Headway	Span
30	30	6:00 am
		10:00 pm

Activity Centers:

- El Cerrito Plaza
- Hilltop Plaza
- Contra Costa College
- Kaiser (Richmond)

Major Transit Hub Connections:

- Richmond Parkway Transit Center
- Richmond BART
- Contra Costa College Transit Center
- El Cerrito Plaza BART

Frequent Network Connections:

- San Pablo Rapid (R1)
- San Pablo/Macdonald (M4)

North Route: El Cerrito Plaza Bart, R Fairmont, R Roadway, L Central, R Carlson, R Bayview, L Hartnett, R Carlson, R South 47th, L Potrero, R Carlson, Into 23rd St, L MacDonald, R 16th, Into Richmond BART, R Macdonald Ave, R Marina Way, L Barrett, R Harbour Way, R Pennsylvania, into Rumrill, into College Ln, L Campus, into Contra Costa College TC, into Campus, R El Portal, into Broadway, R 11th, L Stanton, R Giant, L Griffin, R McGlothen, R Phanor, L Giant, R Atlas, L Richmond Parkway, R Blume, L Richmond Parkway TC

South Route: Richmond Parkway TC via R Access Rd, R Blume, L RICHMOND PKWY, R Atlas Rd, L Giant, L John , R 11th St, L Broadway, L Rumrill, into College, L Mission Bell into Campus, to Contra Costa College TC. Continue via Campus, into Mission Bell, R El Portal, into Broadway, L Rumrill. Into 13th, L Harbour, L Barrett, R Marina, L Macdonald, L 16th to Richmond BART TC, 16th St, L MacDonald, R 22nd, R Carlson, L Potrero, R South 47th, L Carlson, L Hartnett, R Bayview, L Carlson, L Central, R El Cerrito Plaza BART
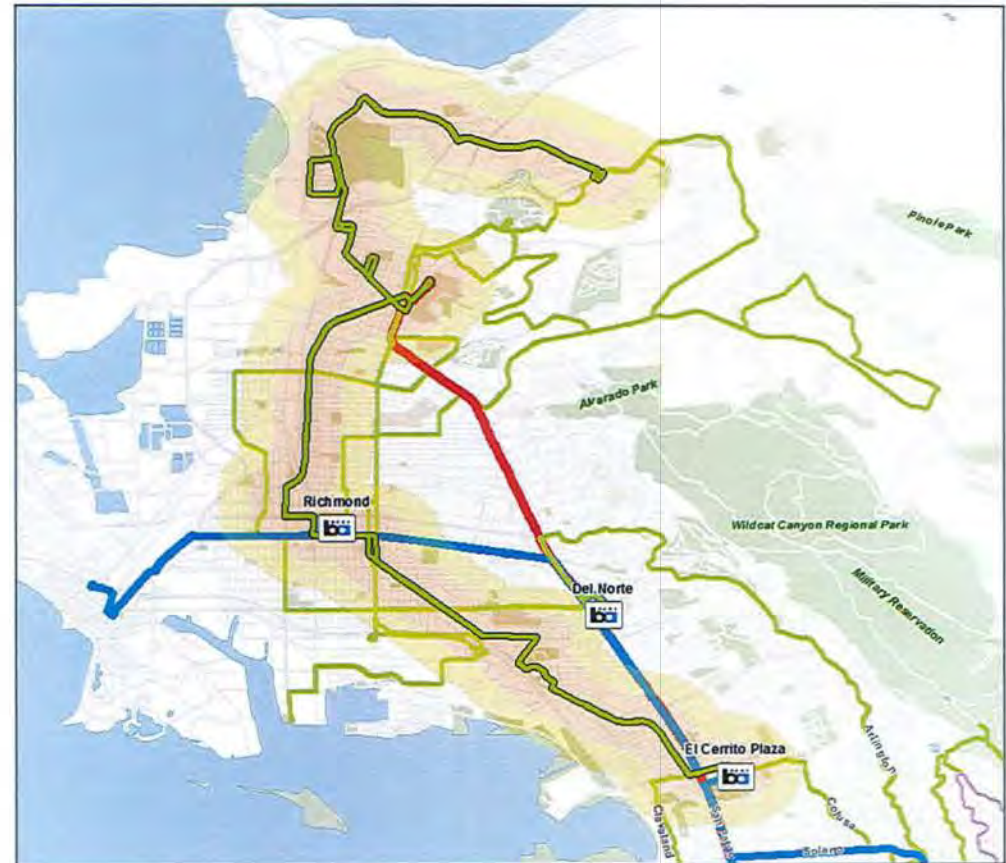
Bus every __ minutes
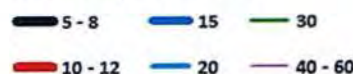
■ 5 - 8	■ 15	— 30	
■ 10 - 12	■ 20	— 40 - 60	

Distance from Bus Line

- 1/4 mile
- 1/2 mile
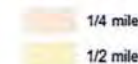
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

76 Cutting/Market

Del Norte BART – Hilltop Mall

Peak Headway	Base Headway	Span
30	**30**	6:00 am
		10:00 pm

Activity Centers:

- Kaiser Hospital
- Helms Middle School
- Hilltop Mall
- Contra Costa College

Major Transit Hub Connections:

- Del Norte BART
- Richmond BART
- Contra Costa College Transit Center

Frequent Network Connections:

- San Pablo/Macdonald (**M4**)
- San Pablo Rapid (**R1**)

North/East Route: From Del Norte BART, L Cutting, R Harbour, R Macdonald, L Richmond BART, R Macdonald, R 6th into 7th into Fred Jackson Way, R Market into Church Lane, L El Portal, L Road 20, R San Pablo, R El Portal, L Mission Bell, Into Campus Dr, to Contra Costa College, R College, R San Pablo, R Lancaster, L Aberdeen, L Lancaster, R Birmingham, L Shane, L Hilltop Mall

South/West Route: L Hilltop Mall Rd, R Shane, R Birmingham, L Lancaster, R Aberdeen, R Lancaster, L Del Camino, L College, L Mission Bell, into Contra Costa College, R El Portal, L San Pablo, L Road 20 into El Portal, R Church, Into Market, L Fred Jackson Way into 7th into 6th, L Macdonald, L Richmond BART, R Macdonald, L Harbour, L Cutting into Del Norte BART
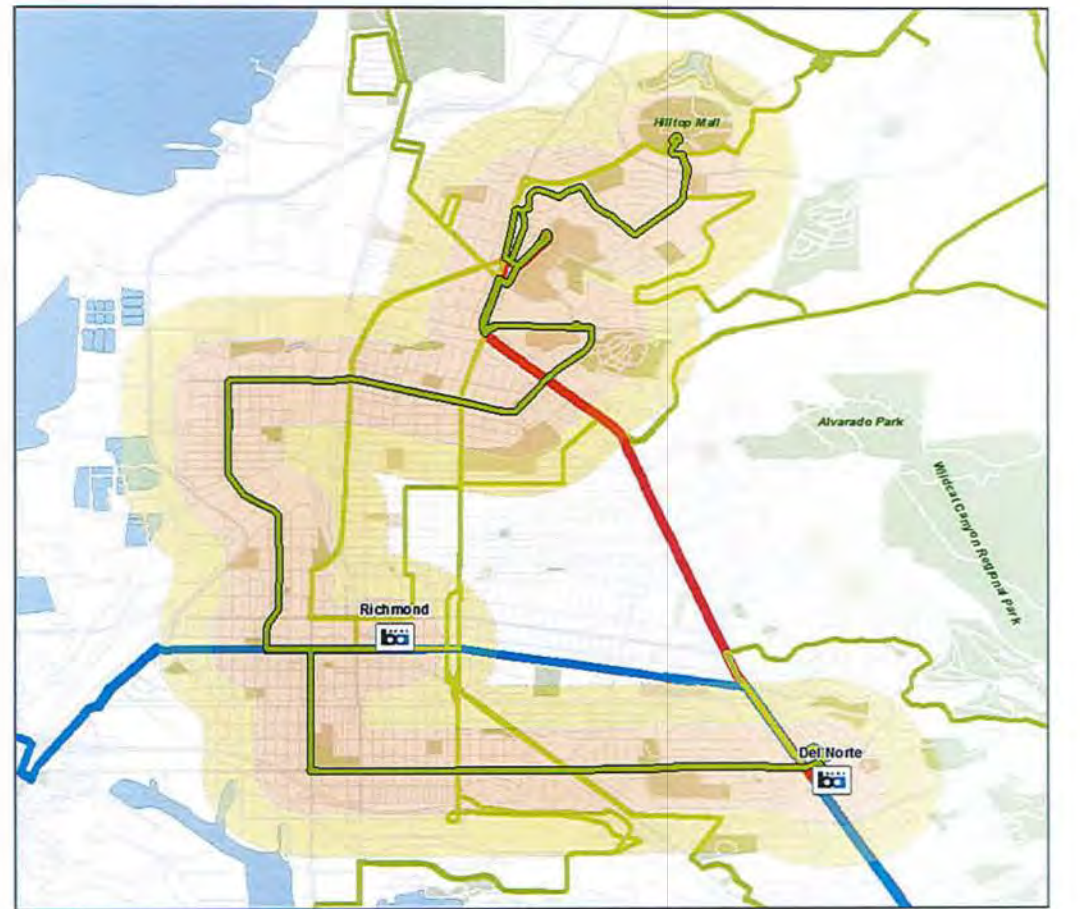
Bus every __ minutes

- 5 - 8
- 15
- 30
- 10 - 12
- 20
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile
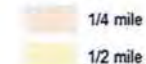
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

Draft alignment, June 2015

L26 23rd/Regatta

Richmond Marina - Pinole

Peak Headway	Base Headway	Span
30	30	6:00 am
		10:00 pm

Activity Centers:

- Hilltop Mall
- Hilltop Plaza
- 23rd Ave
- Ford Point
- Contra Costa College
- Pinole Vista Shopping Center

Major Transit Hub Connections:

- Richmond BART
- Contra Costa College Transit Center

Frequent Network Connections:

- **72R** San Pablo Rapid
- **72M** San Pablo/Macdonald

North Route: S Harbor, R Hall, L S Marina, R Regatta, L S 23rd, Continue onto Juliga Woods., L HWY. #580 W.B. On-Ramp, HWY. #580 W.B., R S. 23rd/Marina Bay Off-Ramp, R SO 23RD, L Macdonald, R 16th, Richmond BART TC, 16th, L Macdonald, L 23rd, L San Pablo, R El Portal, L Mission Bell , into Campus, to Contra Costa College TC into Campus, R College, R, San Pablo, R Aberdeen, R Lancaster, R Birmingham, L Groom, L Shane, L Hilltop Mall Rd, R Hilltop Mall TC, L Hilltop Mall Rd, R Garrity, L Klose, R Blume R Fitzgerald, R Jovita to Crespi Middle

South Route: Crespi Middle via Jovita, L Fitzgerald, L Blume, L Klose, R Garrity, L Hilltop Mall Rd, R Hilltop Mall TC, L Hilltop Mall Rd, R Shane, L Groom, R Birmingham, L Lancaster, L Aberdeen, L Rivers, L San Pablo, L College, L Mission Bell, into Campus, into Contra Costa College TC, into Campus, R College, L San Pablo, R 23rd, L Macdonald, R 16th, Richmond BART TC, 16th, L Macdonald, R 22nd, into 23rd, L San Pablo, R Hwy #580 E.B. On-Ramp, HWY #580 E.B., R Regatta Blvd Off-Ramp, R Meade, R Regatta, L Marina, R Hall, L Harbour Wy So. to Ford Point
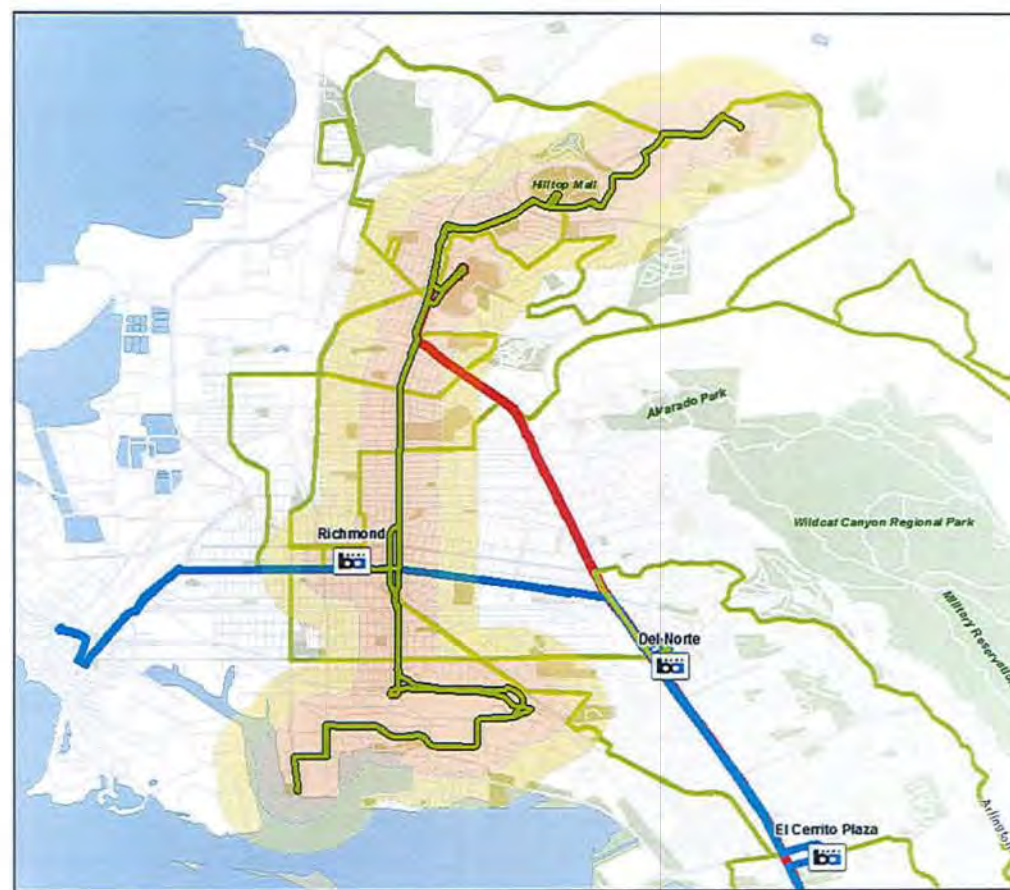
Bus every __ minutes		Distance from Bus Line	
▬ 5 - 8	▬ 15 ▬ 30	1/4 mile	
▬ 10 - 12	▬ 20 ▬ 40 - 60	1/2 mile	
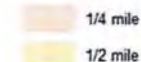
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L27 23rd Ave- El Sobrante

Richmond BART- Castro Ranch

Peak Headway	Base Headway	Span
30	**30**	6:00 am
		10:00 pm

Activity Centers:

- Hilltop Mall
- Contra Costa College
- 23rd Ave

Major Transit Hub Connections:

- Hilltop Mall
- Contra Costa College Transit Center
- Richmond BART

Frequent Network Connections:

San Pablo/Macdonald (**M4**)
San Pablo Rapid (**R1**)

South/East Route: Richmond BART, L Macdonald, L 23rd, L San Pablo, R El Portal, L Mission Bell, into Contra Costa College TC, then via Campus, R College Ln, R San Pablo, R Robert Miller, R Hilltop Mall Rd, L into Hilltop Mall, L Hilltop Mall Mall Rd, R Shane, L Groom, R Moyers, L Fordham, L Rollingwood, R Glenlock, L El Portal, L San Pablo Damn, L May, R Valley View, L Olinda, R Castro Ranch

North/West Route: Via Castro Ranch, R San Pablo Dam, R El Portal, R Glenlock, L Rollingwood, L Fordham, R Moyers, L Groom, R Shane, L Hilltop Mall Rd, R Hilltop Mall, R Hilltop Mall Rd, L Robert Miller, L San Pablo, L College Ln, L Mission Bell into Contra Costa College, then via Campus, R College Ln, L San Pablo, R 23rd, into 22nd, R Macdonald, R 16th into BART
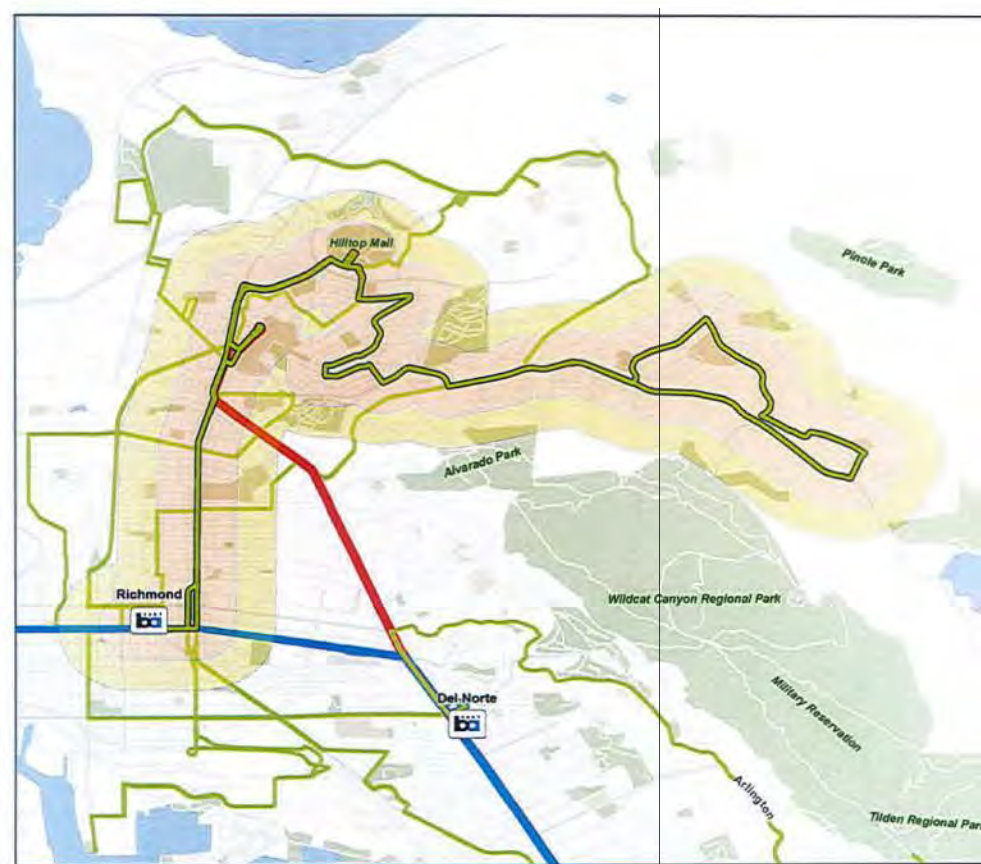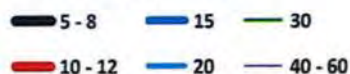
Draft alignment, June 2015

Bus every __ minutes

- 5 - 8
- 15
- 30
- 10 - 12
- 20
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile
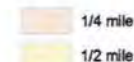
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L25 Spruce

Grizzly Peak – Berkeley BART

Peak Headway	Base Headway	Span
30	30	6:00 am
		8:00 pm

Activity Centers:

- UC Berkeley Campus
- Downtown Berkeley BART

Major Transit Hub Connections:

- Downtown Berkeley BART

Frequent Network Connections:

- Telegraph (M6)
- University/College (M8)
- MLK/Solano (L23)
- 52 Cedar/University
- 88 Sacramento

North/East Route: From Allston, R Shattuck, R University, L Oxford, R Hearst, L Euclid, L Eunice, R Oxford, R Rose, L Spruce, L Grizzly Peak

South/West Route: From Grizzly Peak, L Beloit, R Purdue, L Kenyon, L Trinity, L Beloit, R Grizzly Peak, R Spruce, R Rose, L Oxford, L Eunice, R Euclid, R Hearst, L Oxford, R Allston

Bus every __ minutes

- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.25   0.5   1 Miles
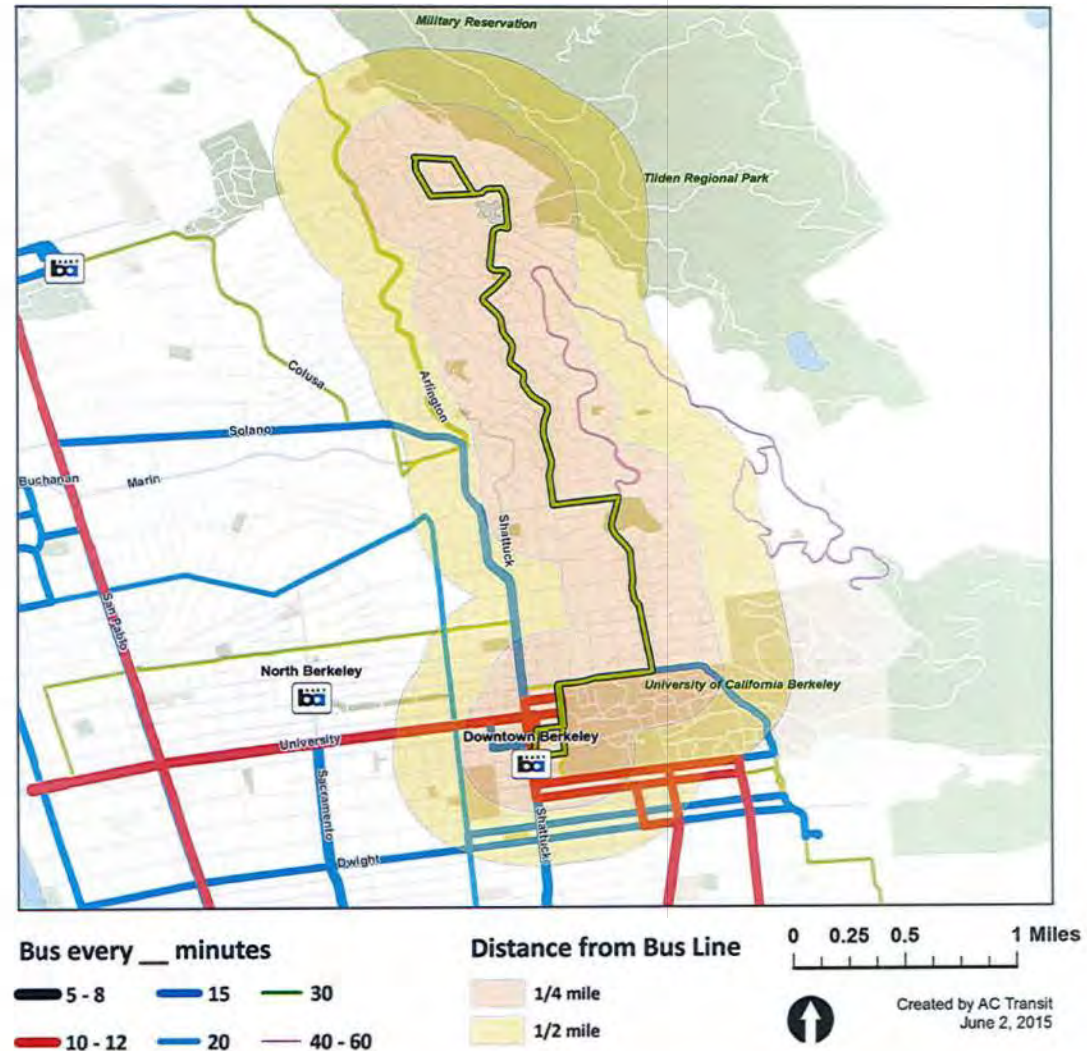
Created by AC Transit
June 2, 2015

7 Arlington

Del Norte BART – Downtown Berkeley

Peak Headway	Base Headway	Span
30	**30**	6:00 am
		10:00 pm

Activity Centers:
- Downtown Berkeley

Major Transit Hub Connections:
- Downtown Berkeley BART
- Del Norte BART
- Rockridge BART

Frequent Network Connections:
- Telegraph (**M6**)
- College/University (**M8**)
- MLK/Solano (**L23**)
- San Pablo/Macdonald (**M4**)
- San Pablo Rapid (**R1**)
- **52** Cedar/University
- **88** Sacramento

North/East Route: Via Shattuck, L University, R Shattuck, into Shattuck Pl, into Henry Street into Sutter, into Solano, L The Alameda, L Marin, into Arlington Av, into Arlington Blvd, L Barrett, into Dimm, into Barrett Ave, L San Pablo, L Knott, R Key, R, Cutting, L BART Roadway, R Hill, R Del Norte BART

South/West Route: EC Del Norte BART, L Cutting, R San Pablo, R Barrett Ave, into Dimm, into Barrett, R Arlington, into Arlington, into Marin, into Monterey, R Martin Luther King Jr. Way, into The Alameda, R Solano Ave, into Sutter Street, into Henry St, into Shattuck Pl, into Shattuck Ave, L University, R Oxford, R Allston.

Bus every __ minutes

5 - 8	15	30	
10 - 12	20	40 - 60	

Distance from Bus Line

- 1/4 mile
- 1/2 mile
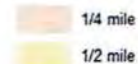
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L15 Colusa/Claremont

Rockridge BART – El Cerrito Plaza BART

Peak Headway	Base Headway	Span
30	30	6:00 am
		10:00 pm

Activity Centers:

- Downtown Berkeley
- UC Berkeley
- College/Claremont
- El Cerrito Plaza

Major Transit Hub Connections:

- Rockridge BART
- Downtown Berkeley BART
- El Cerrito Plaza BART

Frequent Network Connections:

- San Pablo Rapid (R1)
- Telegraph (M6)
- College/University (M8)
- San Pablo/MacDonald (M4)
- MLK/Solano (L23)
- 51A Broadway/Santa Clara
- 52 Cedar/University
- 88 Sacramento

North/East Route: College, R Claremont Ave, L Claremont Blvd, onto Belrose, L Derby, R Warring, L Piedmont, L Bancroft, R Shattuck, L University, R Martin Luther King, into the Alameda, L Solano, R Colusa, L Fairmont, R Richmond, L Central, L El Cerrito Plaza BART

South/West Route: El Cerrito Plaza BART, L Fairmont, R Colusa, L Solano, R The Alameda, into Martin Luther King, R Center, R Shattuck, L Durant, R Piedmont, R Warring, L Derby, R Belrose, onto Claremont Blvd, R Claremont Ave, L College, R Miles, L Forest, L Shafter, L College to Miles

Bus every __ minutes

- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile
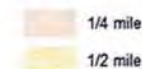
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L23 MLK/Solano

UC Village– Lake Merritt BART

Peak Headway	Base Headway	Span
15	20	6:00 am
		12:00 am

Activity Centers:

- UC Village
- Berkeley
- Children's Hospital
- Macarthur Village
- Downtown Oakland
- Chinatown

Major Transit Hub Connections:

- Downtown Berkeley BART
- 19th Street BART
- 12th Street BART
- Macarthur BART
- Lake Merritt BART

Frequent Network Connections:

- San Pablo Rapid (R1)
- San Pablo/Macdonald (M4)
- Macarthur (M5)
- Telegraph (M6)
- International (M7)*
- College/University (M8)
- 14th-High (L17)
- Ashby (L21)
- Oakland/Park (L16)
- 51A Broadway/Santa Clara
- 52 Cedar-University
- 40 Foothill
- 62 7th St/23rd Av
- 88 Sacramento

*Replaced by International Bus Rapid Transit (BRT), 2017

North Route: Via Oak, R 9th, R Fallon, R 8th, R Broadway, L 12th, R MLK, R Adeline, L MLK, R Allston, L Shattuck, Into Shattuck Pl, Into Henry, Into Sutter, Into Solano, L San Pablo, R Buchanan, L Jackson, L Monroe
South Route: Via Monroe, L San Pablo, R Solano, Into Sutter, Into Henry, Into Shattuck, R Allston, R MLK, R Adeline, L MLK, L 11th, R Broadway, L 7th, L Oak

Bus every __ minutes		
5 - 8	15	30
10 - 12	20	40 - 60

Distance from Bus Line
1/4 mile
1/2 mile
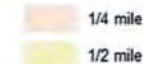
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

52 Cedar-University
UC Berkeley – University Village

Peak Headway	Base Headway	Span
15	**20**	6:00 am
		12:00 am

Activity Centers:
- UC Village
- UC Berkeley
- Downtown Berkeley

Major Transit Hub Connections:
- Downtown Berkeley BART

Frequent Network Connections:
- MLK/Solano (**L23**)
- Telegraph (**M6**)
- College/University (**M8**)
- San Pablo/Macdonald (**M4**)
- San Pablo Rapid (**R1**)
- 88 Sacramento

North/East Route: Via Bancroft, R Shattuck, L University, R Sacramento, L Cedar, R San Pablo, L Monroe,

South/West Route: Monroe, R Jackson, L Ohlone, L West End, L Red Oak, L Jackson, R Monroe, R San Pablo, L Cedar, R Sacramento, L University, L Oxford, R Hearst, R Gayley into Piedmont, R Bancroft

Bus every __ minutes		Distance from Bus Line	
━ 5 - 8	━ 15	━ 30	1/4 mile
━ 10 - 12	━ 20	━ 40 - 60	1/2 mile

0   0.5   1 Miles
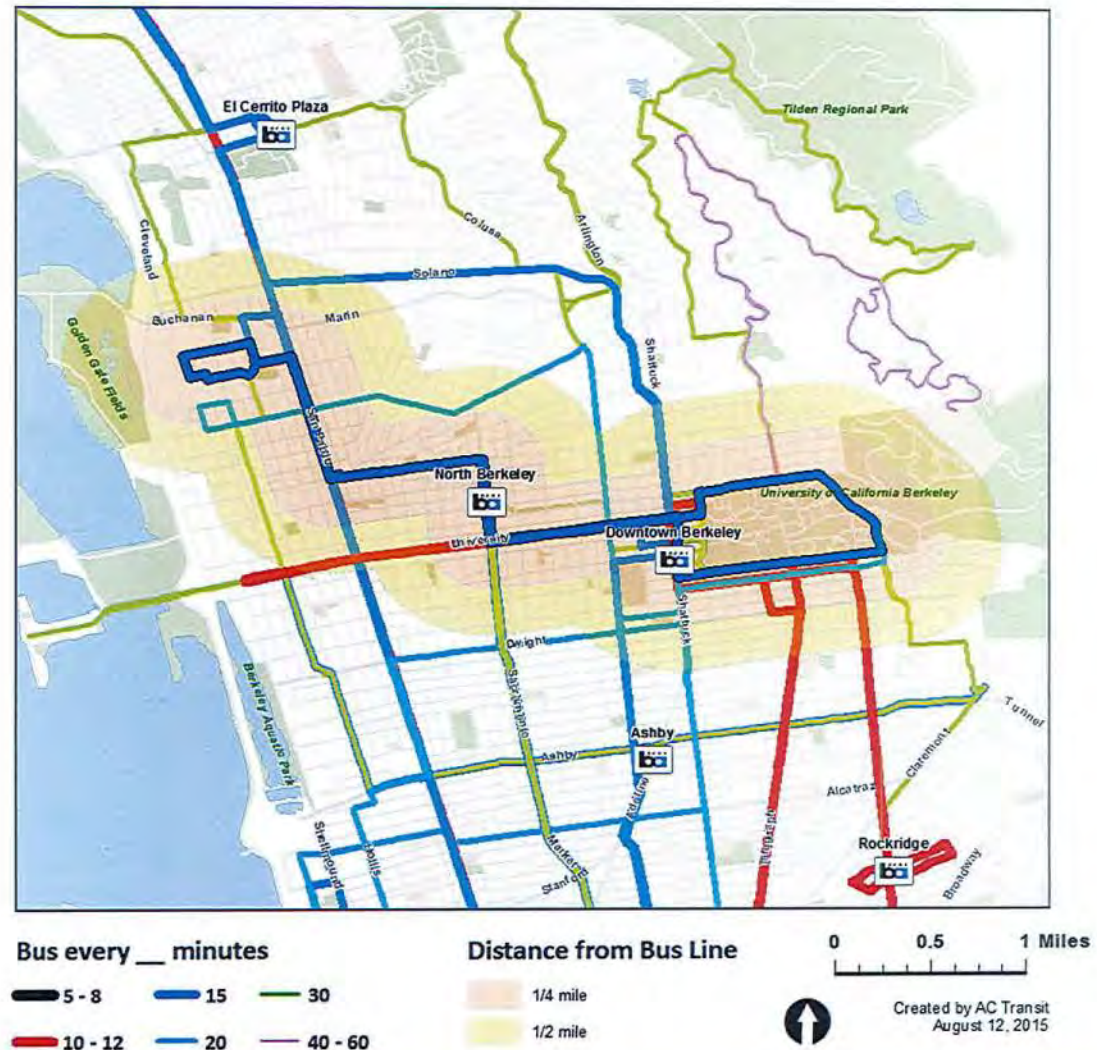
Created by AC Transit
August 12, 2015

L22 Dwight

UC Berkeley – West Oakland BART

Peak Headway	Base Headway	Span
20	**20**	6:00 am
		12:00 am

Activity Centers:

- UC Berkeley
- Downtown Berkeley
- Emeryville Public Market
- Bay Street

Major Transit Hub Connections:

- Downtown Berkeley BART
- West Oakland BART

Frequent Network Connections:

- San Pablo Rapid (**R1**)
- San Pablo/Macdonald (**M4**)
- Telegraph (**M6**)
- College/University (**M8**)
- MLK/Solano (**L23**)
- 14th-High (**L17**)
- **52** Cedar/University
- **88** Sacramento
- **NL** San Francisco

North/East Route: Via Bancroft, R Shattuck, L Dwight, R San Pablo, R Ashby, L 7th, R Folger, L Hollis, R 65th, L Christie, R Shellmound, into 40th St, R Hollis, L into 32nd, R Adeline, L 7th , L Chester, R W.O. BART

South/West Route: W.O. BART, L Mandela, R 7th, L Adeline, L 32nd, R into Hollis, L 40th, into Shellmound, L Shellmound Way, R Christie, R 65th, L Hollis, R Folger, L 7th, R Ashby, L San Pablo, R Dwight, R Shattuck, R Durant, L Piedmont, R Bancroft
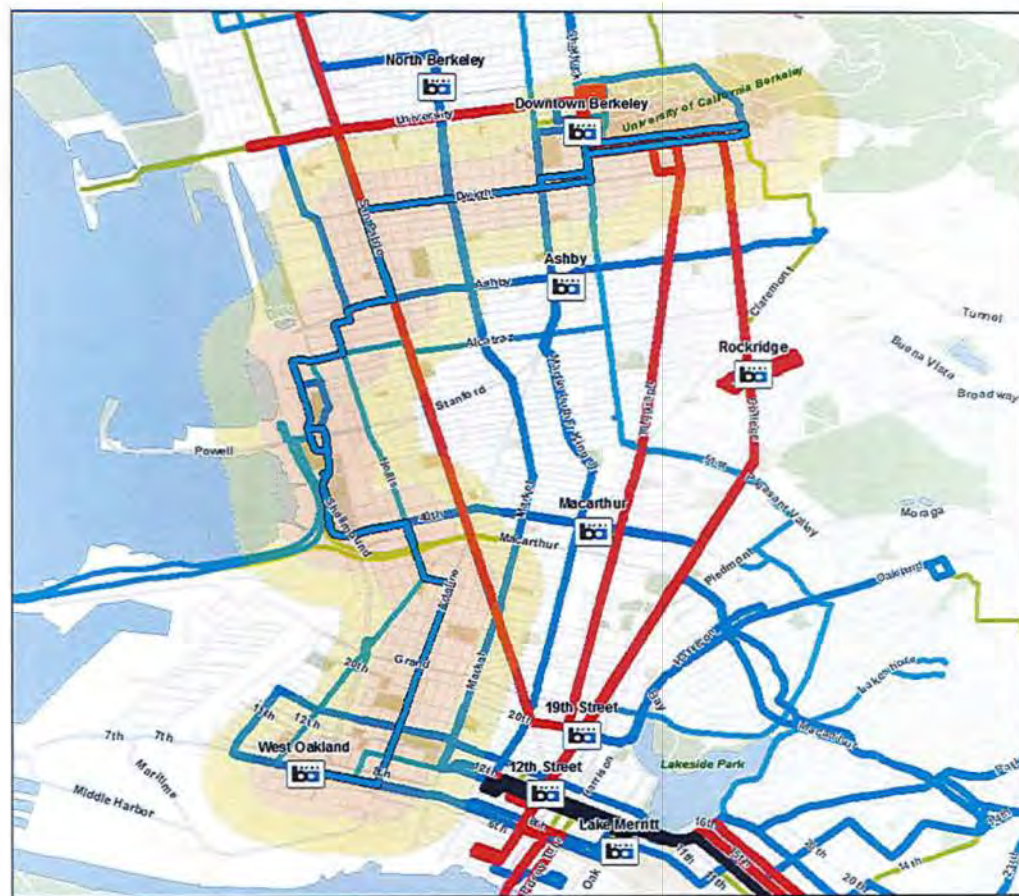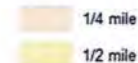
Bus every __ minutes

- 5 - 8
- 15
- 30
- 10 - 12
- 20
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

| 0 | 0.5 | 1 Miles |

Created by AC Transit
August 12, 2015

L21 Ashby

El Cerrito Plaza/Berkeley Marina – Ashby & Claremont

Peak Headway	Base Headway	Span
15	20	6:00 am
		12:00 am

Activity Centers:

- College Ave
- San Pablo Ave
- West Berkeley employers

Major Transit Hub Connections:

- El Cerrito Plaza BART
- Berkley Amtrak
- Ashby BART

Frequent Network Connections:

- Telegraph (**M6**)
- College/University (**M8**)
- MLK/Solano (**L23**)
- San Pablo/Macdonald (**M4**)
- San Pablo Rapid (**R1**)

- **88** Sacramento

North/East Route: Via Russell, L Claremont Blvd, L Claremont Ave, R Ashby, R 7th Street, L Dwight CR, into 6th ; **Short trip continues via** L Allston, R 4th, R, Hearst, R 6th R University, to Marina; **Long trip continues** via 6th, L Allston, R 4th, R Hearst, L 6th R Gilman, L 8th, R Jackson, L Buchanan, R Pierce, R Central, R into El Cerrito Plaza BART.

South/West Route: Long trip via El Cerrito Plaza BART, L Central, L Pierce, R Buchanan, R Jackson, R Gilman, L 6th St into Dwight into 7th St, L Ashby, L Claremont, L Russell. Short trip begins at Berkeley Marina via University, L 6th St, R Hearst, L 4th St,- L Allston,- R 6th St. Continues via long route.

Bus every __ minutes

- 5 - 8
- 15
- 30
- 10 - 12
- 20
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

88 Sacramento

Downtown Berkeley to Lake Merritt BART

Peak Headway	Base Headway	Span
15	20	6:00 am
		12:00 am

Activity Centers:

- Downtown Berkeley
- Downtown Oakland

Major Transit Hub Connections:

- Downtown Berkeley BART
- 12th Street BART
- Lake Merritt BART

Frequent Network Connections:

- San Pablo Rapid (**R1**)
- San Pablo/Macdonald (**M4**)
- Macarthur (**M5**)
- Telegraph (**M6**)
- International M7)*
- College/University (**M8**)
- 14th-High (**L17**)
- Ashby (**L21**)
- Oakland/Park (**L16**)
- **52** Cedar-University
- **40** Foothill
- **51A** Broadway/Santa Clara
- **62** 7th St/23rd Av
- **NL** San Francisco

*Replaced by International Bus Rapid Transit (BRT) 2017

South/East Route: Via Center, R Martin Luther King Jr, L University, L Sacramento, into Market, L 10th , R into 11th, R Madiison to 9th

North/West Route: Via Madison, L 7th, L Oak, L 12th, L into 10th, R Market, into Sacramento, R University, R Shattuck, R Center

Bus every __ minutes

- 5 - 8
- 15
- 30
- 10 - 12
- 20
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile
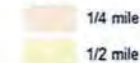
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L19 Lakeshore/Hollis

Emeryville – Lakeshore

Peak Headway	Base Headway	Span
20	**20**	6:00 am
		10:00 pm

Activity Centers:

- Emeryville Public Market
- Downtown Oakland
- Lake Merritt
- Grand Lake District

Major Transit Hub Connections:

- West Oakland BART
- 12th St BART
- Lake Merritt BART

Frequent Network Connections:

- San Pablo Rapid (**R1**)
- San Pablo/Macdonald (**M4**)
- Macarthur (**M5**)
- Telegraph (**M6**)
- International (**M7**)*
- 14th/High (**L17**)
- Oakland/Park (**L16**)
- Shattuck/Solano (**L20**)
- MLK/Solano (**L23**)
- **51A** Broadway/Santa Clara
- **88** Sacramento
- **NL** San Francisco

Replaced by International Bus Rapid Transit (BRT), 2017

North/East Route: Walavista, L lakeshore, into 1st Ave, into 12th Street Dam, into 12th St, L 10th St, L Union, R 7th, L Mandela, R West Oakland BART, R Chester, L 7th, R Peralta, R 20th, L Mandela, R Peralta, L Hollis, L 65th, L Christie, L 64th

South/West Route: L Shellmound Way, R 65th, R Hollis, R Peralta, R 24th, L Mandela, R Peralta, L Union, R 10th, Into 11th, R 12th St Dam, into 1st Ave , into Lakeshore, R into Park Ln, R Walavista
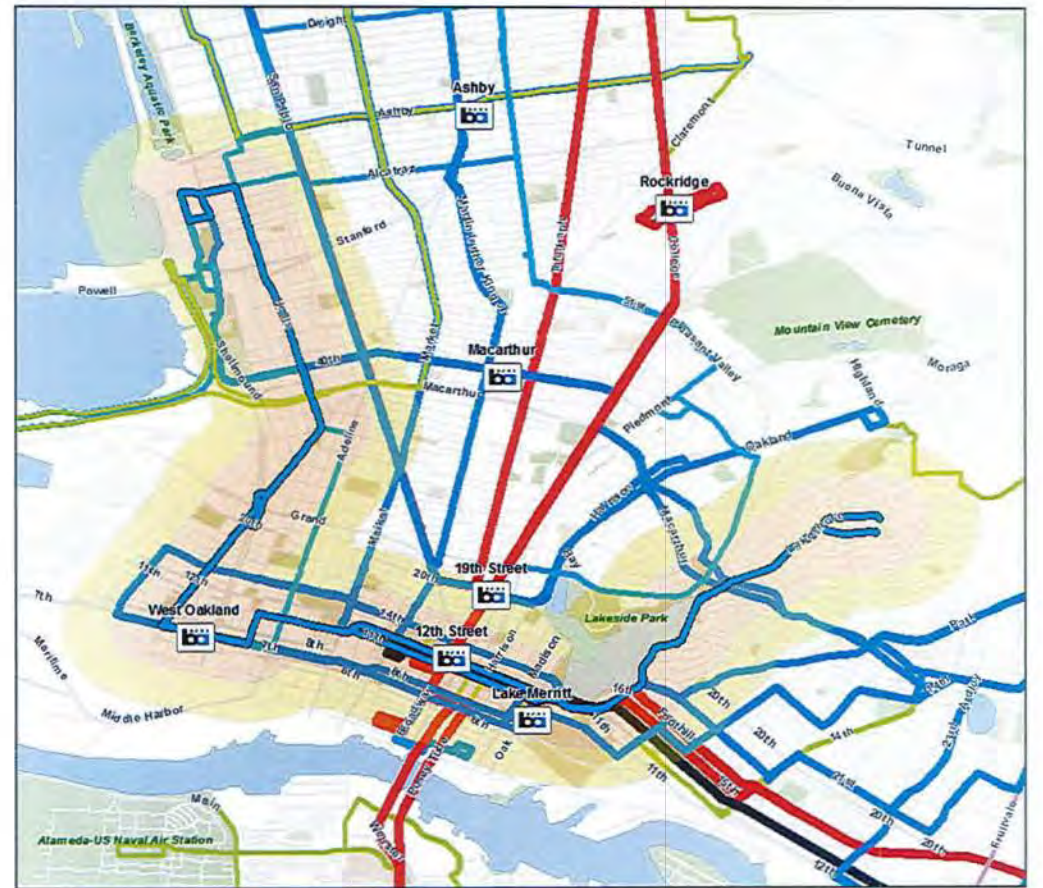
Bus every __ minutes

- ━━ 5 - 8
- ━━ 15
- ━━ 30
- ━━ 10 - 12
- ━━ 20
- ━━ 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0	0.5	1 Miles

Created by AC Transit
August 12, 2015

L20 Shattuck/Grand

4th/Gilman – Jack London Square

Peak Headway	Base Headway	Span
20	**20**	6:00 am
		11:00 pm

Activity Centers:

- Downtown Berkeley
- Temescal
- Piedmont Av
- Grand Av
- Grand Lake
- Lake Merritt
- Uptown
- Downtown Oakland
- Jack London District

Major Transit Hub Connections:

- Berkeley BART
- Ashby BART
- Uptown Transit Center
- 19th Street BART
- 12th Street BART
- Oakland Amtrak

Frequent Network Connections:

- San Pablo Rapid (**R1**)
- San Pablo/Macdonald (**M4**)
- Macarthur (**M5**)
- Telegraph (**M6**)
- International (**M7**)*
- College/University (**M8**)
- 14th-High (**L17**)
- Ashby (**L21**)
- Oakland/Park (**L16**)
- **40** Foothill
- **51A** Broadway/Santa Clara
- **52** Cedar-University
- **62** 7th St/23rd Av
- **88** Sacramento
- **NL** San Francisco

*Replaced by International Bus Rapid Transit (BRT), 2017

North/East Route: Via Alice, R 2nd St, L Webster St, R Embarcadero W, R Broadway, R Grand, L Linda, R Piedmont, L Pleasant Valley, into 51st St, R Shattuck, L Allston, R MLK, L Hopkins, R Gilman, R 4th

South/West Route: Via 4th St, R Harrison, R 6th, L Gilman, L Hopkins, R MLK, L Allston, R Shattck, Solano to Shattuck, L 51st, into Pleasant Valley, R Piedmont, L Glen, R Linda, R Grand, L Broadway, L Embarcadero, L Webster, R 2nd St, L Jackson, L 3rd St, L Alice

Bus every __ minutes
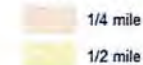
- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L17 14th/High

West Oakland - Fruitvale

Peak Headway	Base Headway	Span
15	**15**	5:00 am
		12:00 pm

Activity Centers:
- Downtown Oakland
- Laurel District
- Fruitvale Transit Village

Major Transit Hub Connections:
- W. Oakland BART
- 12th Street BART
- Fruitvale BART

Frequent Network Connections:
- San Pablo Rapid (**R1**)
- San Pablo/Macdonald (**M4**)
- Macarthur (**M5**)
- Telegraph (**M6**)
- International (**M7**)*
- Oakland/Park (**L16**)
- MLK/Solano (**L23**)
- **20/21** Fruitvale
- **40** Foothill

- **51A** Broadway/Santa Clara
- **54** 35th Av
- **52** Cedar-University
- **62** 7th St/23rd Av
- **88** Sacramento
- **NL** San Francisco

Replaced by International Bus Rapid Transit (BRT), 2017

North/East Route: Fruitvale BART, L 33rd, L San Leandro St, L High, L Macarthur, L 35th, R School, L Coolidge, R Brookdale, L Fruitvale, R. E 27th Ave, L 25th Ave, R E. 21st St, L 14th Ave, R E.18th St, L Lakeshore, Into 1st Ave, Into 12th St Dam, R Into 14th St, L Wood, L 7th St, R Chester, L BART Roadway To W. Oakland BART

South/West Route: W. Oakland BART, L Mandela, L 7th St, R Wood, R 14th St, Into 12th St Dam, L 1st Ave, Into Lakeshore Ave, R E.18th St, L 14th Ave, R E.21st St, L 25th Ave, R E.27th St, L Fruitvale, R Brookdale, L Coolidge, R School, L35th Ave, R Macarthur, R High, R San Leandro St, R 35th Ave, Into Fruitvale BART
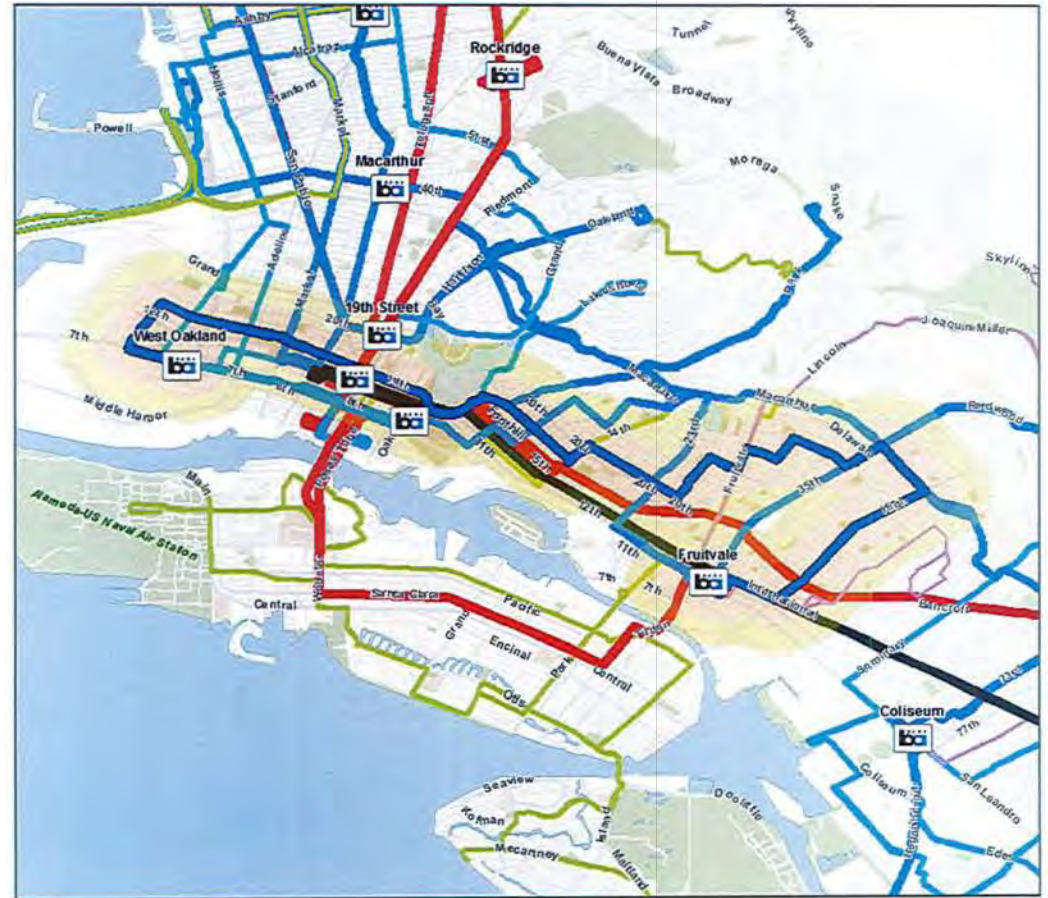
Bus every __ minutes

5 - 8	15	30
10 - 12	20	40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile
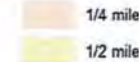
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L28 14th Ave

Alameda Point – Dimond District

Peak Headway	Base Headway	Span
30	**30**	6:00 am
		10:00 pm

Activity Centers:

- Alameda Landing
- Webster Street
- College of Alameda
- Downtown Oakland
- Chinatown (Oakland)
- Laney College
- Eastlake District
- Dimond District

Major Transit Hub Connections:

- 12th Street BART
- Lake Merritt BART

Frequent Network Connections:

- International (**M7**)*
- Telegraph (**M6**)
- Macarthur (**M5**)
- San Pablo/Macdonald (**M4**)
- Oakland/Park (**L16**)
- San Pablo Rapid (**R1**)
- MLK/Solano (**L23**)

- **40** Foothill
- **51A** Broadway/Santa Clara
- **62** 7th St/23rd Av
- **88** Sacramento
- **NL** San Francisco
- *Replaced with International Bus Rapid Transit, 2017*

North/East Route: R Fruitvale, L Macarthur, L Beaumont, R into 14th Ave, R E. 12th St, L 5th Ave, R E.10th Street, into 10th St, R Oak, L 12th St, R Broadway, L 7th, R Webster into Webster Tube, R Willie Stargell, R 5th, R Mitchell, into Marina Village, L Challenger, L Atlantic, L Webster, R Lincoln, into Marshall, into Pacific, R Main, L W Midway, L Pan Am, R W. Ranger

South/West Route: W Ranger, R Saratoga, R W Midway, R Main, L Pacific, into Marshal, into Lincoln, L Webster, R Atlantic, L Challenger, R Marina Village, into Mitchell, L 5th, L Willie Stargell, L Webster, L 8th, R Broadway, R 11th R Madison, L 10th St, L 5th Ave, R E.12th St, L 14th Ave, at E. 31st, veer R14th Ave, R Macarthur, R Champion, R Montana to Fruitvale

Bus every __ minutes
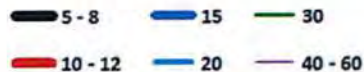
5 - 8	15	30	
10 - 12	20	40 - 60	

Distance from Bus Line

1/4 mile
1/2 mile
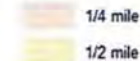
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L16 Oakland/Park

Piedmont - Montclair

Peak Headway	Base Headway	Span
15	20	6:00 am
		12:00 am

Activity Centers:

- Inverleith (until 10PM)
- Adams Point
- Uptown
- Downtown Oakland
- Lake Merritt
- East Lake
- Montclair
- Piedmont

### Major Transit Hub Connections:

- 19th St BART
- 12th Street BART
- Lake Merritt BART

Frequent Network Connections:

- San Pablo Rapid (R1)
- San Pablo/Macdonald (M4)
- Macarthur (M5)
- Telegraph (M6)
- 14th-High (L17)
- International (M7)*
- MLK/Solano (L23)
- 40 Foothill
- 51A Broadway
- 88 Sacramento
- NL San Francisco

*Replaced by International Bus Rapid Transit (BRT) 2017

From Highland Ave: Via Highland Wy, R Highland Av, L Oakland, R Bayo Vista, L Harrison, Into 20th St, L Broadway, L 11th St, R Lake Merritt, L Into 1st, Into Lakeshore, R E.18th St, L Park, L Mountain, Veer R Into Mountain

From Montclair Via Mountain, L Medau, L Moraga, Into Mountain, R Park, R E.18th St, L Lakeshore, Into 1st Ave, Into Lake Merritt Blvd, L 12th St, R\ Broadway, R 20th St, Into L Harrison St, Into Oakland Av, R Highland Av, L Highland Wy For Estates Loop Continue Via, L Highland Av, R Highland Av, L Sheridan, L Lincoln, R Crocker, L Hampton, R Estates, R Inverleith Ter. , L Hampton, R Crocker, L Lincoln, R Sheridan, R Highland Av, L Highland Wy To Terminal.
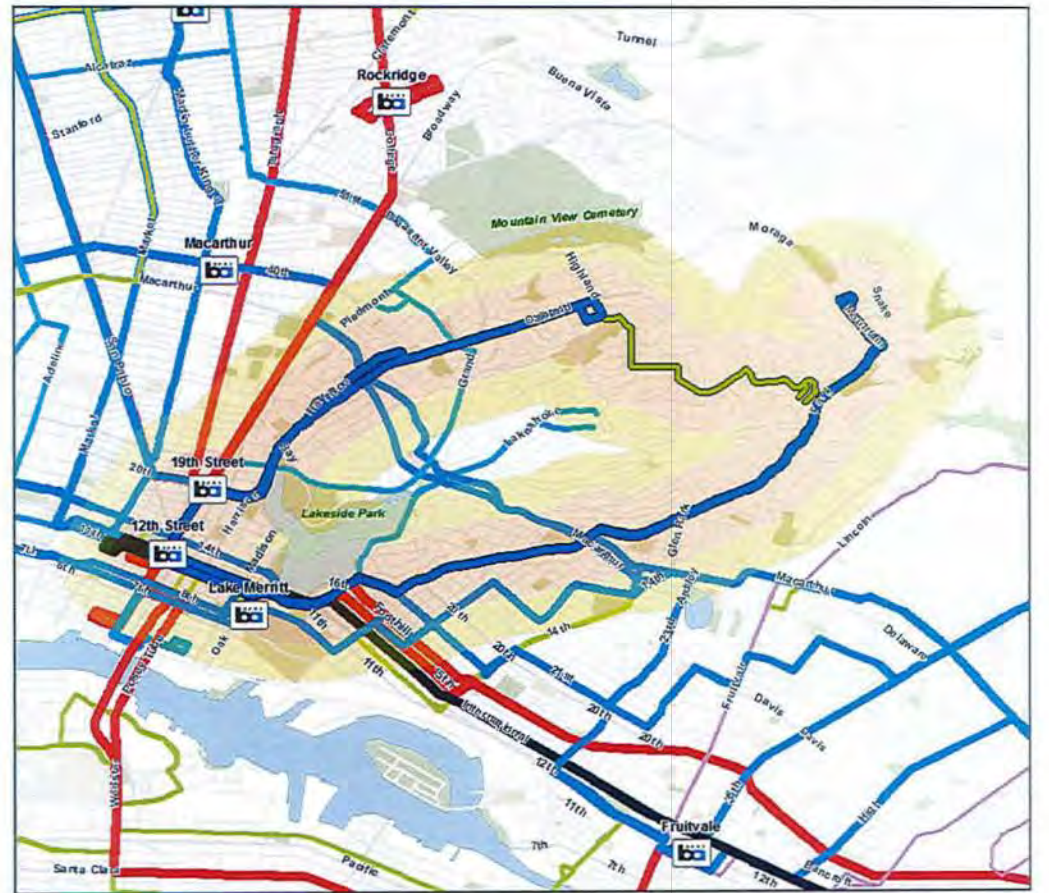
Bus every __ minutes

- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

62 7th St/23rd Av

West Oakland BART – Fruitvale BART

Peak Headway	Base Headway	Span
15	20	6:00 am
		12:00 am

Activity Centers:

- Jack London Gateway Center
- Chinatown
- Laney College
- Eastlake District
- Highland Hospital
- Fruitvale Transit Village

Major Transit Hub Connections:

- West Oakland BART
- Lake Merritt BART
- Fruitvale BART

Frequent Network Connections:

- San Pablo Rapid (R1)
- San Pablo MacDonald (M4)
- Macarthur (M5)
- International (M7)*
- 14th High (L17)
- Oakland/Park (L16)
- MLK/Solano (L23)
- 20/21 Fruitvale
- 40 Foothill
- 51A Broadway
- 54 35th Av
- NL San Francisco

North/East Route: From West Oakland BART, via BART roadway, R Chester, R 7th St, L Oak, R 10th St, L 5th Ave, L E.15th ST, L 8th Ave, R E.24th St, L 12th Ave, R E.31st St, L into 14th Ave, R Macarthur, R Ardley into 23rd Ave, L E.12th St, R Fruitvale, L San Leandro, L 35th Ave, L into Fruitvale BART

South/West Route: From Fruitvale BART, via L 33rd Ave, R San Leandro, R Fruitvale, L E.12th St, R 23rd Ave, into Ardley, L MacArthur, L Beaumont, R E.31st St, L 13th Ave, R E.24th St, L 8th St, L into Geary Adams, into 7th St, L Mandela, R into W. Oakland BART

Bus every __ minutes

- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.25 0.5   1 Miles

Created by AC Transit
June 2, 2015

L13 85th Ave/90th Ave
Coliseum BART – Foothill Square

Peak Headway	Base Headway	Span
20	20	6:00 am
		11:00 pm

Activity Centers:
- Foothill Square
- Oakland Coliseum

Major Transit Hub Connections:
- Coliseum BART
- Lake Merritt BART

Frequent Network Connections:
- Mission Blvd (**M2**)
- International (**M7**)*
- Macarthur (**M5**)
- 73 73rd-Hegenberger

*Replaced with International Bus Rapid Transit (2017)

Bus every __ minutes
- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line
- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

North/East Route: From Coliseum BART via San Leandro, L 85th Ave, R International, L 90th Ave, R Macarthur Blvd, L 106th, R Foothill

South/West Route: From Foothill Square via Foothill, R 108th, R MacArthur, L 90th, R International, L 85th, L San Leandro, R 75th Ave, L Snell, L 69th Ave, L San Leandro to Coliseum BART
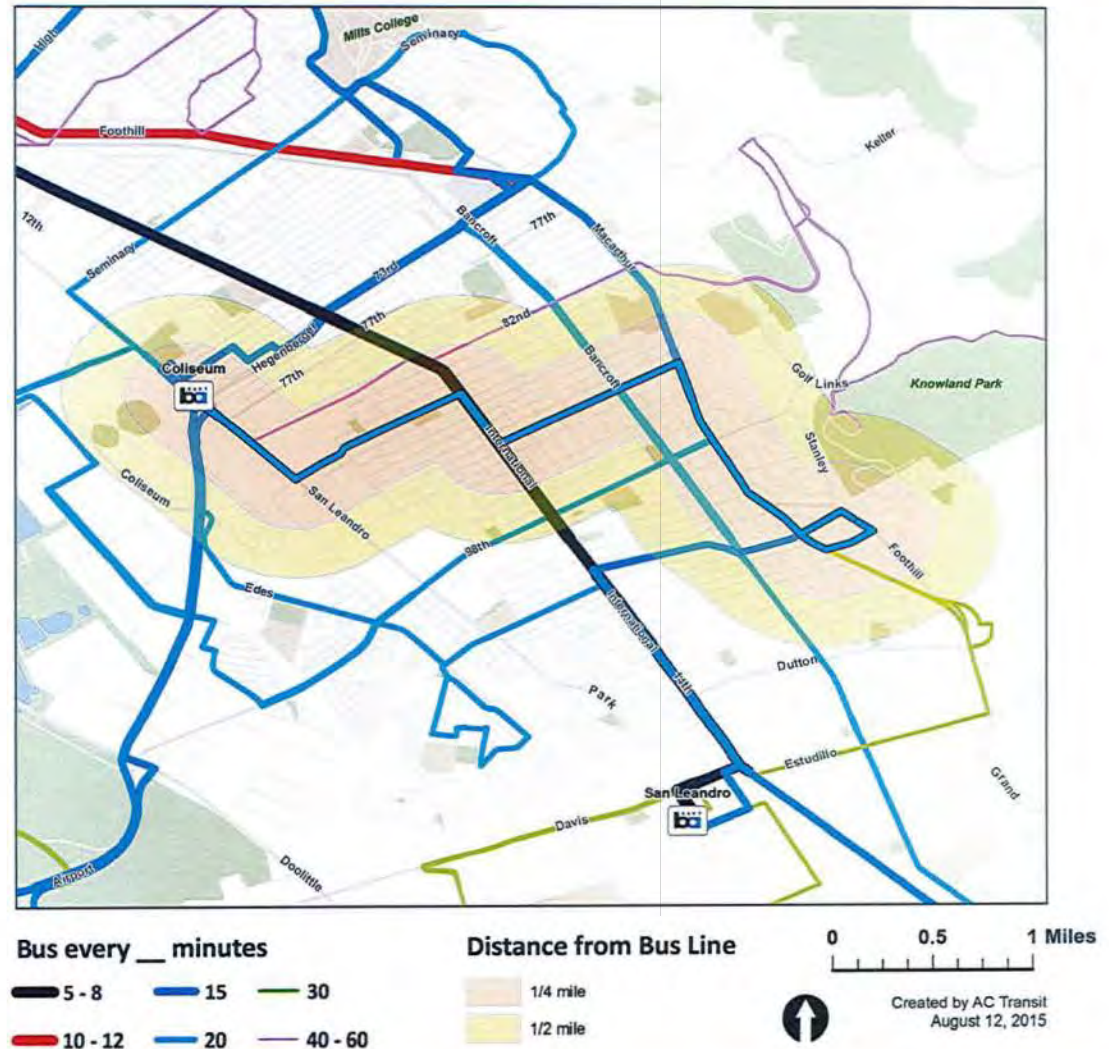
L14 98th Ave

Coliseum BART – Eastmont Transit Center

Peak Headway	Base Headway	Span
20	**20**	6:00 am
		11:00 pm

Activity Centers:

- Castlemont High
- Eastmont Towne Center
- Hegenberger Gateway Shopping
- Oakland Coliseum

Major Transit Hub Connections:

- Coliseum BART
- Eastmont Transit Center

Frequent Network Connections:

- Mission Blvd (**M2**)
- International (**M7**)*
- **40** Foothill
- **57** Macarthur
- **73** 73rd/Hegenberger
- **NL** San Francisco

Replaced with International Bus Rapid Transit (2017)

North/East Route: From Coliseum BART via San Leandro, L 66th Ave, L Oakport, R Hassler, L Edgewater into Hegenberger Loop, R Hegenberger Loop, L Cairo, R Empire, L 98th, L MacArthur, L 73rd, R into Eastmont Transit Center

South/West Route: From Eastmont Transit Center, R Foothill, R MacArthur, R 98th Ave, R Empire, L Cairo, R Hegenberger Loop, L Hegenberger Loop, into Edgewater, R Hassler, L Oakport, R 66th Ave, R San Leandro St, L 69th Ave, R Snell, R 75th, R San Leandro.
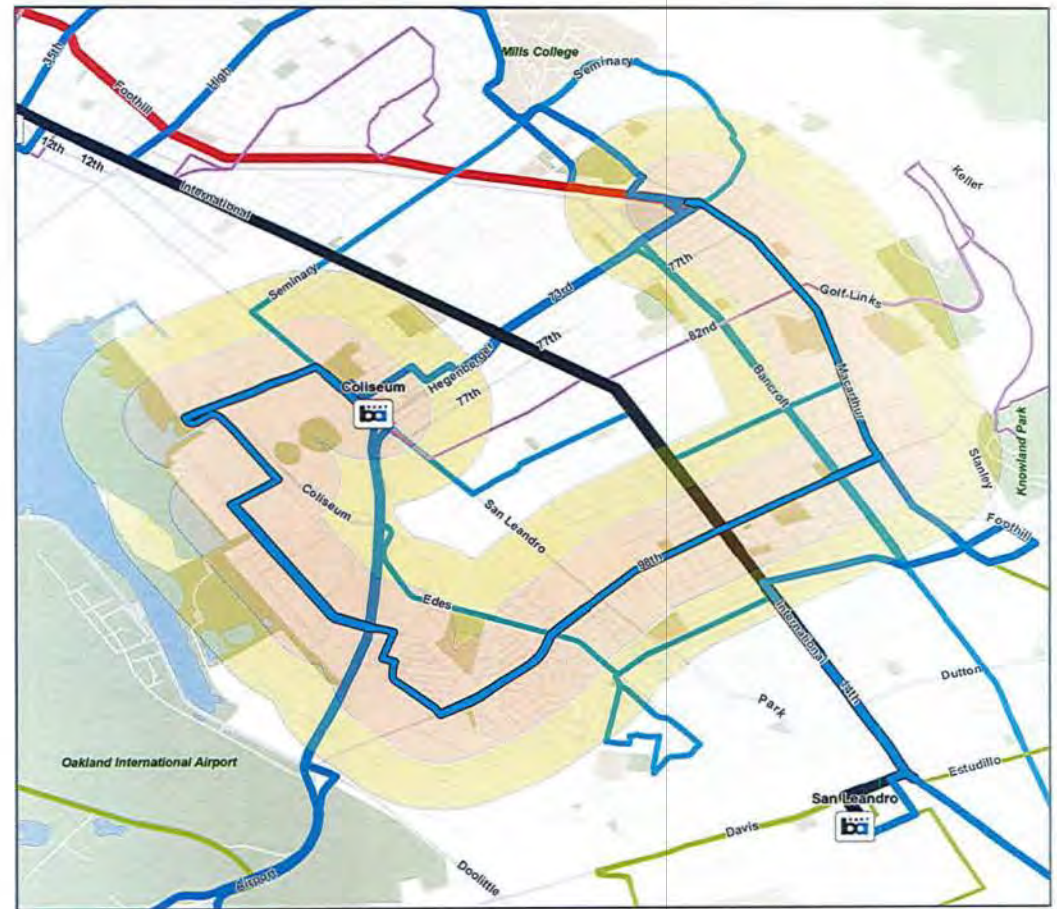
Bus every __ minutes

- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line
- 1/4 mile
- 1/2 mile

0 — 0.5 — 1 Miles

Created by AC Transit
August 12, 2015

20 Shoreline/Park

14th & Broadway to Dimond District

Peak Headway	Base Headway	Span
30	**30**	5:00 am
		10:00 pm

Activity Centers:

- Downtown Oakland
- Webster Street
- South Shore Center
- Park Street
- Fruitvale Ave
- Dimond District

Major Transit Hub Connections:

- 12th Street BART
- Fruitvale BART

Frequent Network Connections:

- San Pablo Rapid (**R1**)
- Macarthur (**M5**)
- Telegraph (**M6**)
- International (**M7**)*
- University-College (**M8**)
- MLK/Solano (**L23**)
- 14th Av/High (**L17**)
- Oakland/Park (**L16**)

- **40** Foothill
- **54** 35th Av
- **62** 7th St/23rd Av
- **88** Sacramento
- **51A** Broadway/Santa Clara
- **NL** San Francisco

Replaced by International Bus Rapid Transit (BRT), 2017

South/East Route: Via 14th St, R Broadway, L 7th, R Webster, L Central, R 8th, into Westline, L Otis, R Grand, L Shoreline, L Willow, R Whitehall, Southshore Center, L park, into 29th, R E.12th , R Fruitvale, L San Leandro, L 35th, Fruitvale BART, L 33rd, R San Leandro, R Fruitvale R Harold, L Champion, L Macarthur, L Fruitvale

North/West Route: Via Fruitvale, L San Leandro, , L 35th, Fruitvale BART, L 33rd, R San Leandro, R Fruitvale, L E.12th. L 29th , R Ford, L 23rd, into Park, R Southshore into Whitehall, L Willow, R Shoreline, R Grand, L Otis, R Westline into 8th, L Central, R Webster. L 8th, R Broadway, L 12th. L Clay, R 14th to Broadway
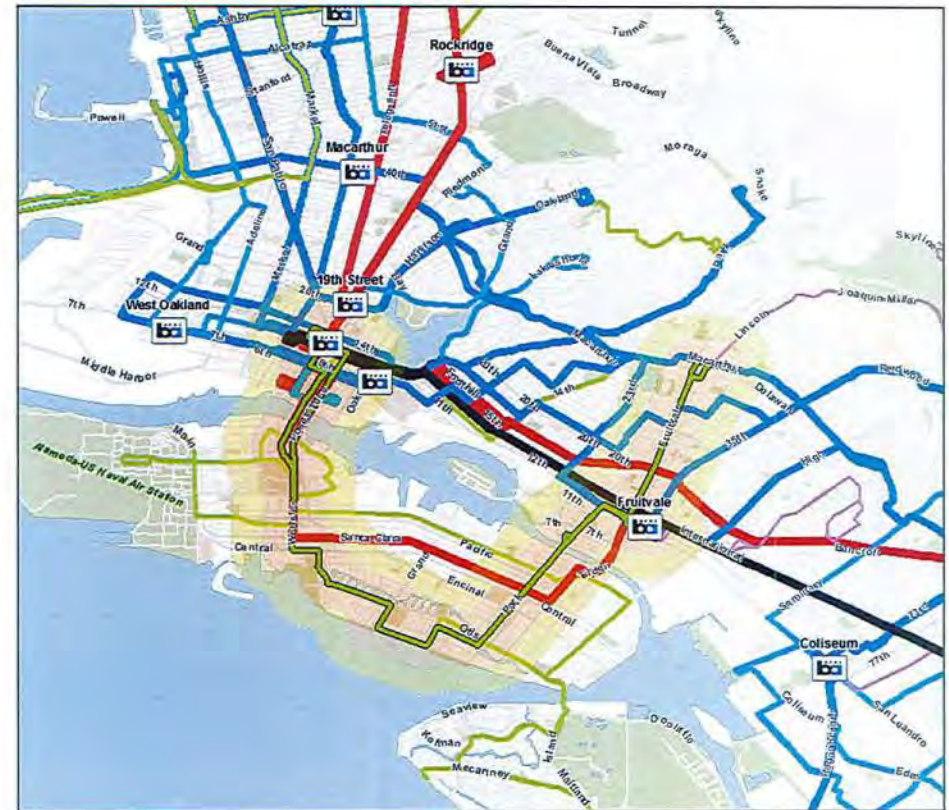
Bus every __ minutes

- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L2 (Alt. #1- Shoreline)

Main Street Ferry – Fruitvale BART

Peak Headway	Base Headway	Span
30	30	6:00 am
		10:00 pm

Activity Centers:

- Alameda Landing
- Webster Street
- College of Alameda

Major Transit Hub Connections:

- Fruitvale BART

Frequent Network Connections:

- International (M7)
- Encinal (T1)
- 20/21 Fruitvale
- 51A Broadway/Santa Clara
- 54 35th Ave
- 62 7th-Highland

North/East Route: From Fruitvale BART, into 33rd, R San Leandro, L Fruitvale, into Tilden, L Fernside, R High, R Otis, L Willow, R Shoreline, R Grand, L Otis, R Westline, into 8th, L Central, R Webster, L Willie Stargell, R Main St into Ferry Terminal

South/West Route: From Main St, L Willie Stargell, R Webster, L Central, R 8th, into Westline, L Otis, R Grand, L Shoreline, L Willow, R Otis, L High, L Fernside, R Tilden into Fruitvale, R San Leandro, L 35th, R roadway into Fruitvale BART

Bus every __ minutes

- 5 - 8
- 15
- 30
- 10 - 12
- 20
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles
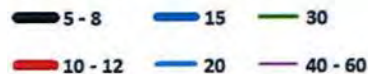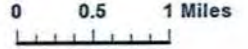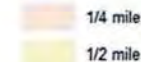
Created by AC Transit
August 12, 2015

Draft alignment, June 2015

L2 (Alt. #2- Encinal)

Main Street Ferry – Fruitvale BART

Peak Headway	Base Headway	Span
30	**30**	6:00 am
		10:00 pm

Activity Centers:

- Alameda Landing
- Webster Street
- College of Alameda

Major Transit Hub Connections:

- Fruitvale BART

Frequent Network Connections:

- International (**M7**)
- Encinal (**T1**)
- **20/21** Fruitvale
- **51A** Broadway/Santa Clara
- **54** 35th Ave
- **62** 7th-Highland

North/East Route: From Fruitvale BART, into 33rd, R San Leandro, L Fruitvale, into Tilden, L Fernside, R High, Encinal, into Central, R Webster, into Main Street, R Main Street Ferry Terminal

South/West Route: From Main St Ferry terminal L main Street, into Central, R into Encinal L High, L Fernside, R Tilden into Fruitvale, R San Leandro, L 35th, R roadway into Fruitvale BART

Bus every __ minutes

- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile
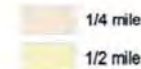
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L2 (Alt. #3- Buena Vista)

Downtown Oakland– Fruitvale BART

Peak Headway	Base Headway	Span
30	30	6:00 am
		10:00 pm

Activity Centers:

- Webster Street
- College of Alameda
- Park Street

Major Transit Hub Connections:

- Downtown Oakland
- Fruitvale BART

Frequent Network Connections:

- San Pablo Rapid (R1)
- Macarthur (M5)
- Telegraph (M6)
- International (M7)
- Encinal (T1)
- MLK/Solano (L23)
- 14th Av/High (L17)
- Oakland/Park (L16)
- 20/21 Fruitvale

- 40 Foothill
- 51A Broadway/Santa Clara
- 54 35th Av
- 62 7th St/23rd Av
- 88 Sacramento

North/East Route: From Fruitvale BART, into 33rd, R San Leandro, L Fruitvale, into Tilden, L Broadway, L Buena Vista, R Webster, into Posey Tube, into Harrison, L 12th Street, L Clay L 11th

South/West Route: Via 11th, R Broadway, L 7th, R Webster, into Webster Tube, L Buena Vista, L Broadway, R Tilden into Fruitvale, R San Leandro, L 35th, R roadway into Fruitvale BART

Bus every __ minutes

- 5 - 8
- 15
- 30
- 10 - 12
- 20
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile
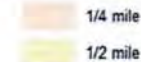
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L10 Castro Valley
Hayward BART – Bay Fair BART

Peak Headway	Base Headway	Span
30	30	6:00 am
		10:00 pm

Activity Centers:
- Bayfair Center
- Downtown Hayward
- Downtown Castro Valley

Major Transit Hub Connections:
- Bay Fair BART
- Hayward BART
- Castro Valley BART

Frequent Network Connections:
- Hesperian (**M1**)
- Mission Blvd (**M3**)

North/East Route: From Hayward BART, L C St, L 2nd, R B St, L Center, L Heyer, R Madison, L Seven Hills, L Redwood, R into Castro Valley BART, L Redwood, L Castro Valley, R Lake Chabot, L Somerset, R Stanton, L Miramar into 164th into Kent, R Delano, R Elgin, into Bay Fair BART.

South/West Route: From Bay Fair BART, R Elgin, L Delano, L Kent into 164th into Miramar, R Stanton, L Somerset, L Somerset, R Lake Chabot, L Castro Valley Blvd, R Redwood, R Castro Valley BART, L Redwood, R Seven Hills, R Madison, L Heyer, R Center, R B St, L into Hayward BART
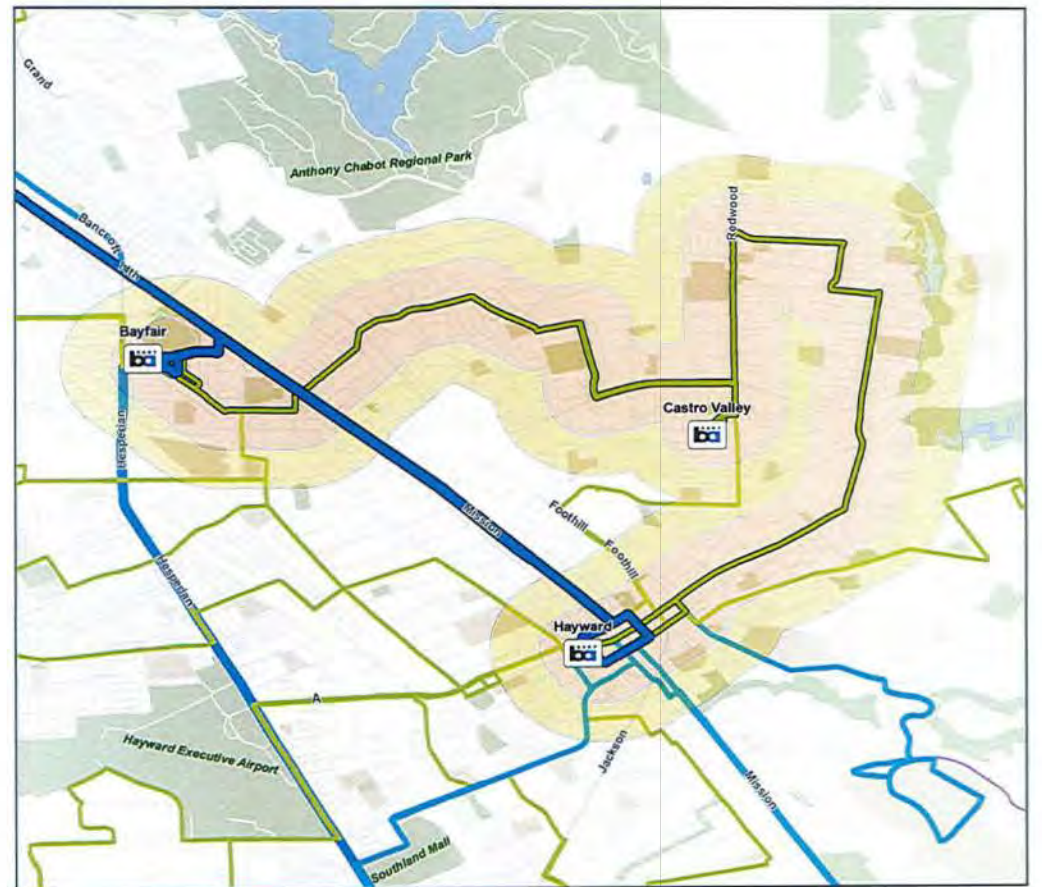
Bus every ___ minutes
- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line
- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

Draft alignment, June 2015

L83 Tennyson/A Street

Castro Valley BART – South Hayward BART

Peak Headway	Base Headway	Span
30	**30**	6:00 am
		10:00 pm

Activity Centers:

- Downtown Hayward
- City Hall
- Southland Mall
- Hayward Industrial Area
- Kaiser Hospital (Hayward)
- Tennyson Center
- Oliver Corners

Major Transit Hub Connections:

- Hayward BART
- South Hayward BART

Frequent Network Connections:

- Hesperian (**M1**)
- Mission Blvd (**M3**)

North/East Route: Via BART Roadway, L Dixon St, L Tennyson Rd, L Industrial Blvd, R Baumberg Av, Into Arden Rd, R\ Corporate Av, L\ Investment Blvd, R\ Eden Landing Rd, Into Clawiter Rd, R Depot Rd, L Industrial Blvd, Into Clawiter Rd, R Winton Ave,. L Hesperian Blvd. Into Frontage Rd., R A St, R Grand Ave., L B St R Into Hayward Bart Station into C St, L Foothill, R Grove, L Redwood, L Norbridge into Castro Valley BART

South/West Route: Via BART Roadway, R Norbridge, R Redwood, R Grove, L Foothill, R A St, L Montgomery into Hayward BART into C St, R Watkins St, R D St, R Grand St, L A St, L Hesperian Blvd, R Winton Av, L Clawiter Rd, Into Industrial Blvd, R Depot Rd, L Clawiter Rd, Into Eden Landing Rd, L Investment Blvd, R Corporate Av, L Arden Rd, Into Baumberg Av, L Industrial Blvd, R Tennyson Rd, R Dixon St, R into South Hayward BART Station.

Bus every __ minutes

- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L86–Tennyson/W A St

Hayward BART – South Hayward BART

Peak Headway	Base Headway	Span
30	**30**	4:00 am
		12:00 am

Activity Centers:

- Downtown Hayward
- City Hall
- Hayward Industrial Area
- Kaiser Hospital (Hayward)
- Tennyson Center

Major Transit Hub Connections:

- Hayward BART
- South Hayward BART

Frequent Network Connections:

- Hesperian Blvd **(M1)**
- Mission Blvd **(M3)**

North/East Route: From South Hayward BART, L Dixon , L Tennyson, R industrial, L Depot, R Cabot, R Winton, L Mack, L Sabre, R Stearman, R Corsair, L Winton, L Hesperian, R A St, R BART roadway into Hayward BART Station

South/West Route: From Hayward BART, via BART roadway into C St, R Watkins , R D St, L A St, L Hesperian, R Winton, R Corsair , L Stearman, L Sabre, R Mack , R Winton , L Cabot, L Depot , R Industrial, L Tennyson, R Dixon , R BART Roadway into South Hayward BART

Bus every __ minutes

- — 5 - 8
- — 15
- — 30
- — 10 - 12
- — 20
- — 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile
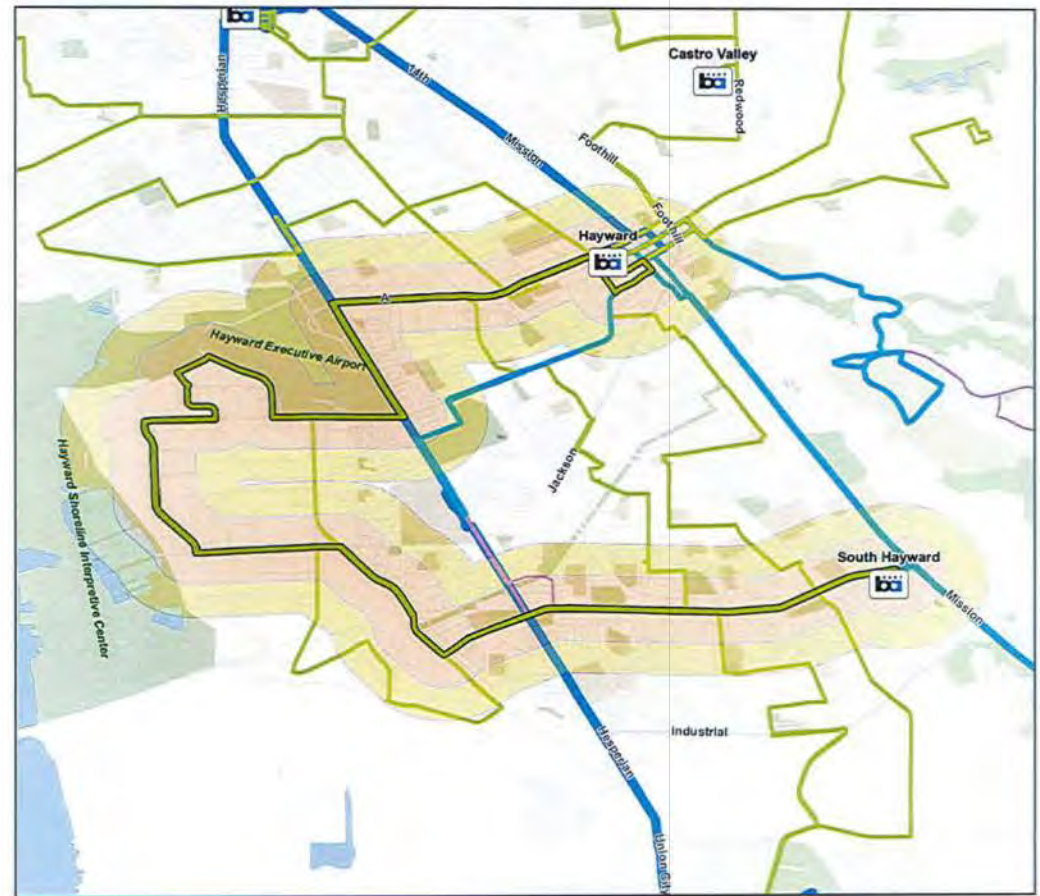
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L3 Meekland/Davis
Hayward BART – Foothill Sq.

Peak Headway	Base Headway	Span
30	**30**	6:00 am
		10:00 pm

Activity Centers:
- Downtown San Leandro
- Foothill Square
- Downtown Hayward
- Davis Street (Walmart)
- Kaiser Hospital (San Leandro)

Major Transit Hub Connections:
- San Leandro BART
- Hayward BART
- Hayward Amtrak

Frequent Network Connections:
- Hesperian Blvd (**M1**)
- Mission Blvd (**M3**)
- MacArthur Blvd (**M5**)
- International (**M7**)*

Replaced by International Bus Rapid Transit (BRT), 2017

North/East Route: From Hayward BART, L C St, R Watkins, R D St, R Myrtle, L MLK, into Meekland, L Lewelling, R Farnsworth, L Purdue, R Wiley, L Spruce, R Merced, R Fairway, L into Kaiser, R Merced, L Williams, R Westgate, R Davis, R San Leandro, R San Leandro BART, L San Leandro, R Davis, R E 14th, L Estudillo, L Macarthur, R 106th, R Foothill.

South/West Route: From Foothill, R 108th, L Macarthur, R Estudillo, L E 14th, L San Leandro, L into San Leandro BART, L San Leandro, L Davis, L Westgate, L Williams, R Merced, L into Kaiser, R Fairway, L Merced, L Spruce, R Wiley, L Purdue, R Farnsworth, L Lewelling, R Meekland, L MLK, Myrtle, L Winton, L D St, L Watkins, L B St, L into Hayward BART

Bus every ___ minutes

━━ 5 - 8	━━ 15 ── 30
━━ 10 - 12	━━ 20 ── 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L5 Lewelling/Davis
Hayward BART - Foothill Square

Peak Headway	Base Headway	Span
30	**30**	6:00 am
		10:00 pm

Activity Centers:

- Downtown San Leandro
- Foothill Square
- Davis St (Walmart)
- San Leandro Marina
- Downtown Hayward

Major Transit Hub Connections:

- San Leandro BART
- Hayward BART
- Foothill Square
- Hayward AMTRAK

Frequent Network Connections:

- Hesperian Blvd (**M1**)
- Mission Blvd (**M3**)
- MacArthur Blvd (**M5**)
- International (**M7**)*

Replaced with International Bus Rapid Transit (2017)

North/East Route: From Hayward BART, L C st, R Watkins St, R D St, R Grand, L A St, L Filbert, R B St, Meekland, L Lewelling, R Wicks, L Farallon, R Doolittle, L Bermuda, R Aurora, L Fairway, R Monarch, R Marina, L Aurora, R Williams, L Westgate, R Davis, R San Leandro into San Leandro BART, L Juana, L Hays, R Davis, R E14th, L Estudillo, L Macarthur, R Marlow, L Revere, R Foothill into MacArthur, R 106th, R Foothill.

South/West Route: From Foothill, R 108th, L Macarthur, R Estudillo, R E 14th, L Davis, L Hays, R Juana, R San Leandro, L into San Leandro BART, L San Leandro, L Davis, L Westgate, R Williams, L Aurora, R Marina, L Monarch, L Fairway, R Aurora, L Bermuda, R Doolittle, L Farallon, R Wicks, L Lewelling, R Meekland, L A St, R Montgomery into Hayward BART.

Bus every __ minutes

5 - 8	15	30
10 - 12	20	40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L9 San Lorenzo

San Leandro BART – Hayward BART

Peak Headway	Base Headway	Span
30	30	6:00 am
		10:00 pm

Activity Centers:

- Downtown San Leandro
- Greenhouse Marketplace
- Bay Fair Mall
- Arroyo High School
- Downtown Hayward

Major Transit Hub Connections:

- San Leandro BART
- Bay Fair BART
- Hayward BART

Frequent Network Connections:

- Hesperian Blvd (**M1**)
- Mission Blvd (**M3**)
- International (**M7**)*

* Replaced with International Bus Rapid Transit (2017)

North/East Route: From Hayward BART, L C St, R Watkins, R D St, R Grand into Western, L Blossom, R Hathaway, L Hacienda, L Hesperian, R Bockman, R Grant, R Via Alamitos, L Paseo Grande, L Meekland, L Ano, R Ashland, L Delano, R Elgin into Bay Fair BART, L Thornally, R Hesperian, L Halcyon into Floresta, Monterey, R Portola, L Alvarado, R Marina, L Washington, L W Juana, R San Leandro, L into San Leandro BART

South/West Route: From San Leandro BART, into West Juana, R Washington, R Marina, L Alvarado, R Portola, L Monterey, L Floresta into Halcyon, R Hesperian, L Thornally, R Bay Fair BART, R Elgin, L Delano, R Ashland, L Ano, R Meekland, R Paseo Grande, R Via Alamitos, L Grant, L Bockman, L Hesperian, R Hacienda, R Hathaway, L Blossom, R Western into Grand, L B St, Hayward BART

Bus every __ minutes

5 - 8	15	30
10 - 12	20	40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L11 South Hayward

Hayward BART – Union City BART

Peak Headway	Base Headway	Span
30	**30**	6:00 am
		10:00 pm

Activity Centers:

- Downtown Hayward
- City Hall
- Hayward Hall of Justice
- Union Landing
- Union City BART

Major Transit Hub Connections:

- Hayward BART
- Union Landing Transit Center
- Union City BART

Frequent Network Connections:

- Hesperian Blvd (**M1**)
- Mission Blvd (**M3**)

North/East Route: From Union City BART, L Decoto, R Alvarado Niles, R Union Landing TC, R Alvarado Niles, R Dyer into Whipple, L Industrial Pkwy SW, L Industrial Pkwy W, R Stratford, R Ruus Lane, L Ruus Road, L Folsom, R Tampa, L Tennyson, R Patrick, L Gomer, R Underwood, L Evergreen, R Harder, L Santa Clara, R Jackson, L Amador, L Winton, R Santa Clara, R A St, R Montgomery into Hayward BART

South/West Route: From Hayward BART, via BART roadway into C St, R Watkins, R D St, R Grand, L W A St, L Santa Clara, L Winton, R Amador, R Jackson, L Santa Clara, R Harder, L Evergreen, R Underwood, L Gomer, R Patrick, L Tennyson, R Tampa, L Folsom, R Ruus Road, L Ruus Lane, L Stratford, L Industrial Pkwy W, R Industrial Pkwy SW, R Whipple into Dyer, L Alvarado Niles, L Union Landing TC, L Alvarado Niles, L Decoto into Union City BART
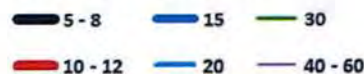
Bus every __ minutes

- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile
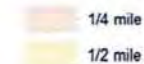
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L4–Whitman/Huntwood

Hayward BART – Union City BART

Peak Headway	Base Headway	Span
30	**30**	6:00 am
		10:00 pm

Activity Centers:

- Downtown Hayward
- Union Landing
- Union City BART
- South Hayward Industrial Area

Major Transit Hub Connections:

- Hayward BART
- South Hayward BART
- Union Landing Transit Center
- Union City BART

Frequent Network Connections:

- Hesperian Blvd **(M1)**
- Mission Blvd **(M3)**

North/East Route: From Union City BART, L Decoto, R Alvarado Niles, R Union Landing Transit Center, R Dyer into Whipple, L Huntwood, L Harris, R Manon, L Schafer, R Gading, R Harder, L Jane, L Whitman into Alves, L Leighton, R Silva, L Meek, R D St, R Tennyson, South Hayward BART, R Whitman, L Meek, R D St, L Watkins, Hayward BART.

South/West Route: From Hayward BART, R Watkins, R D St, L Meek, R Sylva, L Leighton, R Alves into Whitman, R Harder, L Gading, L Schafer, R Manon, L Harris, R Huntwood, R Whipple into Dyer, L Alvarado Niles, L Union Landing Transit Center, L Alvarado Niles, L Decoto, R Union City BART.

Bus every __ minutes

▬ 5 - 8	▬ 15	▬ 30
▬ 10 - 12	▬ 20	▬ 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile
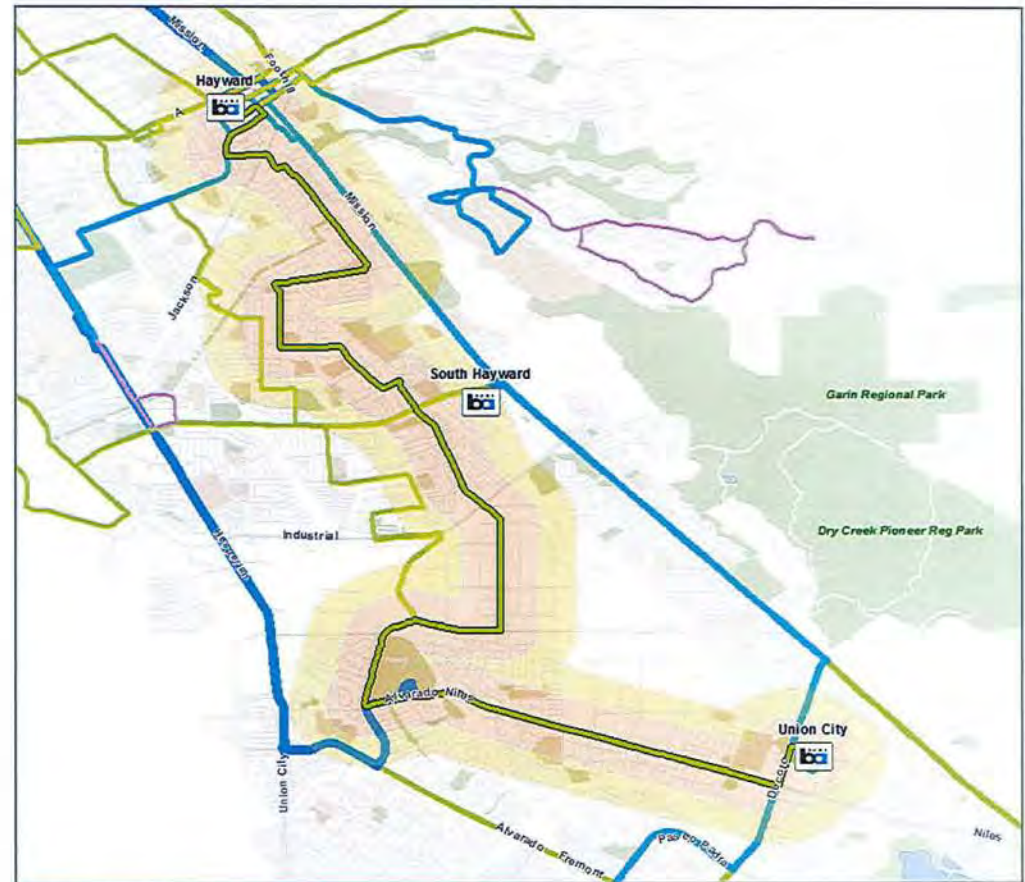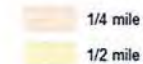
0   0.5   1 Miles

Created by AC Transit
August 12, 2015

L6 Winton

Cal State East Bay – Chabot College
Hayward/Fairview - Kaiser Hayward

Peak Headway	Base Headway	Span
20	**30**	6:00 am
		10:00 pm

Activity Centers:

- Cal State East Bay
- Downtown Hayward
- Chabot College
- Southland Mall
- Fairview (Weekday)
- Kaiser (Weekday)

Major Transit Hub Connections:

- Hayward BART

Frequent Network Connections:

- Hesperian Blvd (**M1**)
- Mission Blvd (**M3**)

North/East Route: Every other trip from Hesperian and Tennyson to Chabot College. Every trip from Chabot College , L Hesperian, R Southland, R W Winton into D St, L Grand, R_B St, R into Hayward BART, L C St, R 2nd St, R Campus , R Hayward, L Carlos Bee, L E Loop, L Harder. Every other trip: From Harder continues up Hayward to Fairview.

South/West Route: Every other trip From Fairview, L Skyline into Dobbel, R Spencer, L Hayward. Every trip from W Loop, L Carlos Bee, R Hayward, L 2nd St, L B St, L into Hayward BART, R Watkins, R D St, Into Winton St, L Southland, L Hesperian, R Chabot College. Every other trip: South on Hesperian, L Sleepy Hollow

Bus every ___ minutes

- ▬ 5 - 8
- ▬ 15
- ▬ 30
- ▬ 10 - 12
- ▬ 20
- ▬ 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

| 0 | 0.5 | 1 Miles |

Created by AC Transit
August 12, 2015

F Alcatraz

Hearst & Oxford– San Francisco

Peak Headway	Base Headway	Span
20	**20**	5am
		12am

Activity Centers:

- UC Berkeley
- San Francisco
- Emeryville

Major Transit Hub Connections:

- Transbay Terminal
- Downtown Berkeley BART

Frequent Network Connections:

- **51A** Broadway/Santa Clara
- **62** 7th St/23rd Av

North/East Route: Transbay Terminal to I-80, exit Powell, R Christie, L Shellmound St, L Shellmound Way, R Christie, R 65th, R San Pablo, L Alcratraz, L Shattuck, R Hearst. R Gayley, R Bancroft.

South/West Route: Via Hearst at Oxford, R Gayley, R Bancroft, R Oxford, L Center, L Shattuck, R Alcatraz, R San Pablo, L 65th, L Christie, L Shellmound Way, L Christie, R Powell onto I-80 to San Francisco Transbay Terminal.
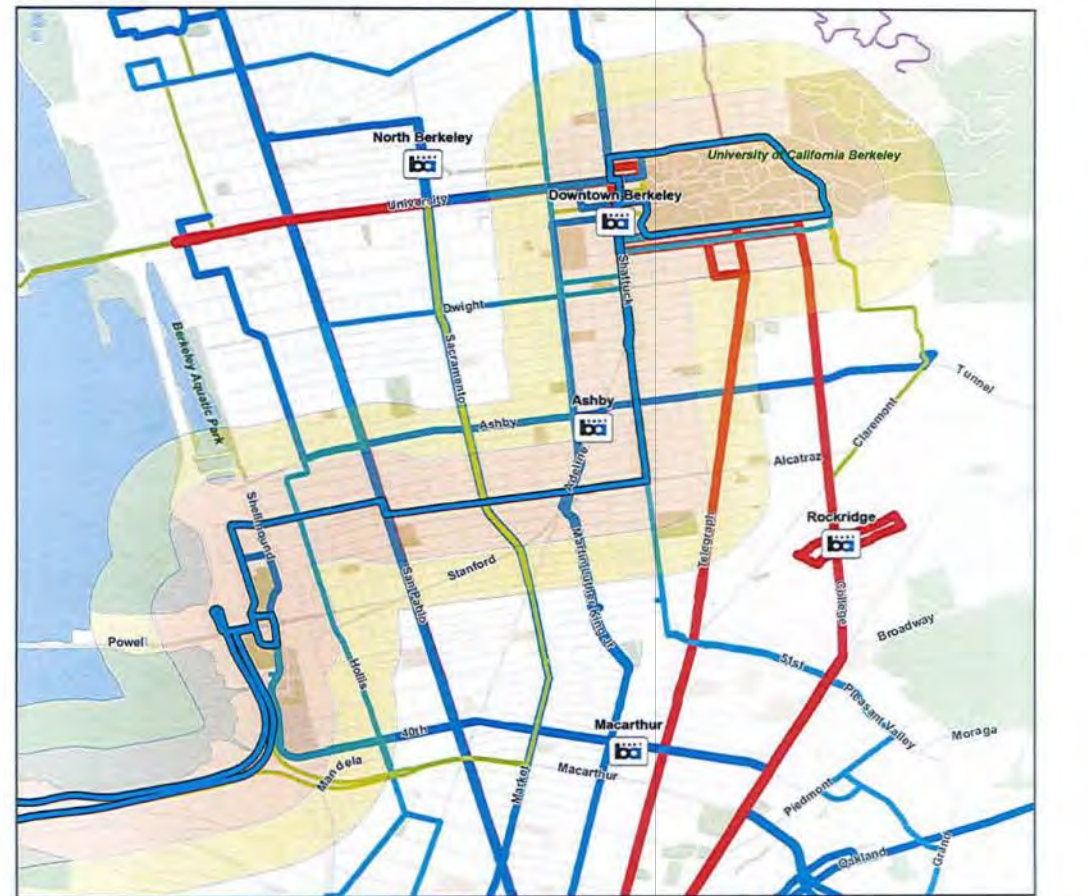
Bus every __ minutes
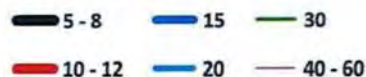
- 5 - 8
- 15
- 30
- 10 - 12
- 20
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

Draft alignment, June 2015

J Sacramento

University/Acton - San Francisco

Peak Headway	Base Headway	Span
30	30	6 am – 9 am
		4 pm – 7pm

Activity Centers:

- San Francisco

Major Transit Hub Connections:

- Transbay Terminal

Frequent Network Connections:

- **52** Cedar-University
- University-College (**M8**)
- **88** Sacramento

North/East Route: From SF, HWY 680 E/B, L San Pablo Ave Off-Ramp, into Macarthur, L Market, into Sacramento, L University to Acton

South/West Route: Via University at Acton, R Sacramento into Market, L MacArthur HWY 80 E/B On-Ramp (Berkeley/Sacramento), R Powell Street Off-Ramp, L Powell, R Frontage Rd, R On-Ramp into HWY 80 W/B, to SF

Bus every __ minutes

▬ 5 - 8	▬ 15	▬ 30	
▬ 10 - 12	▬ 20	▬ 40 - 60	

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles

Created by AC Transit
August 12, 2015

NL Macarthur

Eastmont Transit Center - San Francisco

Peak Headway	Base Headway	Span
15	20	5:00 am
		12:00 am

Activity Centers:

- Eastmont Towne Center
- Laurel District
- Grand/Lake District
- Downtown Oakland
- San Francisco

Major Transit Hub Connections:

- Eastmont Transit Center
- 19th Street BART
- Transbay Terminal

Frequent Network Connections:

- San Pablo Rapid (R1)
- San Pablo/Macdonald (M4)
- Macarthur (M5)
- Telegraph (M6)
- University/College (M8)
- MLK/Solano (L23)
- Oakland /Park (L16)
- 14/High (L17)

- 20/21 Fruitvale
- 40 Foothill
- 51A Broadway/Santa Clara
- 52 Cedar/University
- 54 35th Ave
- 62 7th St/23rd Av
- 73 73rd/Hegenberger
- 88 Sacramento

North/East Route: SF, R W. Grand off ramp, into Grand, R San Pablo, L 20th, L into Harrison, R Grand, R Macarthur, into 33rd, L 14th, R Macarthur, into Camden, L Foothill R 73rd, R Eastmont Transit Center

South/West Route: Eastmont Transit Center, L Foothill, R Camden, into Macarthur, into Chatham, L Park, R Macarthur, R into Lake Park, L Grand, L Harrison, R into 20th, R San Pablo, L W. Grand, to HWY 80 W/B, into SF

Bus every __ minutes

- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60

Distance from Bus Line

- 1/4 mile
- 1/2 mile

0   0.5   1 Miles
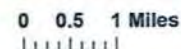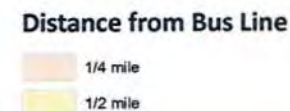
Created by AC Transit
August 12, 2015

T1 Encinal

Broadway & Blanding – SF

Peak Headway	Base Headway	Span
15	**60**	**6:00 am**
		10:00 pm

Activity Centers:

- Bridgeside Shopping Ctr.
- Park Street
- Webster Street
- College of Alameda
- San Francisco

Major Transit Hub Connections:

- Transbay Terminal

Frequent Network Connections:

- **51A** Broadway/Santa Clara
- **62** 7th St/23rd Av

North/East Route: San Francisco, Freeway Off-Ramp to Oakland at 5th Street (Oakland), R Webster Street, L Central, into Encinal, L High, L Fernside, R Tilden, L Blanding to Bridgeside Shopping Center

South/West Route: Bridgeside Shopping Center, L Broadway, L Tilden, R Fernside, R High, R Encinal, into Central, R Webster, R 7th Street, R Jackson to Freeway On-Ramp toward San Francisco

Bus every __ minutes
- 5 - 8
- 10 - 12
- 15
- 20
- 30
- 40 - 60
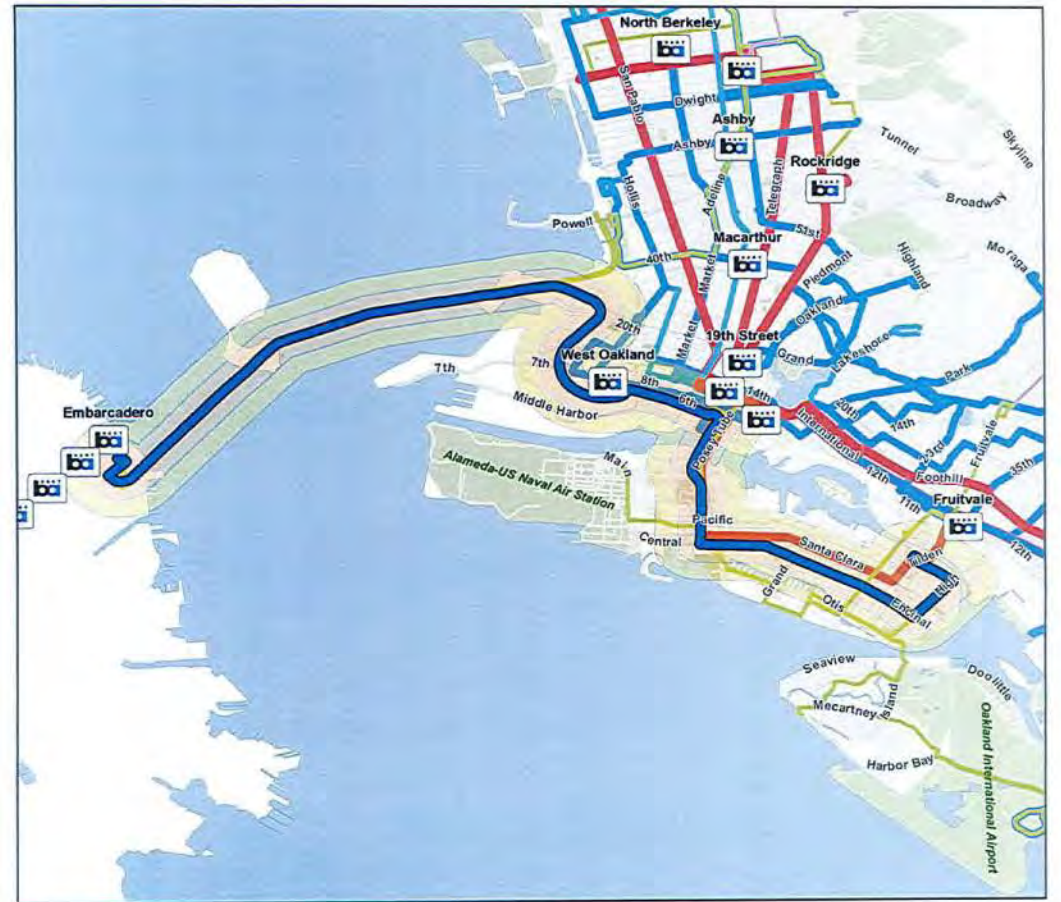
Distance from Bus Line
- 1/4 mile
- 1/2 mile
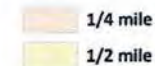
0   0.75   1.5   3 Miles

Created by AC Transit
June 2, 2015

Street	City/County	Approximate Address or Intersection		SEP Route Proposal	Peak Frequency (Minutes)	Hours of Service
		From	To			
Buena Vista Av	Alameda	Webster St	Tilden Way	L2 Alt. 3	30	6:00am - 10:00pm
Central Av	Alameda	Webster St	3rd St	L2 Alt. 2	30	6:00am - 10:00pm
Main St	Alameda	Midway Ave	Proposed Ferry Terminal	L2 Alts.1 & 2	30	6:00am - 10:00pm
Willie Stargell Av	Alameda	Hancock St	5th St	L2 Alt 1	30	6:00am - 10:00pm
4th St	Berkeley	Gilman St	Harrison St	L20 Shattuck/Grand	20	6:00am - 11:00pm
6th St	Berkeley	Harrison St	Gilman St	L20 Shattuck/Grand	20	6:00am - 11:00pm
Eunice St	Berkeley	Euclid Ave	Spruce St	L25 Spruce	30	6:00am - 8:00pm
Harrison St	Berkeley	4th St	6th St	L20 Shattuck/Grand	20	6:00am - 11:00pm
Redwood Rd	Castro Valley	Somerset Ave	Castro Valley Blvd	L10 Castro Valley	30	6:00am - 10:00pm
Hollis St	Emeryville	40th St	65th St	L19 Lakeshore/Hollis	20	6:00am - 10:00pm
Shellmound St	Emeryville	65th St	64th St	L19 Lakeshore/Hollis	20	6:00am - 10:00pm
Corsair Bl	Hayward	Stearman Ave	Sabre St	L86 Tennyson	30	4:00am - 12:00am
Foothill Bl	Hayward	City Center Dr	Hazel Ave	L83 Tennyson	30	6:00am - 10:00pm
Harder Rd	Hayward	Mocine Ave	Jane Ave	L4 Whitman	30	6:00am - 10:00pm
Huntwood Av	Hayward	W. Tennyson Rd	Industrial Pkwy W	L4 Whitman	30	6:00am - 10:00pm
Industrial Pw	Hayward	Whipple Dr	Food Maxx (30049)	L11 South Hayward	30	6:00am - 10:00pm
Industrial Pw Sw	Hayward	Food Maxx (30049)	Ruus Rd	L11 South Hayward	30	6:00am - 10:00pm
Jane Av	Hayward	Harder Rd	Whitman St	L4 Whitman	30	6:00am - 10:00pm
Ruus Rd	Hayward	Industrial Pkwy SW	Industrial Pkwy W	L11 South Hayward	30	6:00am - 10:00pm
Sabre St	Hayward	Stearman Ave	Mack St	L86 Tennyson	30	4:00am - 12:00am
Sleepy Hollow Av	Hayward	Boca Raton St	Hesperian Blvd	L6 Winton	40	6:00am - 10:00pm
Sleepy Hollow Av S	Hayward	W. Tennyson Rd	Boca Raton St	L6 Winton	40	6:00am - 10:00pm
Stearman Av	Hayward	Corsair Blvd	Sabre St	L86 Tennyson	30	4:00am - 12:00am
32nd St	Oakland	Peralta St	Adeline St	L22 Dwight	20	6:00am - 12:00am
51st St	Oakland	Shattuck Ave	Telegraph Ave	L20 Shattuck/Grand	20	6:00am - 11:00pm
52nd St	Oakland	Shattuck Ave	51st St	L20 Shattuck/Grand	20	6:00am - 11:00pm
9th St	Oakland	Oak St	Fallon St	L23 MLK/Solano	15	6:00am - 12:00am
Martin Luther King Jr Wy	Oakland	12th St	20th St	L23 MLK/Solano	15	6:00am - 12:00am
Shattuck Av	Oakland	52nd St	55th St	L20 Shattuck/Grand	20	6:00am - 11:00pm
Alcatraz Av	Oakland, Berkeley	San Pablo Ave	Sacramento St	F Alcatraz	20	5:00am - 12:00am
65th St	Oakland, Emeryville	Hollis St	San Pablo Ave	F Alcatraz	20	5:00am - 12:00am
164th Av	San Leandro	Kent	E. 14th St	L10 Castro Valley	30	6:00am - 10:00pm
Alvarado St	San Leandro	Marina Blvd	Portola Dr	L9 San Lorenzo	30	6:00am - 10:00pm
Estudillo Av	San Leandro	Bancroft Ave	Macarthur Blvd	L3 & L5	15	6:00am - 10:00pm
Fargo Av	San Leandro	Farnsworth St	Washington St	L3 Meekland	30	6:00am - 10:00pm
Marina Bl	San Leandro	Alvarado St	Washington St	L9 San Lorenzo	30	6:00am - 10:00pm
Monterey Bl	San Leandro	Portola Dr	Floresta Blvd	L9 San Lorenzo	30	6:00am - 10:00pm
Portola Dr	San Leandro	Alvarado St	Monterey Blvd	L9 San Lorenzo	30	6:00am - 10:00pm
Kent Av	San Leandro, San Lorenzo	Delano St	164th St	L10 Castro Valley	30	6:00am - 10:00pm
Delano St	San Lorenzo	Ashland Ave	Kent Ave	L10 Castro Valley	30	6:00am - 10:00pm
E Lewelling Bl	San Lorenzo	Lewelling Blvd	Ashland Ave	L3 & L5	15	6:00am - 10:00pm
Lewelling Bl	San Lorenzo	Hesperian Blvd	E. Lewelling Blvd	L3 & L5	15	6:00am - 10:00pm

* NOTE Blue Highlight Denotes Presentation to official municipal body i.e City Council, Committee of the Council, Transportation Commission, etc.

Date	Event/Meeting	City	Type (Festival, Community Org. Mtg, Parade, Etc.)	Notes/Comments	Title VI Notes
1/30/2015	United Seniors of Oakland and Alameda County Board Retreat	Oakland	Membership Meeting	Presentation and Discussion	
3/18/2015	AC Transit COA/MCS Outreach Meeting	Richmond	Community Meeting	Presentation and Open House	
3/19/2015	AC Transit COA Outreach Meeting	Berkeley	Community Meeting	Presentation and Open House	Translation Services and Materials Provided
3/24/2015	AC Transit COA Outreach Meeting	Hayward	Community Meeting	Presentation and Open House	Translation Services and Materials Provided
3/26/2015	AC Transit COA Outreach Meeting	Oakland	Community Meeting	Presentation and Open House	Translation Services and Materials Provided
3/31/2015	AC Transit COA Outreach Meeting	Fremont	Community Meeting	Presentation and Open House	
4/1/2015	ACCE COA Presentation	Oakland	Membership Meeting	Presentation and Discussion	
4/9/2015	Berkeley Transportation Commission	Berkeley	Commission Meeting	Presentation and Discussion	
4/16/2015	Amalgamated Transit Union 192 Drivers Committee	AC Transit Offices	Committee Meeting	Presentation and Discussion	
4/22/2015	Alameda County Unincorporated Services Committee Meeting- COA Presentation	San Lorenzo	Committee Meeting	Presentation and Discussion	
5/12/2015	Oakland Chinatown Chamber Board of Directors	Oakland	Chamber Board meeting	Presentation and Discussion	Translated materials provided
5/28/2015	Albany Traffic & Safety Commission	Albany	Commission Meeting	Presentation and Discussion	
6/18/2015	San Lorenzo Village HOA	San Lorenzo	Community Meeting	Presentation and Discussion	
6/18/2015	City of Oakland Bicycle & Pedestrian Advisory Committee	Oakland	City Commission Meeting	Presentation and Discussion	
7/1/2015	Alameda Chamber Gov't & Econ. Dev. Committee	Alameda	Commitee Meeting	Announcement	
7/8/2015	AC/Alameda ILC	AC Transit Offices	Committee Meeting	Presentation and Discussion	
7/8/2015	SPUR Forum - "The Future of the Bus"	Oakland	Community Meeting	Announcement and Distribution of Materials	
7/9/2015	West Oakland Neighborhoood Meeting	Oakland	Community Meeting	Presentation and Discussion	Translated Materials provided
7/11/2015	Event for Park Alameda Residential Community	Alameda	EasyPass Outreach	Distribution of Materials	Translated materials provided
7/13/2015	EasyPass Celebration	Berkeley	EasyPass Outreach	Distribution of Materials	Translated materials provided
7/13/2015	San Leandro Town Hall Meeting	San Leandro	Community Meeting	Information Table and Distribution of Materials	Translated materials provided
7/14/2015	EasyPass Celebration at the Corporation Yard	Berkeley	EasyPass Outreach	Distribution of Materials	Translated materials provided
7/14/2015	East Oakland Boxing Association	Oakland	Membership Meeting	Presentation and Discussion	
7/15/2015	EasyPass Celebration at the City of Berkeley	Berkeley	EasyPass Outreach	Distribution of Materials	Translated materials provided
7/15/2015	Fruitvale Unity Monthly Meeting	Oakland	Community Meeting	Presentation and Discussion	Spanish Translation Services and Materials Provided
7/16/2015	Jackson Triangle Apartment Community	Hayward	Community Meeting	Presentation and Discussion	

Date	Event	Location	Type	Format	Translation
7/21/2015	Carmen Flores Recreation Center Open House	Oakland	Community Resource Event	Information Table and Distribution of Materials	Translated materials provided
7/21/2015	Newark Rotary Club	Newark	Membership Meeting	Presentation and Discussion	
7/21/2015	El Cerrito City Council	El Cerrito	Council Meeting	Presentation and Discussion	
7/22/2015	City of Alameda Transportation Commission	Alameda	Commission Meeting	Presentation and Discussion	
7/23/2015	City of Fremont Staff	Fremont	Staff Meeting	Presentation and Discussion	
7/23/2015	Newark City Council	Newark	Council Meeting	Presentation and Discussion	
8/17/2015	Bay Area Transportation Working Group	Oakland	Community Stakeholder Meeting	Presentation and Discussion	
8/18/2015	Sierra Club Bay Chapter Transportation & Compact Growth Committe	Berkeley	Commitee Meeting	Presentation and Discussion	
8/20/2015	Amalgamated Transit Union 192 Drivers Committee	AC Transit Offices	Committee Meeting	Presentation and Discussion	
9/1/2015	Oakland Mayor's Office	Oakland	Stakeholder Meeting	Presentation and Discussion	
9/8/2015	San Leandro City Council	San Leandro	Council Meeting	Presentation and Discussion	
9/8/2015	East Bay EDA - Land & Infrastructure Committee	Oakland	Committee Meeting	Presentation and Discussion	
9/9/2015	Mayor of Alameda	Alameda	Meeting with the Mayor	Discussion	
9/22/2015	AC Transit Seminary Bus Division	Oakland	Internal Stakeholder Meeting	Presentation and Discussion	
9/30/2015	AC Transit Emeryville Bus Division	Emeryville	Internal Stakeholder Meeting	Presentation and Discussion	
10/1/2015	Vice Mayor of Oakland	Oakland	Meeting with the Vice mayor	Prsentation and Discussion	
10/13/2015	Accessibility Advisory Committee	Oakland	Stakeholder Meeting	Presentation and Discussion	
10/13/2015	Kenneth C. Aitken Senior Center	Castro Valley	Stakeholder Meeting	Presentation and Discussion	
10/13/2015	AC Transit Public Hearing Community Meeting	Hayward	Community Meeting	Presentation and Discussion	Translation Services and Translated Materials Provided
10/14/2015	AC/Alameda ILC	Alameda	Committee Meeting	Presentation and Discussion	
10/14/2015	AC Transit Board Meeting	El Cerrito	Board Meeting	Presentation and Discussion	Translation Services and Translated Materials Provided
10/21/2015	AC Transit Public Hearing Community Meeting	Alameda	Community Meeting	Presentation and Discussion	Translation Services and Translated Materials Provided
10/23/2015	WCCTAC Board Meeting	El Cerrito	Board Meeting	Prsentation and Discussion	
10/24/2015	AC Transit Public Hearing Community Meeting	Berkeley	Community Meeting	Presentation and Discussion	Translation Services and Translated Materials Provided
10/26/2015	AC Transit Public Hearing Community Meeting	Oakland	Community Meeting	Presentation and Discussion	Translation Services and Translated Materials Provided
10/27/2015	City of San Pablo Staff	San Pablo	Staff Meeting	Presentation and Discussion	
10/28/2015	AC Transit Board Meeting	San Leandro	Community Meeting	Presentation and Discussion	Translation Services and Translated Materials Provided
10/29/2015	Vice Mayor of Oakland	Oakland	Meeting with the Vice mayor	Prsentation and Discussion	
11/3/2015	Oakland City Council	Oakland	Council Meeting	Presentation and Discussion	
11/5/2015	Berkeley Councilmember Meeting	Berkeley	Meeting with Berkeley Councilmembers	Discussion	
11/6/2015	AC Transit G.O. Meeting	Oakland	Internal Stakeholder Meeting	Presentation and Discussion	

Additional Revenue Hours By Package

Package	Revenue Hours			Net Yearly Cost	Bus Stops Impacted
	Existing	Proposed	Net		
1. Berkeley/Oakland	(436,664)	553,578	116,915	$ 11,904,263	1,181
2. Frequency Enhancements	(465,490)	529,468	63,979	$ 6,514,298	265
3. Central County	(247,668)	301,982	54,315	$ 5,530,304	1,115
Total	(1,149,821)	1,385,029	235,208	$ 23,948,864	2,561

Additional Blocks and Operators By Package and Division

Package	Division	Vehicle Need	Operator Need
1. Berkeley/Oakland	2	12	45
	4	3	14
	6	0	8
2. Frequency Enhancements	2	3	3
	4	10	34
3. Central County	6	2	31
Total		30	136

Existing Route	Headway, Minutes Weekday (Weekend)		Span		Buses (WD Peak)	Revenue Hours (Annual)	Cost (Annual)	Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Buses (WD Peak)	Revenue Hours (Annual)	Cost (Annual)
	Peak	Base	Start	End						Peak	Base	Start	End			
1/1R	15 (20)	20 (20)	5:30am (5:30am)	11:30pm (11:45pm)	(34)	(156,813)	$ (15,966,650)	Split long route at Downtown Oakland. Create consolidated service on Telegraph Ave between Downtown Oakland and Downtown Berkeley with 1/3-mile stop spacing. Create consolidated service on International Blvd from Bay Fair BART to Downtown Oakland until implementation of International Bus Rapid Transit (BRT) in 2017.	M6 Telegraph	10	12	5am	12am	11	58,505	$ 5,957,013
	12 (15)	12 (15)	6:30am (6:30am)	6:45pm (5:15pm)					M7 International*	8	10	5am	12am	22	112,640	$ 11,489,399
11	30 (60)	30 (60)	6am (7am)	7:45pm (8pm)	(5)	(17,591)	$ (1,791,202)	Split route in Downtown Oakland.								
								Connect Oakland Av/Harrison Av segment (Downtown Oakland-Piedmont) with Park Blvd segment of existing Line 18.	L16 Oakland/Park	15	20	6am	12am	7	36,093	$ 3,675,023
								Connect 14th Av segment (Dimond District-Downtown Oakland) to Alameda segment (Downtown Oakland-Alameda Point) of existing Line 31.	L28 14th Ave	30	30	6am	10pm	4	21,900	$ 2,229,858
12	20 (30)	30 (30)	6:15am (6am)	10pm (10pm)	(6)	(26,750)	$ (2,723,715)	Direct service from Downtown Oakland to Downtown Berkeley via MLK, continuing via Shattuck to North Berkeley and Solano District.	L23 MLK/Solano	15	20	6am	12am	11	52,080	$ 5,302,786
								Jack London Square to Grand Lake via Broadway and Grand, continuing via Piedmont Av and Shattuck Av to Downtown Berkeley and to Gilman district via Hopkins and Gilman	L20 Shattuck/Grand Lake	20	20	6am	11pm	10	43,957	$ 4,984,768
14	15 (30)	15 (30)	6:15am (7:15am)	10pm (9:45pm)	(7)	(31,306)	$ (3,187,573)	Extend existing Line 14 to West Oakland via 14th Street, Wood, and 7th Street.	L17 14th/High	15	15 (20)	5am	12am (10pm)	10	55,163	$ 5,616,680
18	15 (30)	20 (30)	6:30am (6:30am)	11:30pm (11:30pm)	(14)	(70,045)	$ (7,131,988)	Split route in Temescal and Downtown Oakland.								
								Jack London Square to Grand Lake via Broadway and Grand, continuing via Piedmont Av and Shattuck Av to Downtown Berkeley and to Gilman district via Hopkins and Gilman	L20 Shattuck/Grand Lake	20	20	6am	11pm		Costed Above	
								Direct service from Downtown Oakland to Downtown Berkeley via MLK, continuing via Shattuck to North Berkeley and Solano District.	L23 MLK/Solano	15	20	6am	12am		Costed Above	
								Connect Oakland Av/Harrison Av segment (Downtown Oakland-Piedmont) with Park Blvd segment of existing Line 18.	L16 Oakland/Park	15	20	6am	12am		Costed Above	
25	40 (60)	40 (60)	7:15am (6am)	7:40pm (5:45pm)	(3)	(13,043)	$ (1,328,054)	Split route.								
								Connect Colusa segment of existing Line 25 (Downtown Berkeley – Plaza BART) with Claremont segment of Line 49.	L15 Colusa/Claremont	30	30	6am	10pm (8pm)	4	17,135	$ 1,744,886
								Serve Gilman/Hopkins segment of existing Line 25 (Gilman – Downtown Berkeley) with new line extending from Shattuck.	L20 Shattuck/Grand Lake	20	20	6am	11pm		Costed Above	
								Serve Pierce Street segment (from Plaza BART to 4th Street) with new line extending from Ashby Av. Ashby to 4th Street will be 15 minutes with every other trip going to Plaza BART or to the Berkeley Marina.	L21 Ashby	15	15 (20)	6am	12am	7	39,567	$ 4,028,237
26	20 (30)	30 (30)	6am (5:45am)	9:30pm (9:30pm)	(6)	(28,432)	$ (2,894,983)	Simplify route by eliminating "loop" through West Oakland. Provide more direct connection between West Oakland, Emeryville, and Downtown Oakland	L19 Lakeshore/Hollis	20	20	6am	10pm	6	31,195	$ 3,176,275
31	30 (30)	30 (30)	5:45am (6:15am)	9:45pm (9:45pm)	(4)	(21,583)	$ (2,197,630)	Split route in Downtown Oakland. Connect Alameda segment (Downtown Oakland-Alameda Point) to 14th Av segment (Dimond District-Downtown Oakland) of existing Line 11. Connect Perata segment to Downtown Oakland and Lakeshore.	L19 Lakeshore/Hollis	20	20	6am	10pm		Costed Above	
									L28 14th Ave	30	30	6am	10pm		Costed Above	
								Split route.								

49	30 (40)	30 (40)	6:15am (7am)	7pm (7pm)	(5)	(22,964)	$ (2,338,176)	Serve Dwight with 20-minute service between UC Berkeley Campus, Emeryville, and West Oakland.	L22 Dwight	20	20	6am	12am	6	35,712	$ 3,636,196
								Connect Ashby to 4th Street with service every 15-minutes, with every other trip continuing to Berkeley Marina or Plaza BART via UC Village and Pierce St.	L21 Ashby	15	15 (20)	6am	12am		Costed Above	
								Serve Claremont with 30-minute route connecting Plaza BART via Colusa to Downtown Berkeley. UC Berkeley campus. Claremont, and Rockridge BART	L15 Colusa/Claremont	30	30	6am	10pm (8pm)		Costed Above	
51B	10-20 (15-20)	12-20 (15-20)	5:30am (5:45am)	11:45pm (11:30pm)	(10)	(48,136)	$ (4,901,227)	Service to University remains the same Service to Berkeley Marina replaced by L21 Ashby.	M8 College-University	10-20 (15-20)	12-20 (15-20)	5:30am (5:45am)	11:45pm (11:30pm)	10	44,436	$ 4,524,440
Total					(94)	(436,664)	$ (44,461,097)							108	553,578	$ 56,365,359
Total Cost to implement														14	116,915	$ 11,904,263

Package 2: Frequency Enhancements

Existing Route	Headway, Minutes Weekday (Weekend)		Span		Buses (WD Peak)	Revenue Hours (Annual)	Cost (Annual)	Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Buses (WD Peak)	Revenue Hours (Annual)	Cost (Annual)
	Peak	Base	Start	End						Peak	Base	Start	End			
7	40 (45)	40 (45)	6am (8am)	7:45pm (6:30pm)	(3)	(10,498)	$ (1,068,879)	Maintain existing route. Increase frequency from 40-minutes to 30-minutes	7 Arlington	30	30	6am	10pm (8pm)	3	15,724	$ 1,601,018
51A	10 (15-20)	12-20 (15-20)	5am (5:45am)	11:30pm (11:45pm)	(17)	(66,743)	$ (6,795,731)	No change	Broadway 1A					13	63,429	$ 6,458,341
52	15-30 (35)	35 (35)	6am (8:30pm)	11:30pm (7:15pm)	(5)	(16,956)	$ (1,726,448)	No route change. Increase frequency to 15 minutes in the peak, 20 minues off peak.	52 Cedar-University	15	20	6am	12am	5	21,552	$ 2,194,459
57	15 (15-30)	15 (15-30)	5:30am (5:45am)	12:15pm (11:45pm)	(12)	(62,046)	$ (6,317,571)	Extend Line 57 to Emeryville Public Market via 40th Street and Shellmound.	M5 Macarthur	15	15	5am	12am	13	68,176	$ 6,941,731
58L	30 (none)	30 (none)	7:30am (none)	6:15pm (none)	(1)	(10,128)	$ (1,031,191)	Eliminate route. Re-invest resources on MacArthur corridor to extend Line 57 to Emeryville and increase frequency of NL	M5 Macarthur	15	15	5am	12am		Costed Above	
									NL Macarthur	15	20 (30)	5am	12am		Costed Below	
62	20 (30)	20 (30	6:15am (6:15am)	12am (12am)	(5)	(27,979)	$ (2,848,857)	Increase frequency in peak and off peak	62-7th Street/23rd Ave	15	20	6am	12am	7	36,885	$ 3,755,614
67	40 (none)	40 (none)	6am (none)	7:30pm (none)	0	(4,900)	$ (498,911)	Adjust route to serve Euclid between Hearst and Eunice.	L25 Spruce	30	30	6am	8pm	2	8,175	$ 832,379
72/72M	30 (30) / 30 (30)	30 (30) / 30 (30)	5:15am (5:30am) / 5:45am (6am)	11:30pm (11:30pm) / 11pm (12am)	(15)	(94,253)	$ (9,596,831)	Placeholder for Future Improvement	TBD					16	81,544	$ 8,302,810
72R	12 (none)	12 (none)	6am (none)	7pm (none)	(14)	(60,863)	$ (6,197,093)	Placeholder for Future Improvement	TBD					18	79,220	$ 8,066,146
88	20 (30)	30 (30)	5:30am (5:45am)	9:45pm (9:45pm)	(5)	(26,339)	$ (2,681,859)	Increase peak frequency to 15 minutes.	Sacramento 1A	15	20	6am	12am (10pm)	6	32,136	$ 3,272,071
98	20 (40)	30 (40)	6am (7:30am)	9:45pm (9pm)	(5)	(19,824)	$ (2,018,432)	Split into two routes	L13 85th Ave/90th Ave	20	20 (30)	6am	11pm (10pm)	3	15,982	$ 1,627,321
									L14 98th Ave	20	20 (30)	6am	11pm (10pm)	4	21,457	$ 2,184,786
F	30 (30)	30 (30)	7am (7am)	11:45pm (10:45pm)	(5)	(29,712)	$ (3,025,235)	Rerouted to approach Emeryville from the north via Shattuck, Adeline, 65th and Hollis. Frequency increased to 20 minutes.	F Alcatraz	20	30	5am	12am	6	29,832	$ 3,037,528
NL	15-30 (30)	30 (30)	6am (6am)	11:30pm (11:30pm)	(9)	(35,250)	$ (3,589,113)	Peak frequency increased to 15-minutes, 20-minutes midday.	NL Macarthur	15	20 (30)	5am	12am	8	38,200	$ 3,889,524
O	10-30 (60)	60 (60)	6am (6am)	9pm (9pm)				New route (similar to old Line 63) will connect Fruitvale BART to High St, Shoreline, and Main St Ferry Terminal.	L2 Shoreline	30	30	6am	10pm	3	17,155	$ 1,746,722
								New route (similar to old Line 63) will connect Fruitvale BART to High St, Shoreline, and Main St Ferry Terminal.	L2 (Alt #2 - Encinal)	30	30	6am	10pm		Costed Above	
								New route (similar to old Line 63) will connect Fruitvale BART to High St, Shoreline, and Main St Ferry Terminal.	L2 (Alt #3 - Buena Vista)	30	30	6am	10pm		Costed Above	
								O service brought back to old terminus at Tilden with realignment to continue straight on Encinal and Central.	T1 Encinal	15	60	6am	10pm		No Additional Cost	
J	30	30	6am-9am	4pm-7pm				Rerouted to continue to straight down Sacramento and Market, covering previous F stops.	J Sacramento	30	30	6am-9am	4pm-7pm		No Additional Cost	
Total					(96)	(465,490)	$ (47,396,151)							107	529,468	53,910,449
Total Cost to Implement														11	63,979	$ 6,514,298

Package 3: Central County

Existing Route	Headway, Minutes Weekday (Weekend)		Span		Buses (WD Peak)	Revenue Hours (Annual)	Cost (Annual)	Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Buses (WD Peak)	Revenue Hours (Annual)	Cost (Annual)
	Peak	Base	Start	End						Peak	Base	Start	End			
22	30 (60)	30 (60)	6am (6:45am)	10:45pm (11:15pm)	(4)	(21,972)	$ (2,237,226)	Create new route by connecting Hesperian and Winton segments of Line 22 with Line 60 to CSUEB.	L6 Winton	20	20 (30)	6am	10pm	5	23,564	$ 2,399,320
									M2 Mission Blvd	20	20 (30)	5am	12am	4	26,319	$ 2,679,767
32	60 (60)	60 (60)	5:30am (6:45am)	8pm (6:30pm)	(4)	(11,753)	$ (1,196,674)	Eliminate CW/CCW loop. Connect Center Street segment of Line 32 to Center Street and Redwood Rd segments of Line 48. Maintain existing alignment between Castro Valley BART and Bay Fair BART. Replace Line 89 weekend service to Alameda Juvenile Detention Center.	L10 Castro Valley	30	30	6am	10pm (9pm)	4	22,204	$ 2,260,811
37	60 (none)	60 (none)	6am (none)	8pm (none)	0	(7,451)	$ (758,646)	Eliminate loop. Maintain Santa Clara, Underwood, Amador. Continue on current Line 85 south of Tennyson to Union Landing and extend to Union City BART.	L11 South Hayward	30	30	6am	10pm (9pm)	5	24,734	$ 2,518,423
48	60 (none)	60 (none)	6:30am (none)	7:30pm (none)	(2)	(7,512)	$ (764,828)	Connect Center Street segment of Line 32 to Center Street and Redwood Rd segments of Line 48. Continue to serve Grove and Foothill with Line 83 extension from Hayward BART. Peak period service provided by NX4 and NXC on discontinued Line 48 segments.	L10 Castro Valley	30	30	6am	10pm (8pm)		Costed Above	
								Extend route to Castro Valley BART and increase frequency.	L83 Tennyson/A Street	30	30	6am (none)	10pm (none)	5	18,469	$ 1,880,514
60	20 (40)	20 (40)	5:30am (6:15am)	10pm (7:15pm)	(2)	(10,674)	$ (1,081,722)	Create new route by connecting Line 60 with Hesperian and Winton segments of Line 22.	L6 Winton	20	20 (30)	6am	11pm (10pm)		Costed Above	
75	60 (none)	60 (none)	6am (none)	7:30pm (none)	(2)	(9,364)	$ (953,395)	Eliminate loop. Realign on Estudillo to Grand and extend south on Fargo, Lewelling, Meekland, and West A Street. Discontinued segments on Foothill and Grand maintain peak period service with NX4 and NXC.	L3 Meekland/Davis	30	30	6am (8am)	10pm (8pm)	4	20,108	$ 2,047,397
83	60 (none)	60 (none)	5:15am (none)	8pm (none)	(2)	(8,205)	$ (835,412)	Extend route to Castro Valley BART and increase frequency.	L83 Tennyson/A Street	30	30	6am (none)	10pm (none)		Costed Above	
85	60 (60)	60 (60)	6am (7pm)	8pm (7pm)	(4)	(16,876)	$ (2,718,281)	Split route in two. Realign to Alvarado and Halcyon from San Leandro BART to Bay Fair BART, continuing onto existing Line 93 routing through San Lorenzo. Connect south Hayward segment to Whitman and Huntwood and extend to Union Landing and Union City BART.	L9 San Lorenzo	30	30	6am	10pm (9pm)	4	21,452	$ 2,184,243
									L4—Whitman/Huntwood	30	30	6am	10pm (9pm)	4	21,452	$ 2,184,243
86	60 (none)	none (none)	5am (none)	7pm (none)	(3)	(11,685)	$ (1,189,732)	Extend on Corsair. Realign from Winton to W A Street.	L86—Tennyson/W A St	30	30	6am	12am	4	24,148	$ 2,458,749
88	30 (60)	30 (60)	5:30am (7:30am)	7:45pm (6:30pm)	(5)	(22,239)	$ (2,264,425)	Eliminate loop. Continue on Estudillo to Grand, extending north to Foothill Square and south to Lewelling, Meekland, and West A Street. Discontinued segments on Bancroft still covered by Line 40.	L5 Lewelling/Davis	30	30	6am	10pm	4	22,730	$ 2,314,396
93	60 (60)	60 (60)	5:45am (7:45am)	7:45pm (7:15pm)	(2)	(10,846)	$ (1,104,361)	Eliminate loop. Maintain existing alignment from Bay Fair BART to Hayward BART, with exception of extension on Blossom and Western. Extend northern end to San Leandro BART via Halcyon, Alvarado, and Washington.	M3 E 14th St	15	20	5am	12am		Costed Below	
									L9 San Lorenzo	30	30	6am	10pm (9pm)		Costed Above	

94	60 (none)	(none)	6am (none)	8pm (none)	(1)	(3,206)	$ (326,385)	Maintain peak period service through L6 Winton. Every other trip will run to Hayward Highlands on weekdays.	L6 Winton	40	None	5am -9am	3pm-8pm		Costed Above	
97	15 (30)	20 (30)	6:15am (7am)	11pm (10:45pm)	(14)	(51,571)	$ (5,250,941)	End route at Union Landing. Maintain frequency on Alvarado Niles Blvd with new routes.	M1 Hesperian	15	20	6am	12am	8	42,435	$ 4,320,732
99	20 (30-45)	20 (30-45)	5am (6am)	12am (12am)	(13)	(53,185)	$ (5,415,297)	Split route at Hayward BART. Extend northern section from Hayward BART to San Leandro BART. Terminate southern section at Union City BART. Service on Decoto and Fremont Blvd covered by L8. Service on Walnut covered by L1.	M3 E.14th St	15	20	5am	12am	6	34,367	$ 3,499,231
									M2 Mission Blvd	20	20	5am	12am		Costed Above	
Total					(58)	(246,487)	$ (25,097,324)							57	301,982	$ 30,747,824
Cost to Implement														(1)	55,495	5,650,501

AC TRANSIT

Alameda-Contra Costa Transit District

PUBLIC HEARING NOTICE
AND NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION
Alameda-Contra Costa Transit District

2015 Service Expansion Plan

Notice is hereby given that the AC Transit Board of Directors will hold a Public Hearing on **Wednesday, November 11, 2015 at 2 p.m. and 5 p.m.** at the AC Transit General Offices, Second Floor Board Room, 1600 Franklin Street, Oakland, California, to receive public comment on the 2015 Service Expansion Plan (SEP) as more specifically described below under "PROJECT DESCRIPTION". AC Transit has prepared a Negative Declaration for the 2015 SEP pursuant to the California Environmental Quality Act (CEQA).

The proposed Service Expansion Plan and CEQA Negative Declaration are detailed on AC Transit's website at www.actransit.org, and available in printed format at the District's General Offices, located at 1600 Franklin Street, Oakland, California, and at a variety of other locations, including main county and city offices as well as the main libraries located within the District's service area. For information on exact locations where the documents are available in your specific area, please telephone (510) 891-7175.

PROJECT DESCRIPTION:
Staff is requesting that the Board set the Public Hearing date for the proposed SEP and the associated California Environmental Quality Act (CEQA) analysis on November 11, 2015. The SEP is based upon a set of guiding principles that aim to significantly improve transit service for new and existing bus riders. Through the use of Measure BB revenues, staff is able to increase span and frequency on both weekdays and weekends, and improve reliability through simpler route design and schedules that better match current traffic conditions. In addition, staff is able to develop a Frequent Network of routes at 15-minute frequency or better that provides new and existing riders with more opportunities to get to multiple destinations within a reasonable timeframe.

Staff conducted three rounds of outreach prior to the development of the current draft of the SEP being considered under the Public Hearing. The outreach provided staff with feedback on developing the guiding principles and three iterations of plan recommendations. As a result, the SEP proposes changes to or elimination of 45 existing routes and the creation of up to 56 new routes, depending on the selection of alternatives.

Existing routes affected include: 1, 1R, 7, 11, 12, 14, 18, 20, 22, 25, 26, 31, 32, 37, 48, 49, 51B, 52, 57, 58L, 60, 62, 67, 70, 71, 72, 72M, 72R, 73, 74, 75, 76, 83, 85, 86, 88, 89, 93, 94, 95, 97, 98, 99, F, J, NL and O

If approved by the Board of Directors, the SEP will be implemented in 2016 beginning in the Spring.

Your Comments Are Invited

Public Comment on the SEP is invited either in writing or at the public hearing scheduled for 2 p.m. and 5 p.m. on Wednesday, November 11, 2015 at the AC Transit General Offices, Second Floor Board Room, 1600 Franklin Street, Oakland, California. The public is urged to submit **written comments** on the project

or on the Draft Negative Declaration by letter, facsimile, or email, which must be received no later than Monday, November 9, 2015 at 5:00 p.m. in order for comments to be copied and provided to the Board of Directors for review prior to the hearing. Written comments will receive the same attention as verbal comments received at the Public Hearing. Please address written comments to the AC Transit Board of Directors, 1600 Franklin Street, Oakland, California, 94612; by facsimile at (510) 891-7157; or by email to planning@actransit.org. Comments may also be submitted by voicemail at (510) 891-7201. For Spanish-language comments, call (510) 891-7291; and for Chinese-language comments, call (510) 891-7292.

Meeting site is wheelchair accessible.

Spanish and Chinese interpreters will be available at the meeting. Upon request, a sign language interpreter or a foreign language interpreter (for languages other than those mentioned in this notice) will be present at the hearing. Please contact the District Secretary's Office at (510) 891-7201 by Thursday, November 5, 2015, at 5:00 p.m. to make arrangements. For TDD for hearing impaired, call 711, California Relay Service, and specify (510) 891-4700.

Transit to the Hearing Site

All AC Transit bus lines serving downtown Oakland stop within walking distance of the public hearing site. For trip-planning, visit www.actransit.org or call 511 (and say, "AC Transit"). The site can also be reached via BART to the 19th St. Oakland station.

Please do not wear scented products to the meeting.

Signature: /s/ Denise C. Standridge
Name: Denise C. Standridge
Title: General Counsel, AC Transit District

Draft Initial Study - Negative Declaration

2015 Service Expansion Plan

Submitted to:

Denise C. Standridge, General Council
Alameda-Contra Costa Transit District
1600 Franklin Street
Oakland, California 94612

rincon

Rincon Consultants Inc.
October 2015

2015 Service Expansion Plan

Draft
Initial Study – Negative Declaration

Prepared by:

Alameda-Contra Costa Transit District
1600 Franklin Street
Oakland, California 94612
Denise C. Standridge, General Counsel
(510) 891-4733

Prepared with the assistance of:

Rincon Consultants, Inc.
180 Grand Avenue, Suite 400
Oakland, California 94612

October 2015

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Appendices

Appendix A – Noise Measurements and Calculations

INITIAL STUDY

1. PROJECT TITLE	2015 Service Expansion Plan
2. LEAD AGENCY NAME AND ADDRESS	Alameda-Contra Costa Transit District (AC Transit) 1600 Franklin Street Oakland, California 94612
3. CONTACT PERSON AND PHONE NUMBER	Denise C. Standridge, General Counsel (510) 891-4733
4. PROJECT LOCATION	The 2015 Service Expansion Plan (the "project") would expand service throughout the AC Transit service area, increasing platform hours[1] by up to 14% within Alameda and Contra Costa counties. The project would modify both the frequency and configuration of various routes throughout the system in order to expand and improve service system-wide. The AC Transit service area encompasses approximately 364 square miles in Contra Costa and Alameda counties along the east shore of the San Francisco Bay. Service extends from the El Sobrante area in the north to the City of Milpitas in the south, and includes the developed portions of the coastal foothill range. Figure 1 shows the regional location and project area for this study and Figure 2 shows the existing AC Transit route network.
5. PROJECT SPONSOR'S NAME	AC Transit District (Same as Lead Agency)
6. GENERAL PLAN DESIGNATIONS	Multiple designations within the project area
7. ZONING	Multiple designations within the project area

8. PROJECT BACKGROUND AND EXISTING SETTING

The Alameda-Contra Costa Transit District (AC Transit) is one of the largest public bus systems in California. Figure 2 shows the baseline AC Transit route network. The AC Transit service area encompasses approximately 364 square miles in Contra Costa and Alameda counties along the east shore of the San Francisco Bay. Service extends from the El Sobrante area in the north to

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[1] Platform hours refers to the total scheduled time a bus spends from pull-out to pull-in at the division. Platform hours are used as a benchmark to calculate the efficiency of service by comparing "pay to platform" hours.

Focus Area (Approximate)

0   16   32 Miles

N

Imagery provided by Google and its licensors © 2015.

Regional Location

Figure 1

AC Transit District

2

Existing AC Transit Service Network

Figure 2

*Imagery provided by Google and its licensors © 2015.
AC Transit District, 2015.*

the City of Milpitas in the south, and includes the developed portions of the coastal foothill range. AC Transit's service area comprises predominantly urban, developed land. Incorporated cities within the service area include Alameda, Albany, Berkeley, El Cerrito, Emeryville, Fremont, Hayward, Newark, Oakland, Piedmont, Richmond, San Leandro, and San Pablo. Additional major unincorporated areas include Ashland, Castro Valley, Cherryland, El Sobrante, Fairview, Kensington, Irvington, North Richmond, and San Lorenzo (AC Transit, 2015a).

The approximately 575 buses and paratransit vehicles in the AC Transit network operate on approximately 151 lines. Bus lines include 68 local lines within the East Bay, 31 Transbay lines to San Francisco and the Peninsula, five All Nighter lines with 24-hour service, and 47 supplementary lines (AC Transit, 2015a). The system primarily serves East Bay travel needs, and also serves downtown San Francisco via the Bay Bridge, Foster City and San Mateo via the San Mateo Bridge, and Stanford and Palo Alto via the Dumbarton Bridge. AC Transit buses connect with 16 other public and private bus systems, 25 Bay Area Rapid Transit (BART) stations, six Amtrak stations, and three ferry terminals. On an average weekday, AC Transit serves nearly 197,000 passengers including over 13,000 transbay commuters (AC Transit, 2015a).

Due to the effects of the economic recession, AC Transit reduced service by nearly 15 percent in 2010 to reduce operating costs while maintaining the maximum amount of service coverage. AC Transit cut the frequency of many crosstown routes to 40-minute to hourly intervals, reduced trunk route frequency on several lines, and reduced the number, frequency, and service span for Transbay service (AC Transit, 2015b). AC Transit also eliminated the most unproductive routes and route segments in the system at the time. The elimination of unproductive routes resulted in long routes that were pieced together from different route segments, and circulator loop routes that departed from and returned to a single location, typically a BART station (AC Transit, 2015b). The long, pieced-together routes proved to be difficult to understand and operate reliably, and the circulator loop routes became some of the least used in AC Transit's service area (AC Transit, 2015b).

Despite the 2010 service cuts described above, ridership increased by almost 5 percent from 2012 to 2014 (AC Transit, 2015b). That growth in ridership is attributable mainly to increased demand, although AC Transit did make minor improvements to service frequency and the route network during that time (AC Transit, 2015b). With the voter approval of ballot Measure BB, an Alameda County Transportation Commission sales tax, in November of 2014, AC Transit is now able to increase service (measured in platform hours) by up to 14% to pre-2010 levels (AC Transit, 2015b).

In the fall of 2014, AC Transit conducted public outreach for the proposed service expansion plan to understand the public's needs and to solidify public support for the project. That outreach effort, along with existing policies, goals, objectives, and current best practices in planning bus service resulted in guidance document that gave direction to and set goals for the 2015 service expansion plan (AC Transit, 2015c). These goals include, but are not limited to, the following: serve Priority Development Areas, transit-oriented developments, key destinations, and city- and county-designated transit streets; simplify corridor route design, develop shorter routes, implement a grid network where feasible, and reconfigure confusing loop routes; change stop spacing by adding or removing stops where warranted by existing policies;

increase the frequency of buses along various routes throughout the system; and, develop consistent and longer hours of operation (AC Transit, 2015c). These goals are discussed in more detail under the project description below.

9. PROJECT DESCRIPTION

For the purposes of public outreach and organization of system improvement goals, the AC Transit service area was divided into five geographic regions. Although the proposed 2015 Service Expansion Plan (the "project") would apply to the whole AC Transit service area and would address service improvement needs in a comprehensive and integrated manner, this study maintains the previously established geographic divisions for presentation of project information to facilitate the reader's ease of access to project information. The five geographic sub-areas within the AC Transit service area that were presented during public outreach for the Service Expansion Plan are:

- Richmond/San Pablo/El Cerrito (West Contra Costa County);
- Albany/Berkeley/Emeryville;
- Alameda/Oakland/Piedmont;
- San Leandro/Hayward (Central Alameda County); and
- Fremont/Newark (South Alameda County).

The Fremont/Newark service expansion actions are not included in the proposed AC Transit service plan that will be considered during the November 11, 2015 Public Hearing. Rather, the Board of Directors will consider implementing service expansion options in the Fremont/Newark geographic sub-area in 2016 after AC Transit implements a Flex Service Pilot to test the concept. If necessary, AC Transit will conduct a separate CEQA analysis and Public Hearing for the proposed Fremont/Newark service changes prior to adoption and implementation of those service expansion plans.

The locations of the four geographic sub-areas that are included in the 2015 Service Expansion Plan are shown on Figure 3.

The existing conditions and the planned service improvements for each of these geographic sub-areas are described in detail below. Following the general description of the existing conditions and planned service improvements, this section presents a list of the planned new segments and removed segments for each geographic sub-area, listed by street name and city or county. The new and removed segments are identified by their approximate beginning and ending intersections, and are shown on a figure of new and removed segments for each geographic sub-area. The general land use pattern for each new route segment is described following each segment's geographic identification.

Richmond/San Pablo/El Cerrito (West Contra Costa County). This geographic sub-area lies south of Pinole and north of the Contra Costa/Alameda County border, and is the northernmost portion of the AC Transit service area. This sub-area includes the cities of Richmond, San Pablo, and El Cerrito, as well as unincorporated communities within Contra Costa County including North Richmond, East Richmond Heights, El Sobrante, and Kensington. Proposed service improvements in this area include simplifying the route structure

along San Pablo and MacDonald avenues, improving West County and North County connection outside of San Pablo Avenue, increasing frequency on all routes to 30 minutes or better, and improving service to under-served or emerging markets. AC Transit would phase the implementation of these improvements based on the availability of additional revenues. The existing and proposed route configuration and frequencies for this area are shown on Figure 4. Details about specific proposed changes for each route in this area are presented in Table 1 at the end of this section. New and removed route segments are shown on Figure 5.

No new route segments would be added in this geographic sub-area. The following route segment would be removed:

- Rydin Road in El Cerrito, from Central Avenue to Point Isabel Regional Shoreline Park.
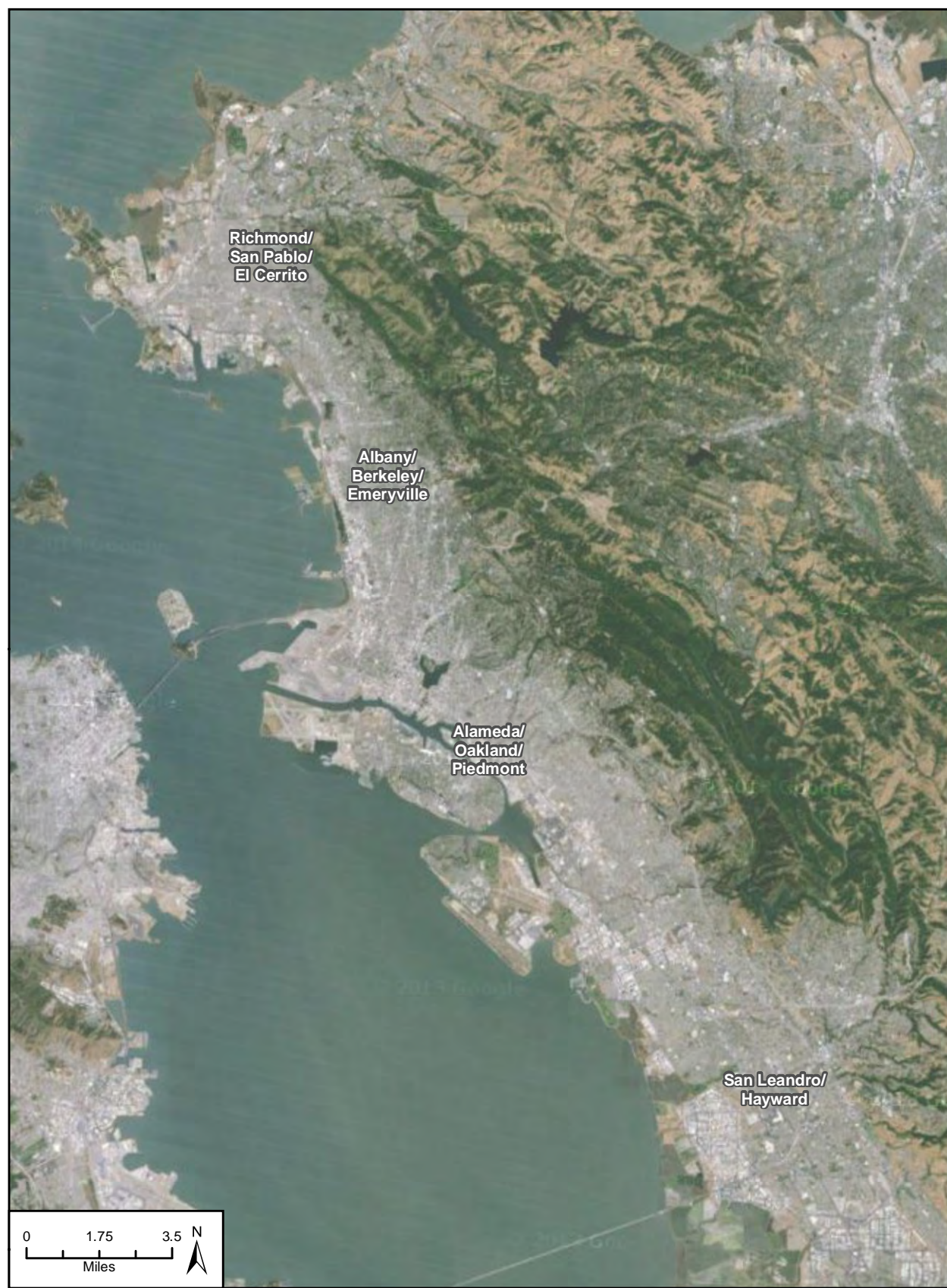
Geographic Sub-Areas within the
AC Transit 2015 Service Expansion Plan Area

Figure 3
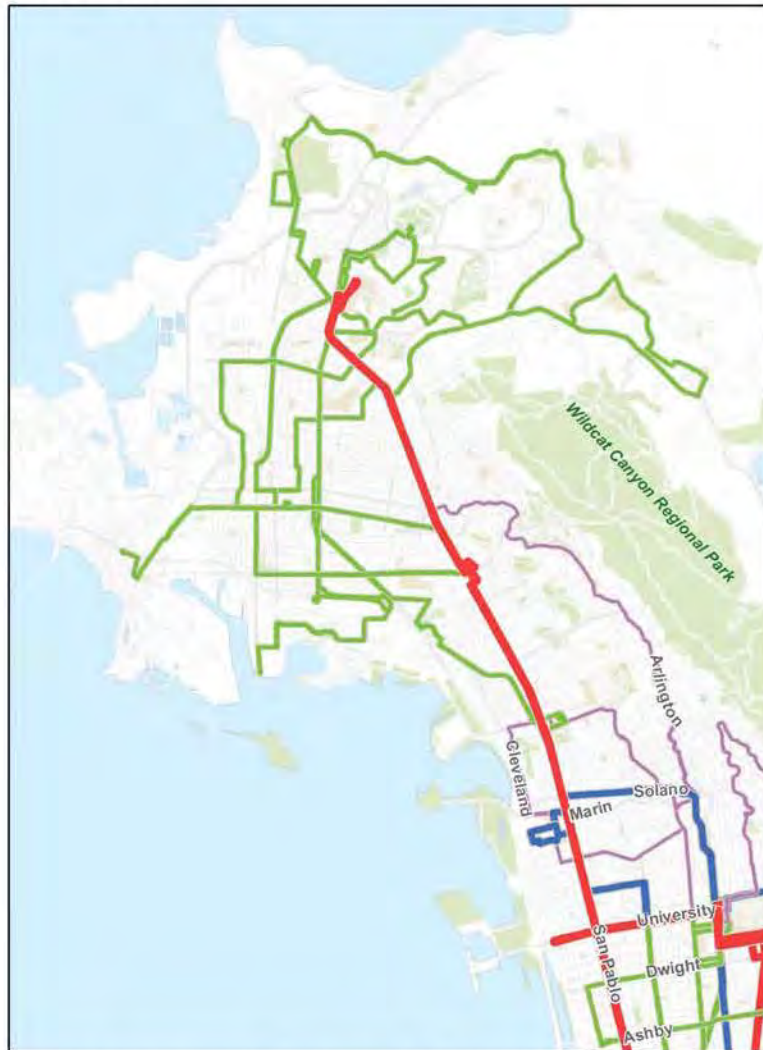
Existing

Proposed

A bus every ___ minutes (Weekday Peak Hours)

▬ 5 - 8	▬ 15	▬ 40 - 60
▬ 10 - 12	▬ 20 - 30	

Miles
0 0.5 1   2   3   4
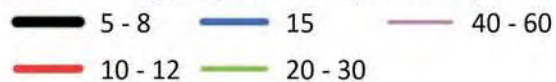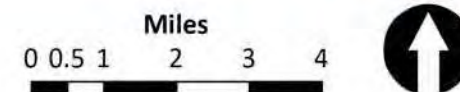
Existing and Proposed Route Frequencies for the
Richmond/San Pablo/El Cerrito Geographic Sub-Area

Figure 4

AC Transit District
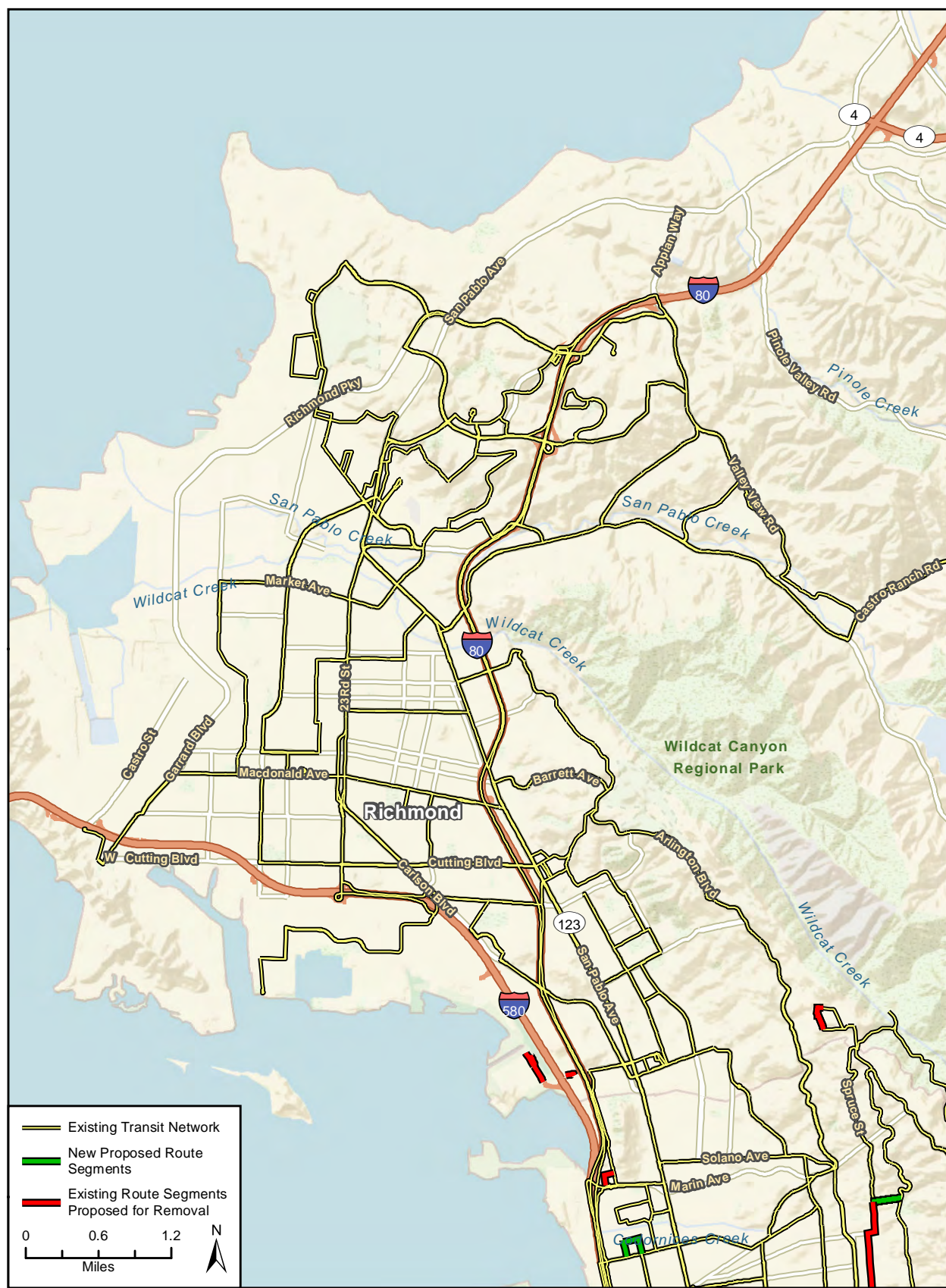
8

Existing Transit Network

New Proposed Route
Segments

Existing Route Segments
Proposed for Removal

0   0.6   1.2   N

Miles

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New and Removed Route Segments for the
Richmond/San Pablo/El Cerrito Geographic Sub-Area

Figure 5

Albany/Berkeley/Emeryville. This geographic sub-area is located south of the Contra Costa/Alameda County border and north of the City of Oakland. This area includes the cities of Albany, Berkeley, and Emeryville. Three of AC Transit's trunk corridors (main travel routes) are located within this geographic sub-area, including College Avenue, San Pablo Avenue, and Telegraph Avenue. Planned improvements for this area include increasing frequency where possible, establishing a network of crosstown routes (particularly in South Berkeley and Emeryville), reconfiguring the loop routes in Berkeley to straight routes, simplifying the route structure, and matching service with existing commercial and residential markets and future development growth (particularly in Emeryville and West Berkeley). The existing and proposed route configuration and frequencies for this area are shown on Figure 6. Details about specific proposed changes for each route in this area are presented in Table 1 at the end of this section.

The following new route segments would be added in this geographic sub-area:
- 4th Street in Berkeley, from Gilman Street to Harrison Street. Land use along this segment generally includes mixed commercial and industrial warehouses.
- 6th Street in Berkeley, from Harrison Street to Gilman Street. Land use along this segment generally includes mixed commercial and industrial warehouses.
- Eunice Street in Berkeley, from Euclid Avenue to Spruce Street. Land use along this segment generally includes single-family residential development and a school.
- Harrison Street in Berkeley, from 4th Street to 6th Street. Land use along this segment generally includes commercial and recreation uses.
- Hollis Street in Emeryville, from 40th Street to 65th Street. Land use along this segment generally includes commercial uses, multi-unit residential development, and a park.
- Shellmound Street in Emeryville, from 65th Street to 64th Street. Land use along this segment generally includes multi-unit residential development and an adjacent railroad track.

The following route segments would be removed in this geographic sub-area:
- Cleveland Avenue in Albany, from Solano Avenue to Buchanan Avenue.
- Solano Avenue in Albany, from Cleveland Avenue to Pierce Street.
- Dwight Way in Berkeley, from San Pablo Avenue to 7th Street.
- Oxford Street in Berkeley, from Rose Street to Hearst Avenue.
- Rose Street in Berkeley, from Oxford Street to Spruce Street.
- Spruce Street in Berkeley, from Eunice Street to Rose Street.
- Adeline Street in Berkeley, Emeryville, and Oakland, along several segments.
- Stanford Avenue in Berkeley and Oakland, from Market Street to Adeline Street.

These new and removed route segments are shown on Figure 7.
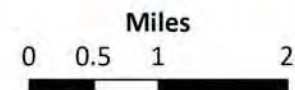
Existing and Proposed Route Frequencies for the
Albany/Berkeley/Emeryville Geographic Sub-Area
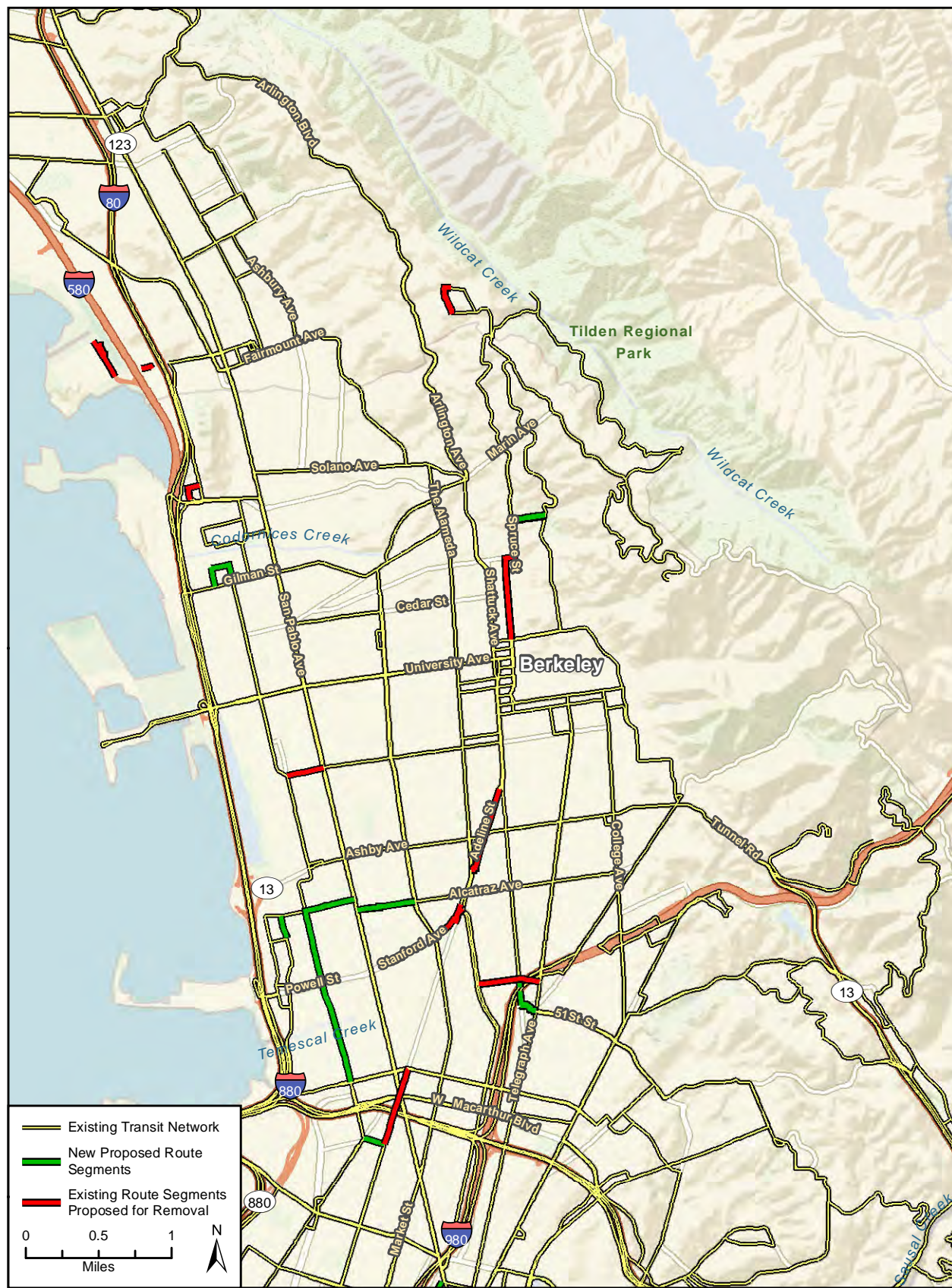
Figure 6

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New and Removed Route Segments for the
Albany/Berkeley/Emeryville Geographic Sub-Area

Figure 7

Alameda/Oakland/Piedmont. This geographic sub-area is situated south of Berkeley and Emeryville and north of the San Leandro/Oakland border. This area includes the cities of Alameda, Oakland, and Piedmont. This area includes the five most heavily used, most frequently served, and least reliable transit corridors in the AC Transit service area. These five transit corridors include College/Broadway, Foothill, MacArthur, San Pablo, and Telegraph/International. Some of the proposed service improvements in this area include increasing frequency where possible, establishing a network of crosstown routes, creating simple and productive north/south and east/west transit corridors, simplifying the route/network structure (particularly in East Oakland), increasing service for under-served commercial and residential markets (such as Jack London Square and West Oakland), and matching service with development growth throughout the planning area (including downtown Oakland and parts of Alameda). The existing and proposed route configuration and frequencies for this area are shown on Figure 8. Details about specific proposed changes for each route in this area are presented in Table 1 at the end of this section.

The following new route segments would be added in this geographic sub-area:
- Buena Vista Avenue in Alameda, from Webster Street to Tilden Way. Land use along this segment generally includes single-family and multi-unit residential development, some warehouses, a church, and a park.
- Central Avenue in Alameda, from Webster Street to 3rd Street. Land use along this segment generally includes single-family and multi-unit residential development, some commercial uses, and a school.
- Main Street in Alameda, from Midway Avenue to the Proposed Ferry Terminal. Land use along this segment generally includes multi-unit residential development and commercial uses.
- Willie Stargell Avenue in Alameda, from Hancock Street to 5th Street. Land use along this segment generally includes single-family and multi-unit residential development.
- 32nd Street in Oakland, from Peralta Street to Adeline Street. Land use along this segment generally includes multi-unit residential development and recreation uses.
- 51st Street in Oakland, from Shattuck Avenue to Telegraph Avenue. Land use along this segment generally includes multi-unit residential development and commercial uses.
- 52nd Street in Oakland, from Shattuck Avenue to 51st Street. Land use along this segment generally includes multi-unit residential development and commercial uses.
- 9th Street in Oakland, from Oak Street to Fallon Street. Land use along this segment generally includes multi-unit residential development, commercial uses, and parking.
- Martin Luther King, Jr. Way in Oakland, from 12th Street to 20th Street. Land use along this segment generally includes multi-unit residential development, commercial uses, a church, and a library.
- Shattuck Avenue in Oakland, from 52nd Street to 55th Street. Land use along this segment generally includes multi-unit residential development and commercial uses.
- Alcatraz Avenue in Oakland and Berkeley, from San Pablo Avenue to Sacramento Street. Land use along this segment generally includes single-family and multi-unit residential development and a school.
- 65th Street in Oakland and Emeryville, from Hollis Street to San Pablo Avenue. Land use along this segment generally includes multi-unit residential development and commercial uses.

The following route segments would be removed in this geographic sub-area:
- Broadway in Alameda, from Encinal Avenue to Santa Clara Avenue.
- Mariner Square Drive in Alameda, from Constitution Way to Mariner Square Loop.
- Adeline Street in Berkeley, Emeryville, and Oakland, along multiple segments.
- Stanford Avenue in Berkeley and Oakland, from Market Street to Adeline Street.
- 55th Street in Oakland, from Martin Luther King, Jr. Way to Telegraph Avenue.
- Telegraph Avenue in Oakland, from 16th Street to 20th Street.

These new and removed route segments are shown on Figure 9.

Existing

Proposed

A bus every ___ minutes (Weekday Peak Hours)

▬▬ 5 - 8	▬▬ 15	▬▬ 40 - 60
▬▬ 10 - 12	▬▬ 20 - 30	

Miles
0 0.5 1   2   3   4
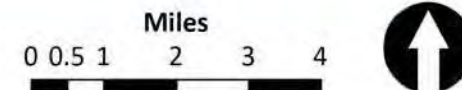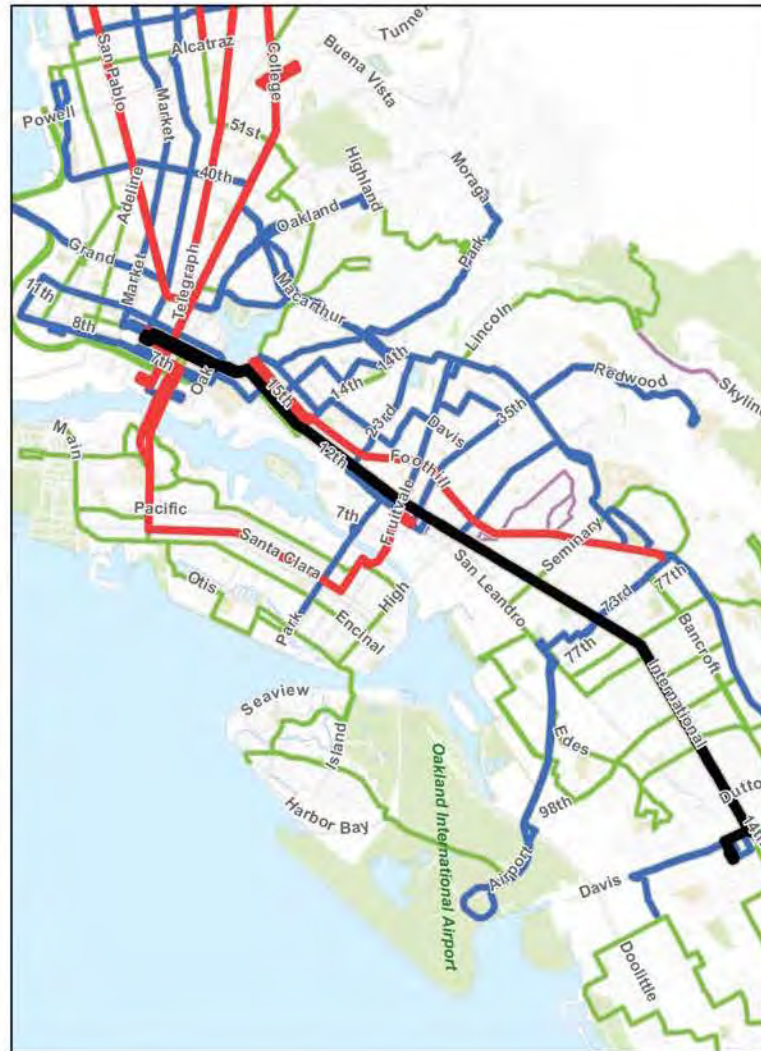
Existing and Proposed Route Frequencies for the
Alameda/Oakland/Piedmont Geographic Sub-Area
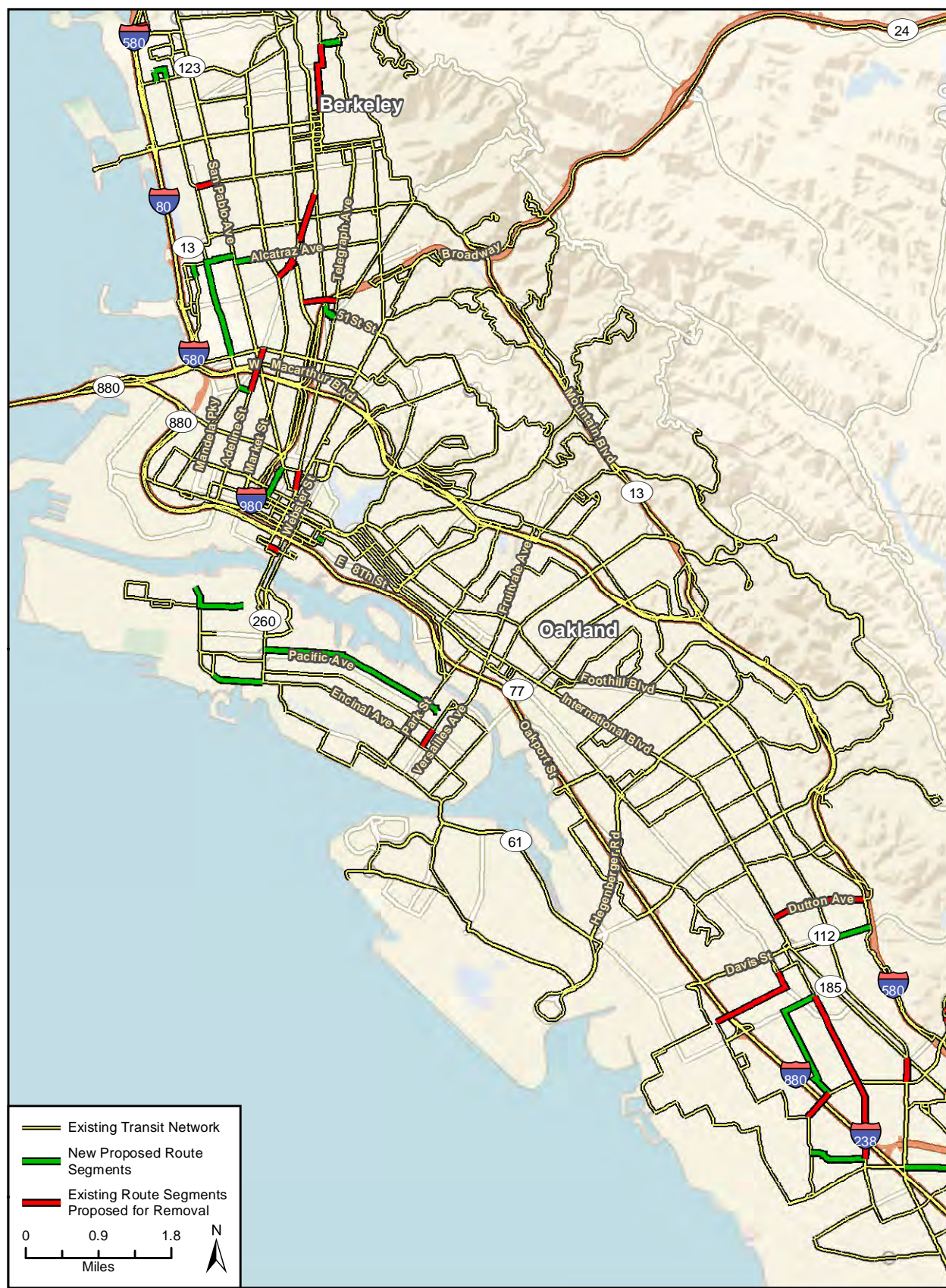
Figure 8

Source: AC Transit, Sept 17, 2015

AC Transit District

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Existing Transit Network

New Proposed Route Segments

Existing Route Segments Proposed for Removal

0   0.9   1.8

Miles

N

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New and Removed Route Segments for the
Alameda/Oakland/Piedmont Geographic Sub-Area

Figure 9

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San Leandro/Hayward (Central Alameda County). This geographic sub-area lies south of the City of Oakland and north of Union City. This area includes the cities of San Leandro and Hayward, and several unincorporated areas within Alameda County including Castro Valley, Ashland, Cherryland, and San Lorenzo. Proposed service improvements in this area include significantly overhauling the existing infrequent network and replacing all 60-minute frequency service with 30-minute frequencies or better, replacing loop routes with straight routes to simplify the network, and designing the weekend network to be identical to the weekday network in order to minimize confusion and improve weekend ridership. The existing and proposed route configuration and frequencies for this area are shown on Figure 10. Details about specific proposed changes for each route in this area are presented in Table 1 at the end of this section.

The following route segments would be added in this geographic sub-area:

- Redwood Road in Castro Valley, from Somerset Avenue to Castro Valley Boulevard. Land use along this segment includes mostly multi-unit residential development with some single-family residential development, commercial uses, and a church.
- Corsair Boulevard in Hayward, from Stearman Avenue to Sabre Street. Land use along this segment generally includes commercial warehouses. The Hayward Executive Airport is within 0.25 miles.
- Foothill Boulevard in Hayward, from City Center Drive to Hazel Avenue. Land use along this segment generally includes multi-unit residential development and commercial uses.
- Harder Road in Hayward, from Mocine Avenue to Jane Avenue. Land use along this segment includes mostly single-family residential development, some multi-unit residential development and commercial uses, and a school.
- Huntwood Avenue in Hayward, from W. Tennyson Road to Industrial Pkwy W. Land use along this segment includes mostly single-family residential development, some commercial uses, and a park.
- Industrial Parkway in Hayward, from Whipple Drive to Food Maxx (30049). Land use along this segment generally includes commercial uses.
- Industrial Parkway SW. in Hayward, from Food Maxx (30049) to Ruus Road. Land use along this segment generally includes industrial uses and parking.
- Jane Avenue in Hayward, from Harder Road to Whitman Street. Land use along this segment includes the Harder Elementary School.
- Ruus Road in Hayward, from Industrial Parkway SW. to Industrial Parkway W. Land use along this segment generally includes parking and highway landscaping.
- Sabre Street in Hayward, from Stearman Avenue to Mack Street. Land use along this segment generally includes commercial warehouses.
- Sleepy Hollow Avenue in Hayward, from Boca Raton Street to Hesperian Boulevard. Land use along this segment generally includes single-family residential development and a park.
- Sleepy Hollow Avenue S. in Hayward, from W. Tennyson Road to Boca Raton Street. Land use along this segment generally includes multi-unit residential development and a hospital.
- Stearman Avenue in Hayward, from Corsair Boulevard to Sabre Street. Land use along this segment generally includes industrial warehouses.

- 164th Avenue in San Leandro, from Kent Street to E. 14th Street. Land use along this segment generally includes commercial uses and an active construction site.
- Alvarado Street in San Leandro, from Marina Boulevard to Portola Drive. Land use along this segment generally includes industrial warehouses with a small amount of single-family residential development.
- Estudillo Avenue in San Leandro, from Bancroft Avenue to MacArthur Boulevard. Land use along this segment includes mostly single-family residential development, some multi-unit residential development and commercial uses, and a school.
- Fargo Avenue in San Leandro, from Farnsworth Street to Washington Street. Land use along this segment includes mostly single-family residential development, some multi-unit residential development and commercial uses, two schools, and a church.
- Marina Boulevard in San Leandro, from Alvarado Street to Washington Street. Land use along this segment includes mostly commercial uses and some single-family and multi-unit residential development.
- Monterey Boulevard in San Leandro, from Portola Drive to Floresta Boulevard. Land use along this segment generally includes single-family residential development.
- Portola Drive in San Leandro, from Alvarado Street to Monterey Boulevard. Land use along this segment generally includes single-family residential development.
- Kent Avenue in San Leandro and San Lorenzo, from Delano Street to 164th Street. Land use along this segment generally includes single-family and multi-unit residential development, and some commercial uses.
- Delano Street in San Lorenzo, from Ashland Avenue to Kent Avenue. Land use along this segment generally includes single-family residential development.
- E. Lewelling Boulevard in San Lorenzo, from Lewelling Boulevard to Ashland Avenue. Land use along this segment generally includes single-family and multi-unit residential development, and some commercial uses.
- Lewelling Boulevard in San Lorenzo, from Hesperian Boulevard to E. Lewelling Boulevard. Land use along this segment generally includes commercial uses and some single-family and multi-unit residential development.

The following route segments would be removed in this geographic sub-area:
- Castro Valley Boulevard in Castro Valley, from Center Street to Redwood Road.
- Somerset Avenue in Castro Valley, from Redwood Road to Lake Chabot Road.
- Mission Boulevard in Fremont and Hayward, from Stevenson Boulevard to Walnut Avenue.
- 2nd Street in Hayward, from Campus Drive to Windfeldt Drive.
- City Center Drive in Hayward, from Hazel Avenue to Foothill Boulevard.
- E Street in Hayward, from East Avenue to 2nd Street.
- East Avenue in Hayward, from E Street to Windfeldt Drive.
- Industrial Parkway W. in Hayward, from Ruus Road to Huntwood Avenue.
- Leidig Court in Hayward, from Tennyson Road to Huntwood Avenue.
- Soto Road in Hayward, from Harder Road to Winton Avenue.
- W. Winton Avenue in Hayward, from Stonewall Avenue/Southland Place to Southland Drive.
- Whitman Street in Hayward, from Harder Road to Tennyson Road.
- Windfeldt Road in Hayward, East Avenue to Colony View Place.
- 159th Avenue in San Leandro, from East 14th Street to Foothill Boulevard.

- Dutton Avenue in San Leandro, from I-580 to E. 14th Street.
- Farnsworth Street in San Leandro, from I-880 to Purdue Street.
- Floresta Boulevard in San Leandro, from Monterey Boulevard to I-880.
- Hesperian Boulevard in San Leandro, from Fairmont Drive to E. 14th Street.
- San Leandro Boulevard in San Leandro, from W. Juana Avenue to Williams Street.
- Washington Avenue in San Leandro, from Marina Boulevard to Fargo Avenue.
- Williams Street in San Leandro, from Merced Street to San Leandro Boulevard.

These new and removed route segments are shown on Figure 11.

Existing
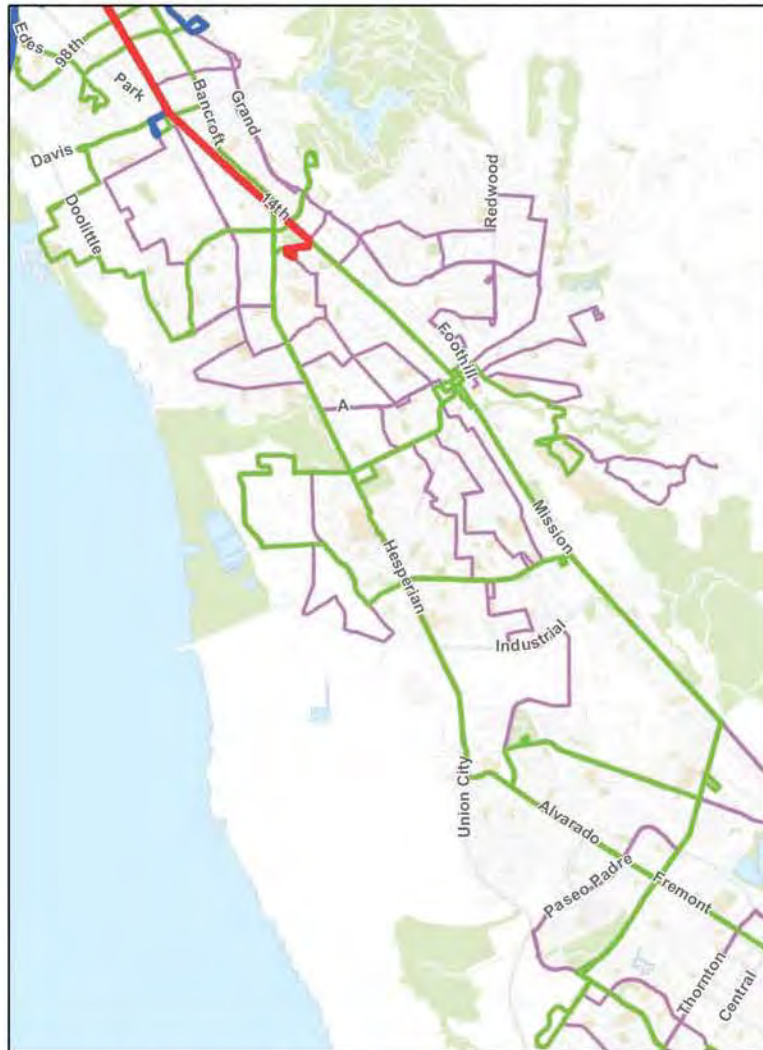
Proposed

A bus every ___ minutes (Weekday Peak Hours)
- 5 - 8
- 10 - 12
- 15
- 20 - 30
- 40 - 60

Miles
0 0.5 1 2 3 4
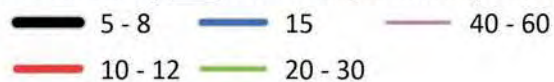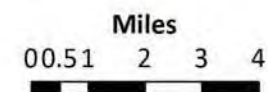
Existing and Proposed Route Frequencies for the
San Leandro/Hayward Geographic Sub-Area

Figure 10

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Legend:
- Existing Transit Network
- New Proposed Route Segments
- Existing Route Segments Proposed for Removal

0   0.75   1.5
Miles
N

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AC Transit District, 2015
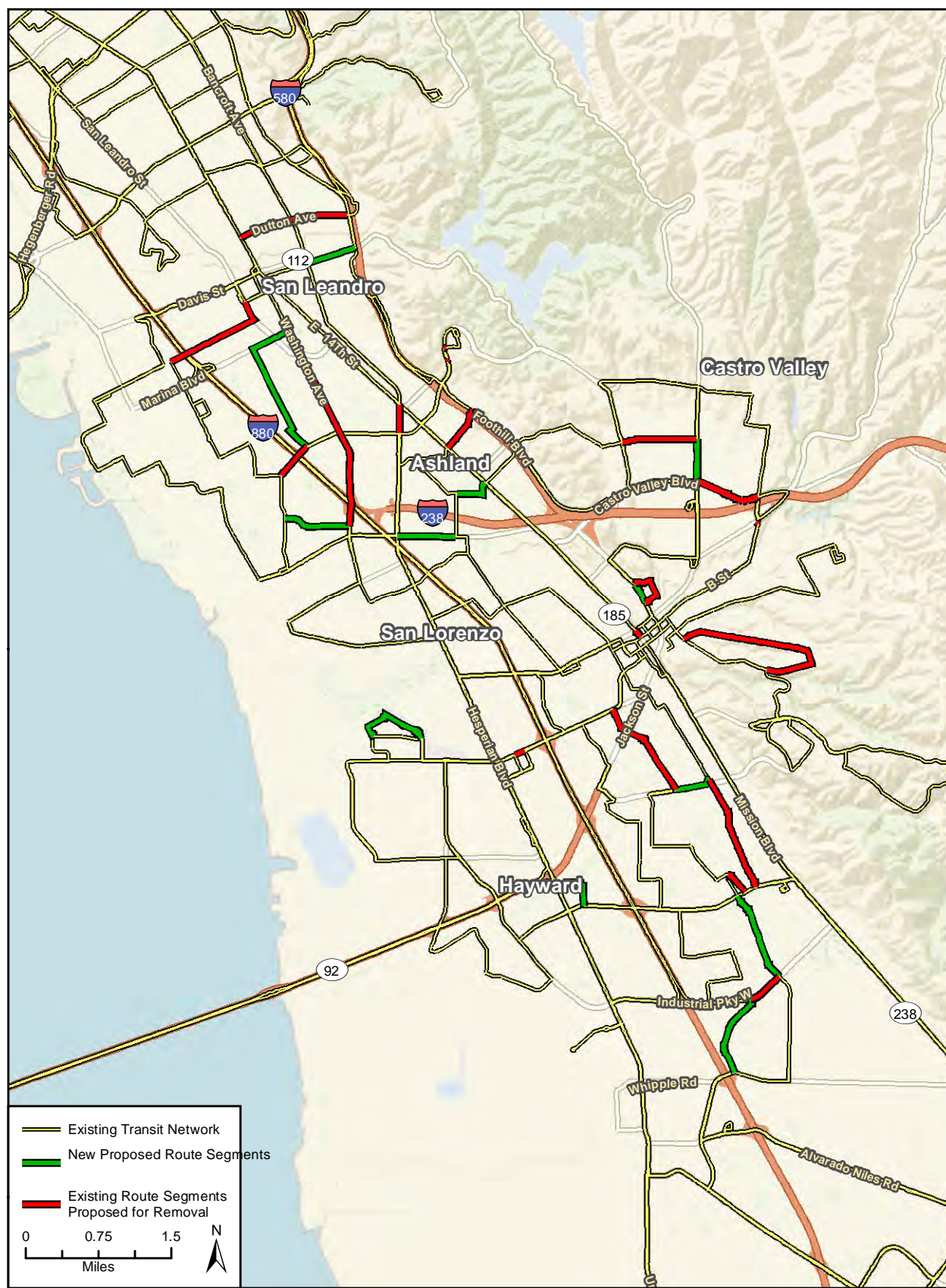
New and Removed Route Segments for the
San Leandro/Hayward Geographic Sub-Area

Figure 11

Ground Disturbance for the Project. The ground disturbance associated with this project would be limited. No new shelters or benches are proposed, and no existing shelters or benches would be removed. No changes to streets or curbs are proposed as part of this project. Cities within the AC Transit service area may introduce bus shelters/benches or curb changes as part of streetscape plans, but those changes would not be initiated as part of this project. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. The installation of new signposts may require the use of an auger and the placement of cement or concrete. The disturbance footprint for new signpost installation would be small (less than one foot in diameter), and all ground disturbance would occur in previously disturbed areas. No vegetation removal or disturbance of previously undisturbed areas is expected for this project.

Table 1
Proposed Service Improvements by Route

Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
1/1R	15 (20)	20 (20)	5:30am (5:30am)	11:30pm (11:45pm)	Split long route at Downtown Oakland. Split long route at Downtown Oakland. Create consolidated service on Telegraph Ave between Downtown Oakland and Downtown Berkeley with 1/3-mile stop spacing. Create consolidated service on International Blvd from San Leandro BART to Downtown Oakland until implementation of International Bus Rapid Transit (BRT) in 2017.	M6 Telegraph	10	12	5am	12am	Lines 1 and 1R suffer from poor on-time performance. Splitting the route will help AC Transit better schedule routes for traffic conditions. These routes will also be split when International Bus Rapid Transit (BRT) is implemented. Wider stop-spacing on Telegraph is intended to improve speed and reliability for consolidated service on the corridor.
	12 (15)	12 (15)	6:30am (8:30am)	6:45pm (5:15pm)		M7 International Local	8	10	5am	12am	
						M3 E 14th St	15	20	5am	12am	
7	40 (45)	40 (45)	6am (8am)	7:45pm (6:30pm)	Maintain existing route. Increase frequency from 40-minutes to 30-minutes	7 Arlington	30	30	6am	10pm (8pm)	Line 7 serves a relatively dense area with limited access to transportation alternatives.
11	30 (60)	30 (60)	6am (7am)	7:45pm (8pm)	Split route in Downtown Oakland.	L16 Oakland/Park	15	20	6am	12am	Route changes allow AC Transit to concentrate frequent service on route

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[2] Headway refers to time intervals between vehicles moving in the same direction on a particular route. Headway can change on a line during the day as rider demand changes.

AC Transit District

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Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
					Connect Oakland Av/Harrison Av segment (Downtown Oakland-Piedmont) with Park Blvd segment of existing Line 18.						segments serving very dense areas without alternative frequent transit options. Service to Inverleith would be maintained at every 30 minutes on weekdays. Introduce weekend service on 14th Avenue
					Connect 14th Av segment (Dimond District-Downtown Oakland) to Alameda segment (Downtown Oakland-Alameda Point) of existing Line 31.	L28 14th Av	30	30	6am	10pm	
12	20 (30)	30 (30)	6:15am (6am)	10pm (10pm)	Split route in Temescal.	L23 MLK/Solano	15	20	6am	12am	Allows AC Transit to serve densest, mixed-use areas with more frequent service.
					Direct service from Downtown Oakland to Downtown Berkeley via MLK, continuing via Shattuck to North Berkeley and Solano District.						
					Jack London Square to Grand Lake via Broadway and Grand, continuing via Piedmont Av and Shattuck Av to Downtown Berkeley and to Gilman district via Hopkins and Gilman	L20 Shattuck/Grand	20	20	6am	11am	

Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
14	15 (30)	30 (30)	6:15am (7:15am)	10pm (9:45pm)	Extend existing Line 14 to West Oakland via 14th Street, Wood, and 7th Street.	L17 14th/High	15	20	6am	12am (10pm)	Increase east-west frequency on 14thStreet to better connect West Oakland to Downtown Oakland and East Oakland.
18	15 (30)	20 (30)	6:30am (6:30am)	11:30pm (11:30pm)	Split route in Temescal and Downtown Oakland. Jack London Square to Grand Lake via Broadway and Grand, continuing via Piedmont Av and Shattuck Av to Downtown Berkeley and to Gilman district via Hopkins and Gilman	L20 Shattuck/Grand	20	20	6am	11am	Maintain or improve frequency on all segments. Offer new connections in Albany, Berkeley, and Oakland. Maintain direct connections between downtown Berkeley and downtown Oakland. Maintain direction connection between Berkeley and Grand Lake with improved frequency.
					Direct service from Downtown Oakland to Downtown Berkeley via MLK, continuing via Shattuck to North Berkeley and Solano District.	L23 MLK/Solano	15	20	6am	12am	
					Connect Oakland Av/Harrison Av segment (Downtown Oakland-Piedmont) with Park Blvd segment of existing Line 18.	L16 Oakland/Park	15	20	6am	12am	
20	30 (30)	30 (30)	5am (5am)	10pm (10pm)	Terminate at 14th and Broadway.	20 Shoreline/Park	30	30	5am	10pm	

AC Transit District

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Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
21	30 (30)	30 (30)	6:15am (7:15am)	9:15pm (9:15pm)	No change						
22	30 (60)	30 (60)	6am (6:45am)	10:45pm (11:15pm)	Create new route by connecting Hesperian and Winton segments of Line 22 with Line 60 to CSUEB.	L6 Winton	20	20 (30)	6am	10pm	Create frequent crosstown route between CSUEB and Chabot/Kaiser with connections to Southland Mall and Downtown Hayward/Hayward BART. Increase frequency to 20 minutes on all segments. Mission Blvd segment covered with new route and Tennyson segment covered with more frequency on Lines 83 and 86.
						M2 Mission Blvd	20	20 (30)	5am	12am	
25	40 (60)	40 (60)	7:15am (8am)	7:40pm (5:45pm)	Split route.	L15 Colusa-Claremont	30	30	6am	10pm (8pm)	Increase frequency on a majority of the route. Offer new connections between Albany, Berkeley, El Cerrito, Oakland, and Richmond. Improve legibility of network.
					Connect Colusa segment of existing Line 25 (Downtown Berkeley – Plaza BART) with Claremont segment of Line 49.						
					Serve Gilman/Hopkins segment of existing Line 25 (Gilman – Downtown Berkeley) with new line extending from Shattuck.	L20 Shattuck/Grand	20	20	6am	11am	

Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
					Serve Pierce Street segment (from Plaza BART to 4th Street) with new line extending from Ashby Av. Ashby to 4th Street will be 15 minutes with every other trip going to Plaza BART or to the Berkeley Marina.	L21 Ashby	15/30	15/30	6am	12am	
26	20 (30)	30 (30)	6am (5:45am)	9:30pm (9:30pm)	Simplify route by eliminating "loop" through West Oakland. Provide more direct connection between West Oakland, Emeryville, and Downtown Oakland	L19 Lakeshore/Hollis	20	20	6am	10pm	Simplify route. More direct connection between Downtown Oakland, West Oakland, and Emeryville.
31	30 (30)	30 (30)	5:45am (6:15am)	9:45pm (9:45pm)	Split route in Downtown Oakland. Connect Alameda segment (Downtown Oakland-Alameda Point) to 14th Av segment (Dimond District-Downtown Oakland) of existing Line 11. Connect Peralta segment (Downtown Oakland-Emeryville) via Emeryville to new route on Dwight.	L22 Dwight	20	20	6am	12am	Increase span of service on Peralta and 14th Av. Maintain or improve frequency on all segments. Provide weekend service on 14th Ave.
						L28 14th Av	30	30	6am	10pm	

Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
32	60 (60)	60 (60)	5:30am (6:45am)	8pm (6:30pm)	Eliminate CW/CCW loop. Connect Center Street segment of Line 32 to Center Street and Redwood Rd segments of Line 48. Maintain existing alignment between Castro Valley BART and Bay Fair BART. Replace Line 89 weekend service to Alameda Juvenile Detention Center.	L10 Castro Valley	30	30	6am	10 pm (9 pm)	Eliminate confusing loop route and increase frequency to 30 minutes 7-days a week.
37	60 (none)	60 (none)	6am (none)	8pm (none)	Eliminate loop. Maintain Santa Clara, Underwood, Amador. Continue on current Line 85 south of Tennyson to Union Landing and extend to Union City BART.	L11 South Hayward	30	30	6am	10pm (9pm)	Improve frequency from hourly to 30 minutes 7-days a week in south Hayward. Overlap with L11 provides 15-minute service between Union City BART and Industrial Blvd.
39	60 (none)	60 (none)	6:45am (none)	7:15pm (none)	No change						
40	10 (30)	20 (30)	5:30am (6am)	11:45pm (11:30pm)	No change						
45	20 (40)	30 (40)	6am (6:15am)	10pm (10pm)	No change						

Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
46	60 (none)	60 (none)	6:30am (none)	6:30pm (none)	No change						
47	45 (none)	none	6:15am (none)	7:30pm (none)	No change						
48	60 (none)	60 (none)	6:30am (none)	7:30pm (none)	Connect Center Street segment of Line 32 to Center Street and Redwood Rd segments of Line 48. Continue to serve Grove and Foothill with Line 83 extension from Hayward BART. Peak period service provided by NX4 and NXC on discontinued Line 48 segments.	L10 Castro Valley	30	30	6am	10 pm (8 pm)	Discontinue very low ridership segments. In order to increase frequency, the most productive segments of two hourly routes were combined to form a single 30-minute route. Line 48 segments will now have weekend service.
					Extend route to Castro Valley BART and increase frequency.	L83 Tennyson/W A St	30	30	6am (none)	10 pm (none)	Discontinue very low ridership segments. In order to increase frequency, the most productive segments of two hourly routes were combined to form a single 30-minute route. Line 48 segments will now have weekend service.
49	30 (40)	30 (40)	6:15am (7am)	7pm (7pm)	Split route.	L22 Dwight	20	20	6am	12am	Increase frequency on a majority of the route. Offer new connections between

Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
					Serve Dwight with 20-minute service between UC Berkeley Campus, Emeryville, and West Oakland.							Albany, Berkeley, Emeryville, and Oakland. Improve legibility of network.
					Connect Ashby to 4th Street with service every 15-minutes, with every other trip continuing to Berkeley Marina or Plaza BART via UC Village and Pierce St.	L21 Ashby	15/30	15/30	6am	12am	
					Serve Claremont with 30-minute route connecting Plaza BART via Colusa to Downtown Berkeley, UC Berkeley campus, Claremont, and Rockridge BART	L15 Colusa-Claremont	30	30	6am	10pm (8pm)	
51A	10 (15-20)	12-20 (15-20)	5am (5:45am)	11:30pm (11:45pm)	No change	51A Broadway					
51B	10-20 (15-20)	12-20 (15-20)	5:30am (5:45am)	11:45pm (11:30pm)	Service to Berkeley Marina replaced by L21 Ashby.	51B College-University					Improve reliability and legibility of route by removing alternating 51B service to Berkeley Marina.
52	15-30 (35)	30 (35)	6am (8:30pm)	11:30pm (7:15pm)	No route change. Increase frequency to 15 minutes in the peak, 20 minutes off peak.	52 Cedar University	15	20	6am	12am	

Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
54	10-30 (30)	15 (30)	6am (8am)	9:45pm (7pm)	No change						
57	15-30 (15-30)	15 (15-30)	5:30am (5:45am)	12:15pm (11:45pm)	Extend Line 57 to Emeryville Public Market via 40th Street and Shellmound.	M5 Macarthur	15	15	5am	12am	Restore direct service to major employment and shopping destination.
58L	30 (none)	30 (none)	7:30am (none)	6:15pm (none)	Eliminate route. Re-invest resources on MacArthur corridor to extend Line 57 to Emeryville and increase frequency of NL	M5 Macarthur	15	15	5am	12am	Discontinued due to very low ridership to downtown Oakland. Improve corridor legibility by investing resources in 57 and NL.
						NL Macarthur	15	20 (30)	5am	12am	
60	20 (40)	20 (40)	5:30am (6:15am)	10pm (7:15pm)	Create new route by connecting Line 60 with Hesperian and Winton segments of Line 22.	L6 Winton	20	20 (30)	6am	11pm (10pm)	Create frequent crosstown route between CSUEB and Chabot/Kaiser with connections to Southland Mall and Downtown Hayward/Hayward BART.
62	20 (30)	20 (30	6:15am (6:15am)	12am (12am)	Increase frequency in peak and off peak	62 7thSt/23rd Av	15	20	6am	12am	Increase frequency on high-productivity route. Improve network connectivity.
65	60 (none)	60 (none)	7am (none)	7:30pm (none)	No change						
67	30-40 (none)	40 (none)	6am (none)	7:30pm (none)	Adjust route to serve Euclid between Hearst and Eunice.	L25 Spruce	30	30	6am	8pm	High travel demand between Downtown Berkeley and Euclid/Eunice, especially during morning and early afternoon commutes. Spruce residents have Lines 18 and 7 two blocks away on Shattuck.

Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
70	30 (60)	30 (60)	6am (7am)	8pm (8pm)	No change to route. Span extended to 10pm.		30	30	6am	10pm	
71	30 (60)	30 (60)	6am (7am)	8pm (8pm)	No change to route. Span extended to 10pm.		30	30	6am	10pm	
72/72M	30 (30)	30 (30)	5:15am (5:30am)	11:30pm (11:30pm)	Consolidate Line 72 and 72M into a single route offering 15-minute service on San Pablo Ave and Macdonald (Existing Line 72M alignment).	M4 San Pablo/ Macdonald	15	15	6am	12am	Offer faster, more frequent service on San Pablo Ave more hours of the day and more days of the week. Improve frequency on Macdonald Ave. Improve legibility of service on San Pablo Ave. Mitigate loss of Line 72 north of Macdonald Ave.
	30 (30)	30 (30)	5:45am (6am)	11pm (12am)							
72R	12 (none)	12 (none)	6am (none)	7pm (none)	In tandem with consolidating Lines 72/72M onto Macdonald, improve frequency and span of service on Line 72R. Create narrower stop spacing between Del Norte BART and Contra Costa College.	R1 San Pablo Rapid	10	12	6am	12am	
73	15 15-30)	15 15-30)	5:45am (5:45am)	11:45pm (11:45pm)	No change						
74	30 (70)	30 (70)	6am (7am)	8:45pm (6:45pm)	Create 30-minute route from Marina Bay to Hilltop Mall.	L26 23rd/Regatta	30	30	6am	10pm	New routes will create combined 15-minute service between Richmond Marina and Hilltop Mall via 23[rd.]
					Create 30-minute route from Richmond BART to San Pablo Dam Road.	L27 23rd Ave/El Sobrante	30	30	6am	10pm	

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Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
75	60 (none)	60 (none)	6am (none)	7:30pm (none)	Eliminate loop. Realign on Estudillo to Grand and extend south on Fargo, Lewelling, Meekland, and West A Street. Discontinued segments on Foothill and Grand maintain peak period service with NX4 and NXC.	L3 Meekland/Davis	30	30	6am (8am)	10pm (8pm)	Introduce weekend service. Overlap with L5 to create frequent 15-minute crosstown route from Foothill Square on Davis/Estudillo and on Lewelling/Meekland/W A St through San Lorenzo, Ashland, and Cherryland. Increase service to Kaiser San Leandro. Discontinue Line 75 one-way stops on Foothill and Grand due to very low ridership (peak period service provided by NX4 and NXC).
76	30 (30)	30 (30)	6am (6:30am)	6:45pm (7:30pm)	No route change. Span extended to 10pm.	76 Cutting/Market	30	30	6am	10pm	
83	60 (none)	60 (none)	5:15am (none)	8pm (none)	Extend route to Castro Valley BART and increase frequency.	L83 Tennyson/W A St	30	30	6am (none)	10pm (none)	Increase frequency from 60 minutes to 30 minutes to improve service to Hayward industrial areas. Overlap with L86 to provide frequent 15-minute service on Tennyson and W A St. Extend to Castro Valley BART to cover Line 48 segments on Foothill and Grove.
85	60 (60)	60 (60)	6am (7am)	8pm (7pm)	Split route in two. Realign to Alvarado and Halcyon from San Leandro BART to Bay Fair BART, continuing onto existing Line 93	L9 San Lorenzo	30	30	6am	10pm (9pm)	Increase frequency from hourly to 30 minutes by merging most productive segments of Lines 85 and 93. Provide San Lorenzo with connections to Bayfair, San Leandro and Hayward.

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Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
					routing through San Lorenzo. Connect south Hayward segment to Whitman and Huntwood and extend to Union Landing and Union City BART.	L4 Whitman/Huntwood	30	30	6am	10pm (9pm)	Increase frequency from hourly to 30 minutes and introduce weekend service on portions of Line 37. Provide frequent 15-minute service from Union City BART to Huntwood and Industrial Parkway by overlapping with L4.
86	60 (none)	none (none)	5am (none)	7pm (none)	Extend on Corsair. Realign from Winton to W A Street.	L86 Tennyson/Winton	30	30	4am	12am	Provide 30 minute service on all segments to provide better service to Hayward industrial areas. Overlap with 83 to provide frequent 15-minute service on Tennyson from South Hayward BART to Industrial Blvd and on W Ast Street to Hayward BART.
88	20 (30)	20 (30)	5:30am (5:45am)	9:45pm (9:45pm)	Increase peak frequency to 15 minutes.	88 Sacramento	15	20	6am	12am (10pm)	Improve network by creating frequent north-sound corridor between San Pablo Av and Shattuck Av.
89	30 (60)	30 (60)	5:30am (7:30am)	7:45pm (6:30pm)	Eliminate loop. Continue on Estudillo to Grand, extending north to Foothill Square and south to Lewelling, Meekland, and West A Street. Discontinued segments on Bancroft still covered by Line 40.	L5 Lewelling/Davis	30	30	6am	10pm	Overlap with L3 to create frequent 15-minute crosstown route from Foothill Square in Oakland to San Leandro on Davis/Estudillo and 15-minute north-south route on Lewelling/Meekland/W A St through San Lorenzo, Ashland, and Cherryland.
93	60 (60)	60 (60)	5:45am (7:45am)	7:45pm (7:15pm)	Eliminate loop. Maintain existing	M3 E. 14th St	15	15 (20)	5am	12am	Increase frequency from hourly to 30 minutes by

Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
					alignment from Bay Fair BART to Hayward BART, with exception of extension on Blossom and Western. Extend northern end to San Leandro BART via Halcyon, Alvarado, and Washington.	L9 Washington/A Street	30	30	6am	10pm (9pm)	keeping most productive segments of Lines 85 and 93, providing San Lorenzo with connections to BayFair, San Leandro and Hayward.
94	60 (none)	60 (none)	6am (none)	8pm (none)	Maintain peak period service through L6 Winton. Every other trip will run to Hayward Highlands on weekdays.	L6 Winton	40	0	5am - 9am	3pm-8pm	Every other trip on L6 will run to Hayward Highlands during peak periods. Frequency increased from hourly to 40 minutes.
95	30 (30)	30 (30)	5:30am (7am)	7:45pm (6pm)	No change						
97	20 (30)	20 (30)	6:15am (7am)	11pm (10:45pm)	End route at Union Landing. Maintain frequency on Alvarado Niles Blvd with new routes.	M1 Hesperian	15	20	6am	12am	Shortening route will improve on-time performance and reliability and allows reinvestment of hours into 15-minute service, as well as more frequent service in south Hayward and Union City on proposals L4 and L11. Overlapping L4 and L11 maintains 15-minute service on Alvarado-Niles between Union Landing and Union City BART.
98	20 (40)	30 (40)	6am (7:30am)	9:45pm (9pm)	Split into two routes	L13 85th/90th Av	20	20 (30)	6am	11pm (10pm)	Split loop route into two routes with distinct end-points with greater demand

Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
						L14 98th Av	20	20 (30)	6am	11pm (10pm)	for travel.
99	20 (30-45)	20 (30-45)	5am (6am)	12am (12am)	Split route. Extend northern section from Hayward BART to 104th Ave in Oakland. Terminate southern section at Union City BART. Service on Decoto and Fremont Blvd covered by L8. Service on Walnut in Fremont covered by L1.	M3 E 14th St	15	20	5am	12am	Shortening route will improve reliability and on-time performance. Eliminating travel time through the Hayward Loop on Line 99 allows extra running time to be reinvested to increase frequency.
						M2 Mission Blvd	20	20	5am	12am	
						L8 Fremont/Warm Springs Blvd	30	30	6am	12am	
						L1 Niles/Mowry	30	30	6am	8pm	
F	30 (30)	30 (30)	7am (7am)	11:45pm (10:45pm)	Rerouted to approach Emeryville from the north via Shattuck, Adeline, 65th and Hollis. Frequency increased to 20 minutes.	F Alcatraz	20	30	6am	12am	Proposal creates frequent all day rate between UC Berkeley Campus, Downtown Berkeley, South Berkeley, Emeryville, and San Francisco. Overlap with L22 Dwight means 10-minute between Berkeley and Emeryville.
J	30	30	6am-9am	4pm-7pm	Rerouted to continue to straight down Sacramento and Market, covering previous F stops.	J Sacramento	30	30	6am-9am	4pm-7pm	Covers F segments. Will not stop in Emeryville. No change to schedule.
NL	15-30 (30)	30 (30)	6am (6am)	11:30pm (11:30pm)	Peak frequency increased to 15-minutes, 20-minutes midday.	NL Macarthur	15	20 (30)	5am	12am	Frequency increased with reinvested hours from Line 58L to provide more legible service from MacArthur Corridor to Downtown Oakland and SF.

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Existing Route	Headway[2], Minutes Weekday (Weekend)		Span		Proposal	New Route	Headway, Minutes Weekday (Weekend)		Span (Weekend Span)		Reason for change
	Peak	Base	Start	End			Peak	Base	Start	End	
O	10-30 (60)	60 (60)	6am (6am)	9pm (9pm)	New route (similar to old Line 63) will connect Fruitvale BART to High St, Shoreline, and Main St Ferry Terminal.	L2 Shoreline	30	30	6am	10pm	(No proposed change to O schedule). Shortening Line O allows hours to be reinvested in new route connecting Fruitvale BART to Alameda. Overlapping L2 with Line 20 on Otis and Shoreline creates 15 minute frequent service between South Shore and Fruitvale BART. Service to Main St Ferry Terminal reestablished while taking advantage of proposed bus lane improvements on Stargell.
					O service brought back to old terminus at Tilden with realignment to continue straight on Encinal and Central.	T1 Encinal	15	60	6am	10pm	

10. SURROUNDING LAND USES

Figure 1 shows the regional location of the AC Transit service area. Figure 2 shows the baseline existing AC Transit route network. The proposed service expansions would serve developed urban, suburban, and commercial areas within the San Francisco Bay Area region. The majority of the land use within the project area is suburban or low density residential development that is bordered to the east by the coastal foothills and to the west by the San Francisco Bay. Although the majority of the land use within the project area is low density, substantial pockets of medium density and high density residential and commercial development exist, especially within the downtown areas of Berkeley and Oakland.

The proposed changes to the AC Transit system would modify both the frequency and route configuration of bus service throughout the project area. In some cases, new routes will be added to streets with surrounding residential, commercial, industrial, or municipal land uses. The land uses for each new segment are described above under each geographic sub-area. In cases where a new route will be added or an existing route will be extended into a residential area that previously lacked AC Transit service, the effects of this new or extended bus service on the surrounding residential land use will be analyzed in detail.

11. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED:

The project would require approval by the AC Transit Board of Directors. No other agencies have discretionary approval authority for the project.

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below, if checked, would be potentially affected by this Project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages. It should be noted that the draft Initial Study did not identify any impacts that would be potentially significant or potentially significant unless mitigation incorporated.

☐ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Denise C. Standridge, General Counsel   Date
AC Transit District

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS				
-- Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a. Scenic vistas occur throughout the San Francisco Bay Area and include some of the most iconic natural and built landscapes in California. These scenic vistas can be observed from numerous public viewing locations throughout the Bay Area, including along various route segments within the AC Transit service area. Some examples of notable natural scenic vistas in the project area include views of the Berkeley and Oakland hills, views of the San Francisco Bay and Angel Island, and views of the Marin headlands and Mt. Tamalpais (ABAG and MTC, 2013). Some examples of notable built environment scenic vistas include the San Francisco skyline, the Bay Bridge, the Golden Gate Bridge, and the San Rafael Bridge. The Golden Gate Bridge in particular is recognized worldwide as a defining scenic component of the San Francisco Bay Area landscape. Several buildings in the East Bay, including the UC Berkeley Campanile in the City of Berkeley and the Claremont Hotel and Mormon Temple in the City of Oakland, are widely recognized for their scenic value (ABAG and MTC, 2013). All of the natural and built environment scenic vistas described above can be seen from various points within the project area.

The construction activities associated with this project would be limited. No new bus shelters or benches are proposed, and no existing shelters or benches would be removed. No changes to streets or curbs are proposed as part of this project. Construction activities for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. New signposts would be located in previously disturbed areas and would be considered a typical component of the built environment. These new signposts would not substantially block or interfere with a scenic vista due to their small size and the taller surrounding buildings. No vegetation removal or disturbance of previously undisturbed areas is expected for this project. The removal and installation of signposts for the project would have **no impact** on scenic vistas.

Operation of the project would include increased bus service frequency along existing routes, the removal of some existing route segments from the AC Transit service network, and the addition of new route segments in residential, commercial, and industrial areas throughout the project area. The increased frequency of bus service along existing routes would not substantially alter the existing scenic landscape nor would it substantially interfere with the visibility of any scenic vistas. A passing bus would be located within an observer's field of view for a limited time (typically a few seconds) and would not substantially block the view of a natural or built scenic landscape. Also, the increased frequency of bus service along existing routes would be consistent with the existing urban landscape and transportation corridor scenic characteristics. Bus service on new route segments would slightly alter the scenic characteristic of those segments. However, the presence of buses on those new route segments would be transient and would not have a substantial adverse effect on any scenic vista. Several of the new route segments afford views of scenic vistas, and operation of the project would provide AC Transit passengers increased opportunities to observe scenic vistas. Some examples of new route segments with scenic vistas include views of the San Francisco Bay from Eunice Street in the City of Berkeley, and views of the East Bay hills from Estudillo Avenue in the City of San Leandro and Harder Road in the City of Hayward. Operation of the project would have **no impact** on scenic vistas.

b. California's Scenic Highway Program was created by the Legislature in 1963 with the passage of the Scenic Highway Act. The program is designed to protect and enhance the natural scenic beauty of California's highways and adjacent corridors (Caltrans, 2015a). Scenic highways are categorized as either officially designated or eligible for designation. There are several officially designated and eligible scenic highways within and near the project area. The one officially designated scenic highway within the project area is Interstate 580 in Alameda County from the San Leandro city limit to State Route (SR) 24 in the City of Oakland(Caltrans, 2015b). State Route 24, which begins in Oakland just east of the project area, is an officially designated scenic highway (Caltrans, 2015b). The one eligible scenic highways within the project area is Interstate 580 both west and east of its officially designated scenic highway segment (Caltrans, 2015b).

Operation of the project would increase the frequency of bus service along existing routes, remove several route segments throughout the project area, and introduce new bus service on several route segments in the project area, including one segment directly adjacent to the officially designated scenic portion of Interstate 580 (Estudillo Avenue in San Leandro). The addition of this new route segment would include the installation of new signposts as necessary to signify new bus stops. These signposts would be small and would not exceed the height of the surrounding buildings. The signposts would be installed in previously disturbed locations and would be consistent with the existing urban aesthetic character of the new route segments. No other construction, such as the installation of benches or shelters, would occur for this project. No vegetation removal or disturbance of previously undisturbed areas is expected for this project. The removal and installation of signposts and operation of the project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. **No impact** would occur.

c. Operation of the project would result in more frequent bus service along most routes throughout the AC Transit service area, the removal of several route segments, and the addition of several new route segments throughout the project area. New signposts would be installed

and existing signposts would be removed as necessary to accommodate route changes and new stop spacing along existing routes. New signposts would be located in previously disturbed areas and would be considered a typical component of the built environment. These new signposts would not substantially degrade the existing visual character or quality of the site and its surroundings. No other physical improvements (such as shelters or benches) would occur due to construction of the project. Increased bus service frequency along existing routes and new bus service on new route segments would alter the visual character of the site (especially for new route segments in residential areas), but this alteration would be consistent with the existing urban aesthetic character of the project area and would not substantially degrade the existing visual character or quality of the site and its surroundings. **No impact** would occur.

d. No permanent or fixed lighting would be installed for the project. Lighting associated with operation of the project would be limited to transit vehicle headlights and safety lighting (such as brake lights). These light sources would be transient and would not introduce a new fixed source of lighting in the project area. Bus windows and the painted surfaces of buses could introduce new sources of glare. Sources of light and glare currently exist throughout the project area. These sources include residential, commercial and industrial land uses, street lights, security lighting, and existing vehicle lights on and adjacent to roadways. The project area is generally urban in character and operation of the project would not introduce sources of light and glare into previously dark or undeveloped areas. Although the increased frequency of bus service along existing routes and the provision of new bus service on new route segments would introduce new sources of light and glare, these new sources of light and glare would not be substantial compared to the existing sources of light and glare for the urban setting within which they would occur. The new sources of light and glare associated with operation of the project would not adversely affect day or nighttime views in the project area, and **no impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES				
-- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES				
methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the Project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

a. Almost all of the project area is classified as Urban and Built-Up Land by the Department of Conservation's Farmland Mapping and Monitoring Program (FMMP). Grazing Land exists at the eastern edge of the project area (DOC, 2012). Scattered pockets of Grazing Land, Unique Farmland, and Prime Farmland exist in the northern and southern portions of the project area (DOC, 2012). Within the Richmond/San Pablo/El Cerrito geographic sub-area, a small patch of land classified as Unique Farmland is crossed by an existing bus route along Interstate 80 in the City of Richmond. A small patch of Grazing Land is crossed by an existing bus route along Castro Ranch Road, also in the City of Richmond. Although these two existing segments cross land that is mapped by the FMMP as Unique Farmland and Grazing Land, the bus service travels along existing roadways and no farmland would be converted to non-agricultural use by the increased frequency of bus service along existing routes. No farmland mapped by the FMMP exists within the Albany/Berkeley/Emeryville geographic sub-area. Within the Alameda/Oakland/Piedmont geographic sub-area, an existing bus route along Empire Road in Oakland crosses a small patch of grazing land. No farmland would be converted by the increased frequency of bus service along this route. Within the San Leandro/Hayward geographic sub-area, the existing bus route along Dobbel Avenue in Hayward crosses a small patch of grazing land. No farmland would be converted by the increased frequency of bus service along this route. Expanded service along existing routes would occur on existing

roadways and no farmland would be converted due to operation of the project. **No impact** would occur.

b. Williamson Act contracts exist on the outskirts of the southern portion of the project area. The majority of the Williamson Act lands are located to the east, in the foothills of the Coastal Range. A small amount of Williamson Act land is located southwest of the project area, adjacent to the San Francisco Bay. None of the new or existing route segments would cross Williamson Act land or otherwise conflict with existing zoning for agricultural use; **no impact** would occur.

c-d. Forest land occupies a substantial amount of the eastern portion of the project area. Several areas that are mapped as forest land on the US Forest Service CALVEG Existing Vegetation maps are crossed by existing bus routes within the project area (USFS, 2014). Some examples of existing routes that cross forest land include bus routes along Campus Drive and Skyline Boulevard in Oakland and Castro Ranch Road in Richmond. Neither new bus service on new route segments nor expanded bus service on existing route segments would conflict with the zoning for or lead to the rezoning of forest land. All new and existing bus service would occur on existing roadways. The removal and installation of signposts for the project would not involve disturbance of previously undisturbed areas. No forest land would be lost or converted to non-forest use. **No impact** would occur.

e. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. Ground disturbance would occur in previously disturbed areas. No vegetation removal or disturbance of previously undisturbed areas is expected for this project. No farmland would be converted to non-agricultural use, and **no impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY				
-- Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Air Quality Standards and Attainment

The project area is located within the San Francisco Bay Area Air Basin (the Basin), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, the BAAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The BAAQMD is in non-attainment for the state and federal ozone standards, the state and federal $PM_{2.5}$ (particulate matter up to 2.5 microns[3] in size) standards and the state PM_{10} (particulate matter up to 10 microns in size) standards and is required to prepare a plan for improvement (BAAQMD, "Air Quality Standards and Attainment Status" webpage, accessed September 2015). The health effects associated with criteria pollutants for which the Basin is in non-attainment are described in Table 2.

Table 2
Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[a]
Suspended particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory

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[3] *One micron equals one-millionth of a meter; i.e. 10^{-6}*

Table 2
Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
	symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[a]

Source: U.S. EPA, http://www.epa.gov/airquality/urbanair/, accessed September 2015.
[a] More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: EPA, Air Quality Criteria for Particulate Matter, October 2004.

Air Quality Management

The Bay Area 2010 Clean Air Plan (CAP) provides a plan to improve Bay Area air quality and protect public health. The legal impetus for the CAP is to update the most recent ozone plan, the Bay Area 2005 Ozone Strategy, to comply with state air quality planning requirements as codified in the California Health & Safety Code. Although steady progress in reducing ozone levels in the Bay Area has been made, the region continues to be designated as non-attainment for both the one-hour and eight-hour state ozone standards as noted previously. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, state law requires the CAP to include all feasible measures to reduce emissions of ozone precursors and reduce transport of ozone precursors to neighboring air basins (BAAQMD, September 2010).

In 2006, the U.S. EPA tightened the national 24-hour $PM_{2.5}$ standard regarding short-term exposure to fine particulate matter from 65 $\mu g/m^3$ (micro-grams per cubic meter) to 35 $\mu g/m^3$. Based on air quality monitoring data for years 2006-2008 showing that the region was slightly above the standard, U.S. EPA designated the Bay Area as non-attainment for the 24-hour national standard in December 2008. This triggered the requirement for the Bay Area to prepare a State Implementation Plan (SIP) submittal to demonstrate how the region would attain the standard. However, data for both the 2008-2010 and the 2009-2011 cycles showed that Bay Area $PM_{2.5}$ levels currently meet the standard. On October 29, 2012, the U.S. EPA issued a proposed rule-making to determine that the Bay Area now attains the 24-hour $PM_{2.5}$ national standard. Based on this, the Bay Area is required to prepare an abbreviated SIP submittal which includes an emission inventory for primary (directly-emitted) $PM_{2.5}$, as well as precursor pollutants that contribute to formation of secondary PM in the atmosphere; and amendments to the BAAQMD New Source Review (NSR) to address $PM_{2.5}$ (adopted December 2012).[4] However, key SIP requirements to demonstrate how a region will achieve the standard (i.e. the requirement to develop a plan to attain the standard) will be suspended as long as monitoring data continues to show that the Bay Area attains the standard.

In addition to preparing the "abbreviated" SIP submittal, the BAAQMD has prepared a report entitled "Understanding Particulate Matter: Protecting Public Health in the San Francisco Bay Area" (2012). The report will help to guide the BAAQMD's on-going efforts to analyze and reduce PM in the Bay Area in order to better protect public health. The Bay Area will continue to be designated as "non-attainment" for the national 24-hour $PM_{2.5}$ standard until such time as

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[4] *PM is made up of particles that are emitted directly, such as soot and fugitive dust, as well as secondary particles that are formed in the atmosphere from chemical reactions involving precursor pollutants such as oxides of nitrogen (NO_x), sulfur oxides (SO_x), volatile organic compounds (VOCs), and ammonia (NH_3).*

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the Air District elects to submit a "redesignation request" and a "maintenance plan" to the U.S. EPA, and the U.S. EPA approves the proposed redesignation.

Air Emission Thresholds

In June 2010, the BAAQMD adopted new significance thresholds for air quality in their *CEQA Air Quality Guidelines* ("Guidelines") document.[5] These revised Guidelines superseded the BAAQMD's previous CEQA guidance titled *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans* (BAAQMD 1999). The purpose of the Guidelines is to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the Basin. According to the Guidelines, land development plans and projects have the potential to generate harmful air pollutants that degrade air quality and increase local exposure. The Guidelines contain instructions on how to evaluate, measure, and mitigate air quality impacts generated from land development construction and operation activities. The Guidelines focus on criteria air pollutant, greenhouse gas (GHG), toxic air contaminant, and odor emissions generated from plans or projects.

The Guidelines include thresholds of significance for both projects (such as residential or commercial development) and plans (such as general plans, specific plans, or congestion management plans). The proposed project involves transit service expansion and does not strictly fit into either category as it does not involve a new development or a change in land use designations. However, for the purposes of this analysis, the plan-level thresholds are the most appropriate thresholds to use and are used for the following air quality impact assessment.

According to the Guidelines, proposed plans must show the following to result in a less than significant impact:
- Consistency with current air quality plan (AQP) control measures.
- Plan vehicle miles traveled (VMT) or vehicle trips (VT) increase is less than or equal to its projected population increase.

For this threshold, an air quality plan refers to clean air plans, state implementation plans (SIPS), ozone plans, and other potential air quality plans developed by BAAQMD. To date, the Air District's most current plan is the 2010 Clean Air Plan.

a - c. Emissions generated by the proposed project would include construction-related emissions as well as long-term operational emissions associated with expansion of bus service. However, the construction activities associated with this project would be limited. No new shelters or benches are proposed, and no existing shelters or benches would be removed, with

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[5] *On March 5, 2012 the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds contained in the 2010 Guidelines. The Air District has appealed the Alameda County Superior Court's decision and the matter is still pending (BAAQMD, "Updated CEQA Guidelines" webpage, updated January 16, 2014). Pending final resolution of the case, BAAQMD is no longer recommending that the thresholds be used as a generally applicable measure of a project's significant air quality impacts. As such, lead agencies need to determine appropriate air quality thresholds of significance based on substantial evidence in the record. Lead agencies may rely on the BAAQMD's CEQA Guidelines (updated May 2012) for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures. Lead agencies may continue to rely on the BAAQMD's 1999 Thresholds of Significance and to make determinations regarding the significance of an individual project's air quality impacts based on substantial evidence in the record for that project. For this Initial Study, AC Transit has determined that the BAAQMD's significance thresholds in the updated May 2011 CEQA Guidelines for project operations within the San Francisco Bay Area Air Basin are the most appropriate thresholds for use in determining air quality impacts of the proposed project. These thresholds are lower than the 1999 BAAQMD thresholds, and thus use of the thresholds in the May 2011 CEQA Guidelines is more conservative. Therefore, these thresholds are considered reasonable for use in this Initial Study.*

implementation of the Service Expansion Plan by AC Transit. No changes to streets or curbs are proposed as part of this project. Construction activities for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. Therefore, construction-related air pollution emissions would be minimal and therefore less than significant, and only impacts related to operational emissions are discussed below.

As described above, for the purposes of this analysis, the proposed expansion plan would have a significant impact if it would be inconsistent with the 2010 Clean Air Plan or would increase VMT or VT more than its projected population increase.

Consistency with AQP Control Measures

The proposed project would be consistent with and implement 2010 Clean Air Plan Transportation Control Measure (TCM) A-1, Local and Area-wide Bus Service Improvements. TCM A-1 aims to "improve transit by sustaining and improving existing service, including new Express Bus or Bus Rapid Transit on major travel corridors, funding the replacement of older and dirtier buses, and implementing the Transit Priority Measures (TPMs) component of the Transportation Climate Action Campaign" in order to reduce emissions from passenger vehicles. This measure includes expanding AC Transit bus service. According to estimates in the TCM, it is anticipated that this measure will result in the emissions reductions shown in Table 3.

Table 3
TCM A-1 Emissions Reductions

Pollutant	2020 Reductions (Tons per Day)
ROG	0.04
NO_X	0.04
$PM_{2.5}$	0.001
PM_{10}	0.01
CO_2E	72.80

*Source: Bay Area 2010 Clean Air Plan, Volume
2, Section C: Transportation Control Measures*

The proposed project would implement TCM A-1 by expanding bus service in the Bay Area. The proposed project is designed to result in a net increase of transit opportunities for a net improvement in transit service and ridership. Therefore, the proposed project would contribute to the emissions reductions shown in Table 3, and would be consistent with the goals of the 2010 Clean Air Plan. As a result, **no impact** related to conflict or obstruction of applicable air quality plans would occur.

Projected VMT and Population Growth

The proposed project is intended to expand bus service and provide additional public transit options within the AC Transit service area. Given the nature of the project, it would not induce population growth directly as it does not include or directly facilitate provision of housing. Annual bus vehicle-miles-traveled (VMT) for AC Transit's existing service is approximately 19.1

million VMT. The proposed project would return bus service to a level similar to that which existed prior to the economic recession. Under the proposed expansion project, bus VMT would increase by up to approximately 3.8 million miles or 19.7%. However, as discussed under Item XVI, *Transportation/Traffic*, the net change in auto trip-making resulting from the service changes would be positive, i.e. fewer auto trips. The increase in bus trips and associated increase in emissions would be at least partially offset by the decrease in passenger car trips and the associated decrease in emissions.

The proposed project would be consistent with the 2010 Clean Air Plan and would not violate any air quality standards or result in a cumulatively considerable increase of any criteria pollutant for which the Bay Area Air Basin is in non-attainment. Impacts would be **less than significant.**

d. The proposed service expansion would involve service on new streets and increased frequency on some streets and therefore would increase diesel powered bus service on those segments. This would expose sensitive receptors adjacent to bus routes to increased pollutant concentrations. Buses using these roadways would emit diesel exhaust particulates along these routes and localized increases in air contaminants along these roadways could occur.

AC Transit is currently undertaking a number of emission reduction measures and sustainability initiatives to reduce air emissions from its vehicle fleet. In 2002, AC Transit switched to an ultra-low sulfur fuel (15 ppm). According to the California Air Resources Board, this shift, along with improved exhaust after-treatment, resulted in a 76% average reduction in hydrocarbon emissions, a 29% average reduction in carbon monoxide emissions, and a 29% average reduction in particulate matter emissions. AC Transit has also installed exhaust-after-treatment traps in all of its older buses. These traps not only reduce particulate pollution by 85%; they also reduce nitrogen oxide emissions by an additional 25-30% and hydrocarbons and carbon monoxide by up to 90%. This retrofit program assisted AC Transit in achieving a 95% reduction in particulate matter over the last ten years. AC Transit also checks tailpipe emissions three times a year to monitor pollution levels from its fleet (AC Transit "Reducing Emissions" webpage, accessed September 2015).

Based on the fact that individual bus trips do not result in a high concentration of pollutants at any single receptor and the substantial reduction in particulate matter emissions AC Transit has incorporated into their fleet, the proposed project would not expose sensitive receptors to substantial pollutant concentrations and impacts would be **less than significant**.

e. As mentioned above in part (d), since 2002 AC Transit has used an ultra-low sulfur fuel (15 ppm). This fuel has lower odor emissions than conventional fuels. Buses are not stationary sources and instead travel throughout the region. As a result, odors would not be concentrated in any specific areas, but dispersed by both the movement of the bus and other vehicles on the road, as well as wind. The incremental increase in buses would not create substantial odors and any odor created by bus pass-bys would be dispersed. Therefore, the proposed project would not create objectionable odors affecting a substantial number of people. Impacts would be **less than significant.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
-- Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a. Operation of the project would result in more frequent bus service along most routes throughout the AC Transit service area, the removal of several route segments, and the addition of several new route segments throughout the project area. New signposts would be installed and existing signposts would be removed as necessary to accommodate route changes and new stop spacing along existing routes. New signposts would be located in previously disturbed areas. No vegetation removal or disturbance of previously undisturbed areas is expected for

this project. No biological habitats that would support any species identified as a candidate, sensitive, or special status species would be affected by the project; therefore **no impact** would occur.

b. The project would involve more frequent bus service along existing routes, the removal of several route segments, and the addition of several new route segments on existing roadways. No vegetation removal or disturbance of previously undisturbed areas is expected for this project. No riparian areas or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by CDFW or USFWS would be affected by project construction or operation. **No impact** would occur.

c. All operation activities for this project would occur within existing roadway corridors in urban and suburban areas. No known federally protected wetlands as defined by the Section 404 of the Clean Water Act would be affected by project operation or the removal and installation of signposts; therefore **no impact** would occur.

d. No established native resident or migratory wildlife corridors have been identified in or within proximity to the project area. Thus, neither operation of the project nor the removal and installation of signposts would substantially interfere with the movement of any native or resident migratory species or their corridors, or impede the use of known native wildlife nursery sites. **No impact** would occur.

e. The project would not impact environmentally sensitive biological resources. No vegetation removal or disturbance of previously undisturbed areas is expected for this project. Therefore, implementation of the project would not conflict with local policies or ordinances targeting these resources. The project would not require the removal of trees or otherwise impact trees; thus, tree preservation ordinances or policies would not apply and there would be **no impact**.

f. All operation activities for this project would occur within existing roadway corridors in urban and suburban areas. No vegetation removal is expected for this project. New signposts would be installed as necessary to accommodate route changes and new stop spacing along existing routes. Ground disturbance would be limited to previously disturbed areas. Both the installation and removal of signposts and operation activities for this project would be confined to paved surfaces and would not affect biological resources; thus, while project activities may occur within conservation plan boundaries, no resources managed by conservation plans would be adversely affected and there would be **no impact** on any adopted or approved conservation plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES				
-- Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource as	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact

V. CULTURAL RESOURCES

-- Would the Project:

defined in §15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a. Historical resources include, but are not limited to buildings, structures, historic districts, or other objects of historical archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. Ground disturbance for the installation of new signposts would occur in previously disturbed areas (i.e., sidewalks). It is possible that new signposts would be installed within historic districts, which would slightly alter the character of those historic districts. However, due to the small size of the signposts and the low number of signposts that would be installed, any alteration of a historic district would be minor. Thus, the project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5 and there would be a **less than significant impact** in this regard.

b - d. All project operation activities would occur within existing roadway corridors. Resources that may have occurred in the area would have been removed or destroyed as a result of past construction activities, including roadway and sidewalk construction. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts on existing sidewalks. Excavation depth for new signposts would not exceed two feet. The likelihood of encountering a previously undiscovered archaeological or paleontological resource, unique geologic feature, or human remains during the installation of a new signpost is very low. Therefore, the project would result in a **less than significant impact** to archaeological resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
-- Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

The project area is located in the Coast Range Geomorphic Province. This province is characterized by parallel northwest trending mountain ranges formed over the past 10 million years or less by active uplift related to complex tectonics of the San Andreas fault/plate boundary system. The entire project area is traversed from north to south by the Hayward fault, which is delineated pursuant to the Alquist-Priolo Act (USGS, 2010). The Hayward fault is a northwest trending fault that runs through Richmond, El Cerrito, Berkeley, Oakland, San Leandro, Hayward, and Union City in order from north-to-south. Several other faults are located within the project area, including the Arroyo Aguague, Chabot, Mission, Moraga, Silver Creek, and Wildcat Faults (USGS, 2010). Because of seismic features throughout the project area, there is a potential for surface rupture to occur.

Other seismic hazards including liquefaction, related types of ground failure and landslides have the potential to occur in seismically active areas. According to the State Seismic Hazard Zone maps for the Richmond, Oakland East, Oakland West, and San Leandro quadrangles, liquefaction hazards are present in the AC Transit service area (State of California, 2003a, 2003b, 2003c, 2003d). Liquefaction occurs when water saturated soils lose their cohesiveness during seismic events and become unstable. Expansive soils have shrink/swell properties that can contribute to differential settlement and surface anomalies. Landslides – slope failure - occur in areas with steep slopes. The project area is generally flat and largely developed with little potential for slope failure.

a.i. As noted above, the Hayward Fault traverses the entire project area, and several other faults are found throughout the project area. The project does not include the construction of habitable structures and would not otherwise increase exposure of people to existing fault rupture hazards. There would be **no impact** due to construction and operation of the project.

a.ii. Seismic events related to the Hayward Fault or other trace faults in the project area may result in strong seismic shaking. As discussed above, the project does not include the construction of habitable structures and would not otherwise increase exposure of people to existing ground shaking hazards. There would be **no impact** construction and operation of the project**.**

a.iii. The potential for liquefaction is present within the project area; however, the project would involve new and expanded service on existing roadway corridors. The proposed project would not include the construction of habitable structures and would not otherwise increase exposure to existing liquefaction hazards. There would be **no impact** due to the removal and installation of signposts or operation of the project**.**

a.iv. The affected streets generally lack steep slopes that are susceptible to slope failure. All of the new and expanded service routes are located on existing paved streets, and ground disturbance would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. Ground disturbance would occur in previously disturbed areas on sidewalks adjacent to existing roadways. The project does not include the construction of habitable structures and would not otherwise increase exposure of people to existing landslide hazards. There would be **no impact** due to the removal and installation of signposts or operation of the project**.**

b. Operation of the project would result in more frequent bus service along most routes throughout the AC Transit service area, the removal of several route segments, and the addition of several new route segments throughout the project area. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. Ground disturbance would occur in previously disturbed areas on sidewalks adjacent to existing roadways. There would be **no impact** on soil erosion or the removal of topsoil due to the removal and installation of signposts or operation of the project**.**

c. As discussed, the project area is susceptible to seismic events and related impacts. However, the project does not include the construction of habitable structures and would not otherwise increase exposure of people to existing geologic hazards. There would be **no impact** due to the removal and installation of signposts or operation of the project**.**

d. As discussed, project area is susceptible to seismic events and related impacts, including expansive soils. The project does not include the construction of habitable structures, would not otherwise increase exposure of people to existing expansive soil hazards, and would not create substantial risks to life or property. There would be **no impact** due to the removal or installation of signposts or operation of the project**.**

e. No wastewater systems would be constructed as part of the project and no development or uses that would generate water demand or wastewater are proposed. **No impact** would occur due to the removal and installation of signposts or operation of the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS				
-- Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *State CEQA Guidelines* for the feasible mitigation of greenhouse gas (GHG) emissions and analysis of the effects of GHG emissions in March 2010. These guidelines are used in evaluating the cumulative significance of GHG emissions from the proposed project.

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence on climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (State CEQA Guidelines, Section 15355).

The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). To date, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), the San Luis Obispo Air Pollution Control District

(SLOAPCD), and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted quantitative significance thresholds for GHGs. As noted previously on March 5, 2012 the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the air quality and greenhouse gas emissions thresholds contained in the BAAQMD's CEQA Guidelines (Updated May 2011). The court did not determine whether the thresholds were valid on merit, but found that the adoption of the thresholds was a project under CEQA and therefore determined that the BAAQMD was required to conduct a CEQA analysis on the thresholds. The BAAQMD was ordered to set aside the thresholds and is no longer recommending that these thresholds be used as a general measure of a project's significant air quality impacts. In August 2013, the First District Court of Appeal overturned the trial court and held that the thresholds of significance adopted by the BAAQMD were not subject to CEQA review. The California Supreme Court has agreed to hear an appeal of this case. The case is currently being briefed and the matter is still pending. Thus, BAAQMD will not issue a further recommendation until this litigation is complete. In light of the court's order, lead agencies will need to determine appropriate air quality and GHG thresholds of significance based on substantial evidence in the record.

In 2011, AC Transit established a greenhouse gas reduction target of 15% below 2006 levels by 2020 and published a Climate Action Plan detailing the measures that would be implemented to achieve that target. Though AC Transit has adopted an overall GHG emissions reduction target, it has not adopted GHG thresholds for individual projects or plans. In the absence of other local GHG thresholds of significance, for this analysis the proposed project is evaluated based on its consistency with AC Transit's adopted Climate Action Plan. Impacts would be significant if the proposed project would be inconsistent with the applicable GHG emissions reductions strategies in the AC Transit Climate Action Plan.

AC Transit has not adopted GHG thresholds of significance for construction emissions. BAAQMD also did not outline a quantitative threshold in its May 2011 guidance document; however, it did recommend that a Lead Agency make a determination on the significance of construction-generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals, as required by Public Resources Code, Section 21082.2. In addition, the Lead Agency is encouraged to incorporate best management practices to reduce GHG emissions during construction, as feasible and applicable.

a. As discussed in Section III, *Air Quality*, the proposed service expansion project would only involve limited amounts of construction (the removal and installation of signposts). Therefore, GHG emissions associated with construction would be minimal and construction-related GHG impacts would be less than significant. Project operation would generate GHG emissions through the burning of fossil fuels or other emissions of GHGs through bus operations, thereby potentially contributing to cumulative impacts related to greenhouse gas emissions.

While public transit operations make a direct contribution to transportation sector emissions, they generally contribute to a net reduction in emissions by getting people out of their personal automobiles (mode shift), relieving road congestion (improved overall fuel efficiency), and enabling more compact land uses that are conducive to automobile alternatives such as walking and biking. Recent studies provide evidence that overall, public transportation significantly reduces total CO_2 emissions (AC Transit, 2011).

The intent of the proposed service expansion project is to expand public transportation options, reducing the number of passenger car trips and increasing bus ridership within the project area. While the proposed project would expand bus service which would result in an increase in GHG emissions associated with bus operation, it would also result in an increase in transit ridership along routes with improved frequency and service span.

As discussed under Item XVI, *Transportation/Traffic*, the net change in auto trip-making resulting from the service changes would be positive, i.e. fewer auto trips. In addition, estimates of CO_2 emissions per passenger mile indicate that buses generate far fewer emissions per passenger mile than private vehicles at 53 g CO_2/passenger mile and 235 g CO_2/passenger mile, respectively (M.J. Bradley & Associates, 2007). Therefore, given the net reduction in auto-trips and replacement of those with bus transit trips, there would be an overall net decrease in CO_2 emissions as a result of the proposed project. Impacts would be **less than significant**.

b. The proposed project would be generally consistent with applicable regulations, policies or plans addressing GHG reductions as discussed below.

On July 18, 2013, the Association of Bay Area Governments Executive Board and the Metropolitan Transportation Commission jointly approved Plan Bay Area. Plan Bay Area is an integrated long-range transportation and land-use/housing plan that would support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area, in line with the requirements of SB 375. The Plan includes the region's Sustainable Communities Strategy and the 2040 Regional Transportation Plan (RTP/SCS). The Plan outlines a number of targets to be achieved by 2040, which are aimed at reducing carbon dioxide emissions. These include:

- **Target 1:** Reduce per-capita carbon dioxide emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035; and
- **Target 7:** Increase non-auto mode share by 10 percent and decrease automobile vehicle miles traveled per capita by 10 percent.

The proposed project would aid in achieving both of these targets by expanding services and increasing ridership on routes in the project area, thereby increasing non-auto mode share. This would aid in reducing per-capita CO_2 emission from cars and light duty trucks.

The AC Transit Climate Action Plan (CAP), published in 2011, provides a roadmap for how AC Transit will reduce its carbon dioxide (CO_2) emissions in the coming years. The CAP provides an inventory of AC Transit's CO_2 emissions, describes performance metrics and CO_2 emission reduction targets, and provides a roadmap for reducing emissions through a combination of current and planned measures. The CAP sets a CO_2 emission reduction target of 15% (based on 2006 levels) by 2020 for three metrics:

- **Emissions per passenger miles traveled (PMT).** PMT represents the distance traveled by all passengers. Metric accounts for the combined effects of vehicle efficiency and changes in ridership. It measures operational efficiency and service effectiveness.

- **Emissions per vehicle miles traveled**. Measures operational efficiency and is sensitive to efforts to purchased lower-emission vehicles, switch to lower-carbon fuels, or facility energy efficiency improvements.
- **Emissions per revenue vehicle hour.** Measures operational efficiency and captures efforts to reduce deadheading and roadway congestion

The proposed project would assist in reducing CO_2 emissions associated with passenger miles traveled by expanding services and increasing ridership on routes in the project area, thereby increasing operational efficiency and service effectiveness.

In March 2006, the California Climate Action Team (CAT) published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce greenhouse gas emissions. The CAT strategies are recommended to reduce GHG emissions at a statewide level to meet the goals of the Governor's Executive Order S-3-05. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc. Table 4 illustrates that the proposed project would be consistent with the GHG reduction strategies set forth by the 2006 CAT Report.

Table 4
Proposed Project Consistency with Applicable Climate Action Team
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004.	**Consistent** AC Transit buses used on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling The ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling in July 2004.	**Consistent** Current State law restricts bus idling to 10 minutes or less when passengers are boarding or onboard. AC Transit buses are subject to this state-wide law.
Alternative Fuels: Biodiesel Blends ARB would develop regulations to require the use of 1 to 4% biodiesel displacement of California diesel fuel.	**Consistent** AC Transit has piloted the use of biodiesel fuel in its buses but has elected not to use biodiesel in its operations at this time due to lower fuel economy, lack of reliable local suppliers, reduced efficiency, and higher fuel costs when compared to conventional diesel. However, as the biofuels industry continues to advance, AC Transit will continually reevaluating biodiesel's potential use (AC Transit District, "Exploring Alternatives" webpage, accessed September 2015).
Alternative Fuels: Ethanol Increased use of E-85 fuel.	**Consistent** AC Transit could choose to purchase flex-fuel vehicles and utilize this fuel once it is commercially available

Table 4
Proposed Project Consistency with Applicable Climate Action Team
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
	regionally and locally.
Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.	**Consistent** AC Transit buses on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Energy Commission (CEC)	
Fuel-Efficient Replacement Tires & Inflation Programs State legislation established a statewide program to encourage the production and use of more efficient tires.	**Consistent** AC Transit could purchase tires for its fleet that comply with state programs for increased fuel efficiency.
Alternative Fuels: Non-Petroleum Fuels Increasing the use of non-petroleum fuels in California's transportation sector, as recommended as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.	**Consistent** AC Transit could purchase alternative fuel vehicles and utilize these fuels once they are commercially available regionally and locally. AC Transit is participating in a regional pilot program for use of hydrogen fuel-cell buses.

In addition, AC Transit is currently undertaking a number of emission reduction measures and sustainability initiatives to reduce GHG emissions from its vehicle fleet and from its facilities. AC Transit recently installed over 2500 photovoltaic (PV) solar panels on the roofs of its Hayward and Oakland-Seminary Divisions. These new PV systems deliver a significant portion of the power required to operate each facility during the day. The two solar systems combined are expected to produce about 775,000 kilowatt hours of energy per year and are equivalent to taking 1,100 cars off the road or planting 1,500 acres of trees (AC Transit, "Reducing Emissions" webpage, accessed September 2015). Through its HyRoad Program, AC Transit has been using and testing zero-emission hydrogen fuel cell buses (AC Transit, "The HyRoad" webpage, accessed September 2015).

The proposed project would aid in achievement of the targets included in both the approved Plan Bay Area, as well as the emission reduction targets in the AC Transit CAP (2011) as discussed above. In addition, the proposed project would be consistent with the CAT strategies discussed in Table 4. Therefore, the proposed project would be consistent with the objectives of AB 32, SB 97, and SB 375 and would be consistent with applicable plans, policies and regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be **less than significant.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact

VIII. HAZARDS AND HAZARDOUS MATERIALS

-- Would the Project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

a, b. Operation of the project would result in more frequent bus service along most routes throughout the AC Transit service area, the removal of several route segments, and the addition of several new route segments throughout the project area. No new maintenance facilities are

proposed. Buses do use and carry diesel fuel, oil and other automotive chemicals, and chemicals are also used in bus maintenance. However, the use and handling of automotive chemicals would not be substantially increased with project implementation, and existing maintenance facilities are required to comply with local, state and federal laws that regulate the handling and transportation of hazardous materials. Impacts would be **less than significant** for the removal and installation of signposts and operation of the project**.**

c. Transit vehicles would operate within ¼ miles of existing or proposed schools; however, they would not involve the handling or transport of acutely hazardous materials, substances or waste. In addition, the majority of project operations would occur along existing AC Transit service routes. The increased risk of exposure to hazardous materials or emissions for occupants of nearby schools would be small. The increased risk of exposure to hazardous materials for nearby schools due to the removal and installation of signposts and operation of the project would be a **less than significant impact**.

d. The project does not involve the acquisition of any property or right-of-way. The primary action associated with the proposed project would be expansion of existing transit service. All operations would occur within existing roadway corridors. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. The installation of new signposts may require the use of an auger and the placement of cement or concrete. The disturbance footprint for new signpost installation would be small (less than one foot in diameter), and all ground disturbance would occur in previously disturbed areas on sidewalks adjacent to existing roadways. There would be **no impact** due to the removal and installation of signposts and operation of the project**.**

e. Airports in proximity to expanding service lines include Oakland International Airport and Hayward Executive Airport. The project would provide new or more frequent transit service within proximity of these airports. However, transit service would not create a safety hazard for people working or residing within proximity to any airports within the AC Transit service area; there would be **no impact** due to the removal and installation of signposts and operation of the project.

f. There are no private airstrips within or in proximity to the project area. No private airstrips would be affected by the project and there would be **no impact** due to the removal and installation of signposts and operation of the project.

g. Operation of the project would result in more frequent bus service along most routes throughout the AC Transit service area, the removal of several route segments, and the addition of several new route segments throughout the project area. No existing access ways would be closed or changed. Bus frequency would not increase to the extent that buses would present an obstacle to emergency vehicles or evacuation. The project would not create conditions that would adversely affect an adopted emergency response plan or emergency evaluation plan. **No impact** would occur due to the removal and installation of signposts and operation of the project.

h. The project would not create conditions that would expose people or structures to risk of loss, injury or death involving wildland fires. **No impact** would occur due to the removal and installation of signposts and operation of the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
-- Would the Project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
-- Would the Project:				
flood flows?				
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

a. Operation of the project would result in more frequent bus service along most routes throughout the AC Transit service area, the removal of several route segments, and the addition of several new route segments throughout the project area. No new structures or bus stop amenities are proposed. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. Although the number of bus trips would increase, maintenance activities and the use and handling of automotive chemicals involved would not substantially increase with project implementation. There would be **no impact** on stormwater quality and no waste discharge requirements would be violated due to the removal and installation of signposts and operation of the project.

b. No groundwater would be required for the removal and installation of signposts or operation of the project. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. The disturbance footprint for new signpost installation would be small (less than one foot in diameter), and all ground disturbance would occur in previously disturbed areas on sidewalks adjacent to existing roadways. No new impervious surfaces would be created due to the removal and installation of signposts of the project. There would be **no impact** to groundwater due to the removal and installation of signposts and operation of the project.

c. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. The disturbance footprint for new signpost installation would be small (less than one foot in diameter), and all ground disturbance would occur in previously disturbed areas on sidewalks adjacent to existing roadways. The removal of existing signposts and the installation of new signposts would not alter existing drainage patterns or affect the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site. **No impact** would result due to the removal and installation of signposts and operation of the project.

d. No streams or rivers would be altered such that the rate or amount of surface runoff would result in flooding on- or off-site. There would be **no impact** to stream or river channels due to the removal and installation of signposts and operation of the project.

e. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. Ground disturbance would occur in previously disturbed areas on sidewalks adjacent to existing roadways. No new sources of runoff would be generated and the removal and installation of signposts and operation of the project would not affect the capacity of existing or planned stormwater drainage facilities; n**o impact** would occur.

f. Operation and maintenance of the project would include the use and maintenance of transit vehicles. Ongoing and future operation of transit vehicles would be a source of heavy metals, oil and grease. However, any contaminants that would be entrained by stormwater runoff would be captured and treated using existing municipal stormwater systems. Existing maintenance facilities are required to comply with local, state and federal laws that regulate the handling and transportation of hazardous materials. The proposed project would not substantially degrade water quality. **No impact** would occur due to the removal and installation of signposts and operation of the project.

g, h. No housing would be constructed as part of the project. No structures would be placed in a 100-year flood hazard area that would impede or redirect flood flows. **No impact** would occur due to the removal and installation of signposts and operation of the project.

i. Operation of the project would result in more frequent bus service along most routes throughout the AC Transit service area, the removal of several route segments, and the addition of several new route segments throughout the project area. New signposts would be installed and existing signposts would be removed as necessary to accommodate route changes and new stop spacing along existing routes. The risk of loss, injury or death involving flooding resulting from a levee or dam failure would not increase compared to existing conditions. **No impact** would occur due to the removal and installation of signposts and operation of the project.

j. Operation of the project would result in more frequent bus service along most routes throughout the AC Transit service area, the removal of several route segments, and the addition of several new route segments throughout the project area. New signposts would be installed and existing signposts would be removed as necessary to accommodate route changes and new stop spacing along existing routes. Operation of the project would not increase the potential for loss, injury or death from seiche, tsunami or mudflow compared to existing conditions. **No impact** would occur due to the removal and installation of signposts and operation of the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING				
-- Would the Project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a. No new development, roads or other physical or regulatory features are proposed through established neighborhoods that would create a barrier or division in such areas. All new bus route segments would be located on existing streets. The project would provide service on new route segments in three of the four geographic sub-areas, excluding the Richmond/San Pablo/El Cerrito (West Contra Costa County) sub-area. Service on new street segments in the three geographic sub-areas would not result in physical division of an established community. The proposed project would have **no impact** in this regard.

b. The proposed 2015 Service Expansion Plan would affect bus service throughout the AC Transit service area. Consistency with general planning goals for the affected jurisdictions and with regional transportation planning is discussed below.

Local Plans and Policies

Alameda and Contra Costa Counties, and the affected cities all have general plan goals and policies that promote transit service and call for strategies to reduce traffic congestion and improve air quality. Selected overarching policies in this regard include:

- *Alameda County Eden Area General Plan Circulation Element Policy CIR-3-1:* The County should support regional efforts to improve the freeway and arterial system as well as transit facilities, routes, and frequency within and near the Eden Area.
- *Alameda County Castro Valley Circulation Element Goal 6.4-1*: Increase transit ridership and ridesharing with better service to residences, employment, schools, and medical services.
- *Alameda County Castro Valley Circulation Element Policy 6.4-1*: *Promote Transit Use.* Promote transit use and reduce reliance on the private automobile in order to reduce congestion, improve air quality, and improve the quality of life in Castro Valley.

- *Contra Costa County Transportation and Circulation Element Goal 5-I:* To encourage use of transit.
- *Alameda General Plan Transportation Element Policy 4.1.5.c:* Continue to support the fixed-route AC Transit system to provide mobility for all, including those without access to personal transportation.
- *Albany General Plan Circulation Element Goal CIRC 4:* Support public transit, and other means to reduce reliance on automobile as the primary means of transportation.
- *Berkeley General Plan Transportation Element Policy T-1:* Advocate for regional coordinated transit services and regional transportation policy to reduce automobile use and increased funding for public and alternative transportation improvements.
- *El Cerrito General Plan, Chapter 5: Transportation and Circulation T1.2:* Encourage transit providers to improve and increase existing transit routes, frequency, and level of service. Encourage a public transit system that provides convenient transfers between transit services and other modes of travel.
- *Emeryville General Plan Chapter 3: Transportation Policy 37:* The City will advocate for frequent, direct transit service to all points in Emeryville, especially between the east and west sides of town.
- *Hayward 2040 General Plan Mobility Element Policy M-2.4*: The City shall work with adjacent communities, AC Transit, BART, and Amtrak to assess transit options and provide facilities and services that efficiently move local and regional transit riders through Hayward.
- *Oakland General Plan Land Use and Transportation Element Objectives:* To enhance the existing transit system to encourage alternatives to the automobile.
- *Piedmont General Plan Transportation Element Goal 9: Public Transit and Carpooling*: Provide sage, reliable, convenient alternatives to driving as a means of travel to other Bay Area cities.
- *Richmond General Plan 2030, Circulation Element Policy CR1.4:* Coordinate with regional transportation agencies and support enhanced and expanded public transit to improve mobility options for residents and visitors.
- *Richmond General Plan 2030, Community Health and Wellness Element Goal HW4:* Safe and Convenient Public Transit and Active Circulation Options - Support access to adequate and safe public transit and active circulation options that increase physical activity, reduce air and noise pollution and make streets safe for people of all ages.
- *Richmond General Plan 2030, Community Health and Wellness Element Policy HW4.2:* Enhanced and Accessible Paratransit - Continue to pursue strategies including partnerships with other transportation providers to provide a comprehensive system of paratransit service for seniors and people of all abilities, and enhance service within the City and to regional destinations.
- *San Francisco General Plan Transportation Element Objective 20*: Give first priority to improving transit service throughout the city, providing a convenient and efficient system as a preferable alternative to automobile use.
- *San Francisco General Plan Transportation Element Policy 20.9:* Improve inter-district and intra-district transit service.
- *San Francisco General Plan Transportation Element Objective 21:* Develop transit as the primary mode of travel to and from downtown and all major activity centers within the region.

- *San Francisco General Plan Air Quality Element Objective 2:* Reduce mobile sources of air pollution through implementation of the Transportation Element of the General Plan.
- *San Leandro General Plan Transportation Element Policy 15.01* Work collaboratively with AC Transit and BART to ensure that public transit service remains safe, reliable, and affordable, and to improve service frequency and coverage within San Leandro neighborhoods and employment centers.
- *San Pablo General Plan 2030, Chapter 5 Circulation Guiding Policy C-G-6:* Encourage the expansion of public transportation systems.
- *Union City General Plan Transportation Element Policy TR-A.1.1.* The City shall prepare and adopt a Transit First policy to encourage and promote the use of public transit and provide alternatives to single-occupancy vehicles.

AC Transit is the primary bus service provider to all of these jurisdictions, with the exception of San Francisco, which is mainly served by Muni Transit, and Union City, which is mainly served by Union City Transit. The proposed service expansion is designed to increase service frequencies, improve service span, create new markets, ensure adequate coverage, and increase overall productivity of bus service in the affected cities and Alameda and Contra Costa Counties. In general, it would further the policies of the local agencies that call for increased opportunities for and efficiency of alternative transportation including public transit. Although these agencies have individual policies calling for specific service types and service to specific areas, the proposed project would not conflict with these, as no original routes would be eliminated; although, as discussed in the Project Description, a number of route segments would be removed to simplify corridor route design and reconfigure confusing loop routes.

As discussed in Section XVI, *Transportation/Traffic,* the project would have no impacts related to traffic and circulation. The proposed service expansion is designed to result in an increase of transit opportunities for an improvement in transit service and ridership. The jurisdictions affected by the proposed service expansion and newly served street segments also have policies that are intended to protect residents from noise, traffic and air quality impacts. However, as discussed throughout this Initial Study, the changes would not result in significant environmental impacts or land use conflicts on the newly-served segments. In summary, the proposed project would be generally consistent with the goals and policies of the adopted city and county general plans within the affected area. Although the proposed project serves essentially as a regional plan, it is designed to provide the most optimum, efficient and coordinated local bus service within the affected jurisdictions.

Regional Planning

The Alameda Countywide Transportation Plan (CWTP) is a long-range policy document that guides future transportation investments, programs, policies and advocacy for all of Alameda County through 2040 (Alameda County Transportation Commission, June 2012). Rather than specific discrete policy statements, the plan describes the existing transit conditions and future trends, issues and challenges associated with transit. The plan identifies a need to balance projected increased transit demand with service enhancements; a need for improved connectivity; and a need for cost-effective solutions as key challenges. As the proposed service expansion intends to increase frequency on select routes, improve service to under-served or emerging markets, match service with development growth, create simple and productive

north-south and east/west transit corridors, and simplify route structures, it generally addresses the identified needs.

Similarly, the Contra Costa Countywide Transportation Plan provides the overall direction for achieving and maintaining a balanced and functional transportation system within Contra Costa County (Contra-Costa Transportation Authority, 2009). The plan identifies goals, including: (1) enhance the movement of people and goods on highways and arterial roads and (2) provide and expand safe, convenient and affordable alternatives to the single-occupant vehicle. (Note: the Contra Costa Countywide Transportation Plan is currently being updated but has not been finalized). The Metropolitan Transportation Commission's Transportation 2035 Plan also calls for improved transit service through its program investments and vision for regional mobility (Metropolitan Transportation Commission, 2009). The plan does not include specific policy statements directly relevant to the level of route and schedule adjustments proposed in the project; however, the proposed project can be considered consistent with the plan's overall goals related to sustainability and mobility.

AC Transit Policy

The guiding AC Transit policy document is AC Transit Board Policy No. 550, Service Standards and Design Policy. The District's overall goal is to provide service in an efficient, effective and equitable manner. Policy 550 establishes objectives relating to the design and allocation of services to develop a marketable and well-used transit system. The 2015 Service Expansion Plan aims to achieve many of the Guiding Principles described in Policy 550, including providing adequate service coverage.

Regarding general land use compatibility, as a general rule, bus service is compatible with virtually all land uses by its nature. Proposed increases in routes, frequency, and hours under the proposed service expansion would increase platform hours by no more than 14% and return service to pre-2010 levels; as discussed throughout this Initial Study, this would not result in significant environmental impacts. The project would provide service to new route segments in three of the four geographic sub-areas, excluding the Richmond/San Pablo/El Cerrito (West Contra Costa County) sub-area. Newly served street segments in the three geographic sub-areas are primarily residential, industrial, and commercial in nature and impacts would be less than significant in those locations. The proposed project would not result in conflicts with land uses in proximity to the proposed service changes.

The proposed service expansion would not conflict with applicable land use plans, policies or regulations of the affected jurisdictions. There would be **no impact**.

c. No habitat conservation plans or natural community conservation plans restrict bus traffic or bus stop poles on the developed and paved roadways and sidewalks that would accommodate the proposed route changes. The proposed project therefore has no potential to conflict with any such plans, and would have **no impact** in this regard.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

a - b. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. The installation of new signposts may require the use of an auger and the placement of cement or concrete. The disturbance footprint for new signpost installation would be small (less than one foot in diameter), and all ground disturbance would occur in previously disturbed areas on sidewalks adjacent to existing roadways. No new land would be paved or otherwise removed from the local mineral resource inventory. No conflicts with the availability of regionally or locally important mineral resource recovery sites would occur. **No impact** to mineral resources would occur due to the removal and installation of signposts or operation of the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact

XII.   NOISE

-- Would the project result in:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	☐	☐	☐	☒

Noise Fundamentals

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Community noise levels usually change continuously during the day. The equivalent sound level (Leq) is normally used to describe community noise. The Leq is the equivalent steady-state A-weighted sound level that would contain the same acoustical energy as the time-varying A-weighted sound level during the same time interval. For intermittent noise sources, the maximum noise level (Lmax) is normally used to represent the maximum noise level measured.

The actual time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics – the Day-Night average level (Ldn) and the Community Noise Equivalent Level (CNEL) - recognize this fact by weighting hourly Leqs over a 24-hour period. The Ldn is a 24-hour average noise level that adds 10 dBA to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the Ldn, except it also adds a 5 dBA penalty for noise occurring during the evening (7:00 PM to 10:00 PM). Noise levels described by Ldn and CNEL usually do not differ by more than 1 dB.

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's physical intensity is doubled, the sound level increases by about 3 dB, regardless of the initial sound level. For example, 60 dB plus 60 dB equals 63 dB, 80 dB plus 80 dB equals 83 dB. However, where ambient noise levels are high in comparison to a new noise source, there will be a small change in noise levels. For example, 70 dB ambient noise levels are combined with a 60 dB noise source the resulting noise level equals 70.4 dB.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single point source radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance from the source. Sound from a source traveling in a line (e.g., a motor vehicle) attenuates at a rate of 3 dBA for each doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction.

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, churches and certain types of recreational uses. Sensitive land uses, primarily residences, are located along many of the major thoroughfares within the project area. Generally, newer residences along these roads have been developed with setbacks and/or soundwalls; older residences along these roads are generally located closer to the road (typically within 50 feet of the roadway centerline) than the newer residences and were developed without soundwalls.

Regulatory Setting

Noise from public transit buses is regulated by the State of California through enforcement of noise standards contained in the Motor Vehicle Code. The standard for buses over 10,000 pounds (gross vehicle weight) is 80 dBA at a distance of 50 feet from the centerline of the road (CVC, Article 2.5, Chapter 5, Division 12). Vehicle registration with the State Department of Motor Vehicles is the means through which the noise standard is enforced. However, recent research has shown that conventional bus noise levels may actually be incrementally lower, with measured pass-by sound levels of between 76 and 77 dBA at a distance of 50 feet (Rossa and Staiano, 2007).

The California Department of Health Services has established noise criteria for various land uses. Table 5 identifies the typically acceptable limits of noise exposure for various land use categories. Table 5 shows that the noise exposure for residential land use is "normally acceptable" when the CNEL at exterior residential locations is equal to or below 60 dBA, "conditionally acceptable" when the CNEL is between 60 to 70 dBA, "normally unacceptable" when the CNEL is between 70 to 75 dBA, and "clearly unacceptable" when the CNEL is greater than 75 dBA.

Table 5
Land Use Compatibility for Noise Environments

Land Use Category	Community Noise Exposure Level			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Low Density, Single-Family, Duplex, Mobile Homes	50-60	55-70	70-75	75-85
Residential – Multiple Family	50-65	60-70	70-75	70-85
Transient Lodging – Motel, Hotels	50-65	60-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	NA	65-85
Sports Arenas, Outdoor Spectator Sports	NA	50-75	NA	70-85
Playgrounds, Neighborhood Parks	50-70	NA	67.5-75	72.5-85
Golf Courses, Riding Stable, Water Recreation, Cemeteries	50-75	NA	70-80	80-85
Office Buildings, Business Commercial and Professional	50-70	67.5-77.5	75-85	NA
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	75-85	NA

Source: Office of Noise Control, California Department of Health
Notes: NA - Not Applicable
Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements
Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable – New construction or development should generally not be undertaken.

Significance Thresholds

For the purposes of thresholds (a) and (c), bus traffic noise would have a significant impact if noise level increases shown in Table 6 occur.

Table 6
Significance of Changes in Operational
Roadway Noise Exposure

Ldn or Leq in dBA	
Existing Noise Exposure	Allowable Noise Exposure Increase
45-50	7
50-55	5

Table 6
Significance of Changes in Operational
Roadway Noise Exposure

55-60	3
60-65	2
65-75	1
75+	0

Source: Federal Transit Administration (FTA), May 2006

a, c. The primary noise source in the service area is vehicular traffic noise on area streets and highways. The proposed project would increase the frequency and service span along many of the existing AC Transit service routes and would also introduce new service along several street segments within the project area.

For those segments where new bus service is proposed where there is currently none, or where an increase in frequency or operating hours along segments currently served by bus service is proposed, an incremental increase in noise would occur. The proposed project would involve expansion of bus service throughout the AC Transit service area, would introduce new bus operations on several street segments, and would expand both early morning and late night service throughout the project area.

The affected land uses are a mix of residential and commercial uses, as described above in the project description. Residential uses are considered noise-sensitive uses. Other noise sensitive uses near the affected roadways (such as churches and schools) would also be affected by the proposed service expansion. Residential uses adjacent to affected street segments would experience up to 6 bus trips per hour (with the exception of International Boulevard, which would experience up to 12 trips per hour). The high-frequency routes would generally occur on street segments that currently have existing bus service. The existing and proposed frequencies for each geographic sub-area are shown on figures 4, 6, 8, and 10. AC Transit would typically operate 40- to 60-foot buses on these routes, such as the New Flyer 60-footer, Van Hool 60-footer, Van Hool 40-footer, or Gillig 40-footer.[6]

The significance of the increase in noise due to the project along the affected road segments would depend upon the number of bus pass-by "events" (or the net increase in such events if there is existing bus service) and the level of existing noise along those segments. To determine the ambient noise levels both with and without bus traffic for nearby sensitive receptors along affected segments, a series of noise measurements was taken at a representative location within the AC Transit service area. Eight 15-minute weekday noise measurements were taken during peak daytime, off-peak daytime, evening, and nighttime hours on Wednesday, September 16, 2015 through Friday, September 18, 2015. Sound levels were recorded on the south side of 35th Avenue in Oakland, at the intersection of 35th Avenue and Arizona Street. Arizona Street ends at this location and forms a 3-way intersection with 35th Avenue. The noise meter was located approximately 45 feet from the centerline of 35th Avenue. Along this street segment, 35th Avenue

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[6] *For additional information on these buses, see the AC Transit "Ridership, Bus Fleet and Service" webpage: http://www.actransit.org/about-us/facts-and-figures/ridership/*

is a divided four-lane road with landscaped islands. However, the noise measurement was taken at an intersection, where there is no island between the westbound and eastbound lanes. Land use along this street segment is composed of mixed multi-family and single-family residential uses. In addition, the noise measurement location was located directly in front of the Pilgrim Lutheran Church. The land uses along this street segment are representative of typical sensitive receptors throughout the AC Transit service area.

This street segment is served by the existing AC Transit Line 54 bus service, which generally has a service frequency of 15 minutes (lower frequencies are experienced in the evening and higher frequencies are experienced during morning and afternoon peak commute hours). In order to capture ambient noise levels both with and without bus traffic noise, the 15-minute noise measurement intervals were carefully timed so that for each time period of interest (daytime peak, daytime off-peak, evening, and night) two measurements were taken, one with a bus pass-by and one without. This methodology allowed for a direct comparison of noise levels on a residential street without bus service to noise levels on a residential street with bus service. Although this segment of 35th Avenue experiences higher traffic volumes than some residential streets within the AC Transit service network, it is not atypical of the existing environment found throughout the AC Transit service area. In addition, traffic on the eastbound lanes (the traffic closest to the noise meter) in this location is traveling uphill. Engine noise from buses traveling uphill is generally louder than engine noise from buses traveling downhill or on level ground. Therefore, the noise measurements at this location reflect a conservative noise scenario for bus traffic noise impacts. The noise measurement results are shown below in Table 7.

Table 7
Noise Measurement Results

Measurement Number	Date	Traffic Noise Category	Primary Noise Source	Noise Measurement Time	Measured Noise Level (dBA Leq)
1	9/16	Nighttime	Traffic, bus	10:09 to 10:24 PM	65.0
2	9/16	Nighttime	Traffic	10:29 to 10:44 PM	63.8
3	9/17	Afternoon Peak	Traffic, bus	6:37 to 6:52 PM	68.2
4	9/17	Evening	Traffic	7:00 to 7:15 PM	67.2
5	9/17	Evening	Traffic, bus	7:24 to 7:39 PM	66.9
6	9/18	Daytime Off-Peak	Traffic, bus	3:29 to 3:44 PM	70.0
7	9/18	Daytime Off-Peak	Traffic	3:45 to 4:00 PM	67.8
8	9/18	Afternoon Peak	Traffic	4:08 to 4:23 PM	67.8

Source: Rincon Consultants, Inc. Recorded during field visit on September 16-18, 2015 using ANSI Type II Integrating sound level meter (see Appendix A for noise measurement output).

The noise measurements shown in Table 7 cover a range of times throughout the day. These measurements can vary based on several factors, such as above-average traffic volumes during the 15-minute measurement period or the pass-by of particularly loud vehicles (such as

motorcycles or loud trucks). The difference in noise levels between the with-bus measurements and the without-bus measurements is not solely attributable to the bus pass-by. Other factors, such as those mentioned above, can affect the noise measurement levels. However, these measurements establish a reasonable range of noise levels (both with and without bus traffic) that can be used to calibrate a traffic noise model. In addition, these measurements provide an accurate picture of existing ambient noise along this street segment.

In addition, noise levels associated with existing and future traffic along area highways and roadways were predicted using the U.S. Department of Transportation, Federal Highway Administration's (FHWA) Traffic Noise Model Version 2.5. The Traffic Noise Model results are reported in terms of CNEL, which as described above generally does not differ from Ldn by more than 1 dB. The model calculations are based on traffic data from 2015 Oakland Traffic Counts provided by Kittelson & Associates, Inc. The FHWA Traffic Noise Model that was run for this project predicts a peak existing noise level of 71.0 dBA CNEL at the noise measurement location in front of Pilgrim Lutheran Church. The model additionally predicts a peak existing noise level of 69.1 dBA CNEL at the interior church courtyard and 69.7 dBA CNEL at the apartment building on the northeast corner of 35th Avenue and Arizona Street. The measurements taken by Rincon Consultants (shown in Table 7) provide a comparison between the measured sound level and the modeled noise level for peak hour traffic. The modeled noise levels are slightly higher than the measured levels for this location. Variation may occur between modeled and measured noise as a result of a variation in traffic (traffic during measurements may be higher or lower than the actual peak traffic) and/or as a result of noise sources other than traffic affecting the measured noise level. It is appropriate to use the modelled noise levels to determine the expected change in noise level that would result from project-generated bus traffic noise increases because the model accounts for the calculated peak traffic, as well as site topography and receptor locations. The Traffic Noise Model predicts a peak with-bus noise level of 71.2 dBA CNEL at the noise measurement location in front of Pilgrim Lutheran Church. The model additionally predicts a peak existing noise level of 69.3 dBA CNEL at the interior church courtyard and 69.9 dBA CNEL at the apartment building on the northeast corner of 35th Avenue and Arizona Street. The model shows a noise level increase of 0.2 dBA CNEL due to the addition of new bus service.

The existing noise exposure level along this segment of 35th Avenue falls within the significance threshold range of 65-74 dBA Ldn. Therefore, operational noise impacts associated with the proposed project would be considered significant if project-related bus traffic would increase the noise exposure level by 1.0 dBA Ldn or greater. The Traffic Noise Model predicted a noise level increase from project-related bus traffic of 0.2 dBA CNEL at nearby sensitive receptors (the church courtyard and the apartment buildings on the northeast corner of 35th Avenue and Arizona Street). This modeled noise level increase is substantially less than the significance threshold of 1.0 dBA Ldn. This modeled noise level increase represents the potential project impacts along a typical street segment in the AC Transit service area. The location of this modeled noise level increase also captures the potential project-related operational noise impacts for typical sensitive receptors (single- and multi-family residential uses and a church). Therefore, operational traffic-related noise from the proposed project would result in a **less than significant** impact.

b. Ground vibration can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes decrease with increasing distance from the vibration source.

As seismic waves travel outward from a source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of the vibration amplitude referred to as the peak particle velocity (ppv).

The potential for annoyance and physical damage to buildings from vibration is the primary issue associated with groundborne vibration. Table 8 shows the human response to continuous groundborne vibration reported in Whiffen (1971). Table 9 shows damage potential thresholds for vibration generated by construction activities (American Association of State Highway and Transportation Officials, 1990).

Table 8
Human Response to Continuous
Vibration from Traffic

PPV (in/sec)	Human Response
0.4-0.6	Unpleasant
0.2	Annoying
0.1	Begins to annoy
0.08	Readily perceptible
0.006-0.019	Threshold of Perception

Source: Whiffen, 1971

Table 9
AASHTO Maximum Vibration Levels
for Preventing Damage

Type of Situation	Limiting Velocity (PPV in in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2 to 0.3
Residential buildings in good repair with gypsum board walls	0.4 to 0.5
Engineered structures, without plaster	1 to 1.5

Source: AASHTO, 1990

Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. The installation of new signposts may require the use of an auger and the placement of cement or concrete. The disturbance footprint for new signpost

installation would be small (less than one foot in diameter). Also, the time that potential vibration sources (such as an auger) would be operated at any one location would be very short (less than one hour). Therefore, the proposed project would result in less than significant construction-related vibration.

For transit projects involving rubber tire vehicles, such as buses, very minor and intermittent vibration impacts would be expected along affected road segments unless there are road irregularities (e.g., speed bumps) or unless the buses would operate in immediate proximity to buildings in which extremely vibration-sensitive activities occur (e.g., research using electron microscopes) (FTA, 1995). Though minor road irregularities such as potholes may occur in the AC Transit service area, these would not cause excessive vibration. None of the route segments proposed to receive new local bus service where there is currently no existing bus service has major road irregularities along substantial stretches of road or extremely vibration sensitive activities nearby.

Because neither the removal and installation of signposts nor increases in bus service or new bus service along some routes would result in substantial adverse vibrational impacts, this impact would be **less than significant** for the removal and installation of signposts and operation of the proposed project.

d. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. The installation of new signposts may require the use of an auger and the placement of cement or concrete. The disturbance footprint for new signpost installation would be small (less than one foot in diameter). Also, the time that potential vibration sources (such as an auger) would be operated at any one location would be very short (less than one hour). No new bus stop equipment or amenities would be added. Therefore, temporary construction noise impacts for the proposed project would be **less than significant**.

e, f. Given the nature of the proposed project, bus route expansion and provision of new service, it would not expose future residents or workers to excess aircraft related noise. There would be **no impact** under any of the service expansion options.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING				
-- Would the Project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING				
-- Would the Project:				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a. Operation of the project would result in more frequent bus service along most routes throughout the AC Transit service area, the removal of several route segments, and the addition of several new route segments throughout the project area. These changes in the AC Transit service network are designed to accommodate existing demand and better serve the existing population within the area. Expansion of transit service would not induce population growth. The proposed service expansion is designed to restore the previously existing level of service that was reduced due to budget constraints during the recent economic downturn. **No impact** related to population growth would occur due to either the removal or installation of signposts or operation of the project.

b, c. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. The disturbance footprint for new signpost installation would be small (less than one foot in diameter), and all ground disturbance would occur in previously disturbed areas on sidewalks adjacent to existing roadways. No housing or people would be displaced resulting in the need to construct replacement housing elsewhere; there would be **no impact** due to either the removal or installation of signposts or operation of the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☐	☒
ii) Police protection?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

a.i. The project would not modify or otherwise affect the operation of existing roadways; thus, it would not interfere with local emergency routes. Bus frequency would not increase to the extent that buses would present a safety hazard due to their numbers on the road. The project would not involve construction of any structures or bus stop amenities. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. The project would not induce growth (see Sections X, *Land Use and Planning*, and XIII, *Population and Housing*) which would increase demand for fire protection services in the area. The increased service spans for some routes (longer hours of service) may involve early morning or late night calls to local fire departments in an emergency situation. However, the increase in emergency calls would be incremental and would not require new fire department facilities. Therefore, the removal and installation of signposts and operation of the project would not necessitate the construction of new fire department facilities or the alteration of existing fire department facilities to maintain service ratios, response times, or provide fire services. **No impact** would occur.

a.ii. Operation of the project would be limited to transit operations. Operations and maintenance are not expected to increase demand for police protection services within the AC Transit service area. The project would not induce growth (see Sections X, *Land Use and Planning*, and XIII, *Population and Housing*) which would increase demand for police protection services in the area. The increased service spans for some routes (longer hours of service) may involve early morning or late night calls to local police departments in an emergency situation. However, the increase in emergency calls would be incremental and would not require new police department facilities. Therefore, the removal and installation of signposts and operation of the project would not necessitate the construction of new police department facilities or the alteration of existing police department facilities to maintain service ratios, response times, or provide police services. **No impact** would occur.

a.iii. The project would not induce population growth within the AC Transit service area or otherwise increase the demand for school services. Operation of the project would result in more frequent bus service along most routes throughout the AC Transit service area, the removal of several route segments, and the addition of several new route segments throughout the project area. These changes in the AC Transit service network are designed to accommodate existing demand and better serve the existing population within the area. Thus, neither the removal and installation of signposts nor operation of the project would result in substantial adverse physical impacts associated with the provision of new or physically altered school

facilities, or the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain performance objectives for schools. **No impact** would occur.

a.iv. The project would not induce population growth within the AC Transit service area, directly affect an existing park, or otherwise increase the demand for park services. Thus, neither the removal and installation of signposts nor operation of the project would result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, or the need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain other performance objectives for parks. **No impact** would occur.

a.v. The proposed project would not induce population growth within the AC Transit service area or otherwise increase the demand for other public services. Thus, neither the removal and installation of signposts nor operation of the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries or other public services. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a. Operation of the project would result in more frequent bus service along most routes throughout the AC Transit service area, the removal of several route segments, and the addition of several new route segments throughout the project area. These changes in the AC Transit service network are designed to accommodate existing demand and better serve the existing population within the area. The project would not induce population growth within the AC Transit service area or otherwise increase the demand for or use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. There would be **no impact.**

b. The project does not include recreational facilities or the construction of recreational facilities that may have an adverse physical effect on the environment. There would be **no impact.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC				
-- Would the Project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	☐	☐	☒

a. The goal of the proposed 2015 Service Expansion Plan is to increase ridership through increased frequency and service hours. The net change in auto trip-making resulting from the expanded service changes would be positive – fewer auto trips. As discussed in Section III, *Air Quality*, the project would increase VMT by up to 3.8 million miles or 19.7%; however, as the project is expanding service in response to demand, increased ridership would have an unknown, yet likely proportional decrease in personal vehicle miles traveled.

As discussed in Section X, *Land Use and Planning*, virtually all of the jurisdictions served by the affected bus lines have adopted policies to reduce congestion and increase use of alternative transportation modes. The proposed project is designed to achieve both these objectives, as it is intended to increase overall ridership on AC Transit buses. Thus, the proposed project would result in **no impact** to applicable plans, ordinances or policies and the operation of mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit.

b. A Congestion Management Program is a plan that describes strategies to address congestion problems within a specific region. In San Francisco, the San Francisco County Transportation Authority is the Congestion Management Agency (CMA) and is tasked with developing and adopting the CMP. The current CMP was prepared in 2013. In Alameda County, the Alameda County Transportation Commission (Alameda CTC), as the CMA for the County and the current Alameda CMP was prepared in 2013. In Contra Costa County, the Contra Costa Transportation Authority (CCTA) is the CMA for the County and the current Contra Costa CMP was also prepared in 2013. The San Francisco County Transportation Authority, the Alameda CTC, and the CCTA work cooperatively with the Metropolitan Transportation Commission (MTC), transit agencies (including AC Transit), local governments, the California Department of Transportation (Caltrans) and the Bay Area Air Quality Management District (BAAQMD). The CMAs, through the CMPs, identify performance measures to evaluate how highways and roads function as well as the frequency, routing and coordination of transit services.

The Alameda CMP contains performance metrics for transit service provided by AC Transit and other providers within Alameda County (Alameda CTC, 2013). For local agency projects that generate new vehicle trips, the CMA has determined that projects generating 100 or more trips per peak hour may trigger formal CMA review. While AC Transit is not a local agency, the threshold is useful for determining the level of traffic increase needed to generate a potential impact. Similarly, the Contra Costa CMP relies on the traffic impact analysis required by the Measure J Growth Management Program established in Contra Costa County. That program requires every jurisdiction to conduct a traffic impact analysis for any proposed development project, development plan, or General Plan Amendment that would generate more than 100 net new peak hour vehicle trips (CCTA, 2013).

As discussed above, the net change in auto trip-making resulting from the service changes would be positive – fewer auto trips. In addition, the bus routes that would be expanded by the project currently provide approximately 149 trips during peak hour.[7] The proposed project would expand peak hour trips to 228 total trips, generating approximately 79 new peak hour trips, which would not exceed the CMA threshold (100 peak hour trips). Thus, for the purpose of this discussion, the proposed project would be consistent with the CMP and there would be **no impact**.

c. The proposed project would have no effect on airport operations, aircraft flight patterns or place new transit improvements in locations that could pose a safety risk to aircraft or transit operators and passengers. **No impact** would occur.

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[7] Existing and proposed peak hour trips are estimated using the weekday peak hour headways shown in Table 1.

d. The proposed expansion is intended to improve ridership by increasing the frequency and service hours on select routes and extending existing services to new street segments. Proposed service expansion would not result in the construction of any new roadway design features or the introduction of incompatible equipment. Bus frequency would not increase to the extent that buses would present a safety hazard due to their numbers on the road. Bus stop poles are typically located off of the vehicle travel way and are sited as to not interfere with visibility or circulation. As discussed above, the project would increase peak hour trips by 79 bus trips; however, the increase in bus frequency would occur across AC Transit's service area and would not increase to the extent that buses would present a safety hazard due to their numbers on the road. In addition, most of the new route segments that the proposed project would serve are multi-lane or divided roadways over 35 feet in width. A new route segment on Willie Stargell Avenue is approximately 25 feet in width and is the narrowest roadway that the project would serve. This route segment is in a predominately residential area and parking is not allowed on the roadway; therefore, buses would be able to utilize this route segment without creating a safety hazard. The proposed project would not increase hazards by introducing a design feature or incompatible use within the area affected by the proposed project. **No impact** would occur.

e. The proposed project would involve additional service on existing bus routes and expansion of service throughout the AC Transit service area. New transit stops would not block access driveways or otherwise affect emergency access or circulation throughout the area affected by the proposed project. New route segments are on roadways wide enough to accommodate buses without impeding emergency vehicles. No emergency access routes would be blocked. Bus stop poles are located off of the vehicle travel way and are sited as to not interfere with visibility or circulation. As discussed above, the project would increase peak hour trips by 79 bus trips; however, the increase in bus frequency would occur across AC Transit's service area and would not increase to the extent that buses would present an obstacle to emergency vehicles. **No impact** would occur.

f. The 2015 Service Expansion Plan is being proposed by AC Transit to increase the productivity of existing transit resources and grow ridership in the service area. The project would provide service to new route segments in three of the four geographic sub-areas, excluding the Richmond/San Pablo/El Cerrito (West Contra Costa County) sub-area. The project would not involve any additional bus stop amenities. The proposed project would not impact pedestrian or bicycle facilities. The proposed project would complement rather than conflict with existing transit plans or related plans affecting pedestrian or bicycle resources. Transit improvements in proximity to pedestrian and bicycle facilities would be designed to avoid conflicts or otherwise impact the safety of these facilities. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS				
-- Would the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

a. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. No restrooms or other sources of wastewater would be constructed as part of the project, and no uses that would increase water demand are proposed. Thus, no wastewater would be generated that could exceed treatment requirements of the San Francisco Bay Regional Water Quality Control Board, and there would be **no impact** due to the removal and installation of signposts or operation of the project.

b. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. No restrooms or other sources of wastewater would be constructed as part of the project, and no uses that would increase water demand are proposed. No water or wastewater treatment facilities would be constructed or expanded as part of the project and there would be **no impact** due to the removal and installation of signposts or operation of the project.

c. Ground disturbance for this project would be limited to the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. The disturbance footprint for new signpost installation would be small (less than one foot in diameter), and all ground disturbance would occur in previously disturbed areas. No vegetation removal or disturbance of previously undisturbed areas is expected for this project. No changes in runoff quantities are expected as a result of project implementation, as no new paved or graded areas are proposed. No new or existing storm water drainage facilities would be constructed or expanded to accommodate the project and there would be **no impact** due to the removal and installation of signposts or operation of the project.

d. The project would not require the use of potable water. Thus, no new or expanded entitlements would be needed as a result of project implementation and there would be **no impact** due to the removal and installation of signposts or operation of the project.

e. No restrooms or other sources of wastewater would be constructed as part of the proposed project, and no new uses that would generate water demand are proposed. Thus, the proposed project would not affect wastewater treatment capacity and there would be **no impact** due to the removal and installation of signposts and operation of the project.

f. The proposed project would not involve new operations or uses that would increase the generation of solid waste. The proposed project does not involve any construction or ground disturbing activities other than the removal of existing signposts and the installation of new signposts as necessary to accommodate route changes and new stop spacing along existing routes. Therefore, construction-related waste would be limited to a very small amount of concrete and soil that would be removed for the installation of new signposts. This small amount of waste would not exceed the existing landfill capacity, and n**o impact** would occur.

g. Consistent with the discussion above, solid waste disposal associated with the proposed Project would be managed by the AC Transit waste disposal vendor. Disposal would occur consistent with federal, state, and local statutes and regulations related to solid waste management. **No impact** would occur due to the removal and installation of signposts and operation of the project.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a. As discussed under items IV, *Biological Resources*, and V, *Cultural Resources*, in this Initial Study, the proposed project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. There would be **no impact** due to the removal and installation of signposts and operation of the project.

b. No impacts identified in the Initial Study have the potential to be cumulatively considerable. The expanded services of the affected bus lines have the potential to reduce a number of cumulative impacts in such issue areas as traffic, air quality and greenhouse gas emissions. There would be **no impact** due to the removal and installation of signposts and operation of the project.

c. As discussed throughout the Initial Study, in particular where air quality, hazards and hazardous materials, greenhouse gases, noise and public services are discussed, among others, the project would not result in significant environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. There would be **less than significant impacts** due to the removal and installation of signposts and operation of the project**.**

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Appendix A

Noise Measurements and Calculations

```
-    Freq Weight : A
-    Time Weight : FAST
-    Level Range : 30-90
-    Max dB : 84.4 - 2015/09/16 22:06:29
-    Level Range : 30-90
-    SEL : 94.5
-    Leq : 65.0
-
     No.s          Date Time        (dB)
     -----------------------------------------------------------------
        1   2015/09/16 22:05:28     57.2
        2   2015/09/16 22:05:29     55.2
        3   2015/09/16 22:05:30     52.4
        4   2015/09/16 22:05:31     51.6
        5   2015/09/16 22:05:32     52.2
        6   2015/09/16 22:05:33     53.3
        7   2015/09/16 22:05:34     54.8
        8   2015/09/16 22:05:35     57.2
        9   2015/09/16 22:05:36     59.3
       10   2015/09/16 22:05:37     62.4
       11   2015/09/16 22:05:38     68.2
       12   2015/09/16 22:05:39     61.5
       13   2015/09/16 22:05:40     55.7
       14   2015/09/16 22:05:41     53.8
       15   2015/09/16 22:05:42     53.2
       16   2015/09/16 22:05:43     52.4
       17   2015/09/16 22:05:44     51.8
       18   2015/09/16 22:05:45     48.9
       19   2015/09/16 22:05:46     49.8
       20   2015/09/16 22:05:47     48.9
       21   2015/09/16 22:05:48     49.4
       22   2015/09/16 22:05:49     48.9
       23   2015/09/16 22:05:50     47.5
       24   2015/09/16 22:05:51     47.2
       25   2015/09/16 22:05:52     46.8
       26   2015/09/16 22:05:53     46.1
       27   2015/09/16 22:05:54     46.6
       28   2015/09/16 22:05:55     45.8
       29   2015/09/16 22:05:56     46.9
       30   2015/09/16 22:05:57     47.0
       31   2015/09/16 22:05:58     46.7
       32   2015/09/16 22:05:59     46.7
       33   2015/09/16 22:06:00     46.5
       34   2015/09/16 22:06:01     47.8
       35   2015/09/16 22:06:02     47.6
       36   2015/09/16 22:06:03     47.6
       37   2015/09/16 22:06:04     49.0
       38   2015/09/16 22:06:05     49.4
       39   2015/09/16 22:06:06     50.2
       40   2015/09/16 22:06:07     51.1
       41   2015/09/16 22:06:08     51.9
       42   2015/09/16 22:06:09     54.9
       43   2015/09/16 22:06:10     59.1
       44   2015/09/16 22:06:11     60.8
       45   2015/09/16 22:06:12     63.4
       46   2015/09/16 22:06:13     67.9
       47   2015/09/16 22:06:14     64.3
       48   2015/09/16 22:06:15     63.4
       49   2015/09/16 22:06:16     64.4
       50   2015/09/16 22:06:17     62.4
       51   2015/09/16 22:06:18     65.4
       52   2015/09/16 22:06:19     66.0
       53   2015/09/16 22:06:20     62.0
       54   2015/09/16 22:06:21     57.5
       55   2015/09/16 22:06:22     56.8
       56   2015/09/16 22:06:23     57.7
       57   2015/09/16 22:06:24     60.0
       58   2015/09/16 22:06:25     63.7
       59   2015/09/16 22:06:26     70.8
       60   2015/09/16 22:06:27     80.8
       61   2015/09/16 22:06:28     75.9
       62   2015/09/16 22:06:29     67.4
       63   2015/09/16 22:06:30     64.4
       64   2015/09/16 22:06:31     67.0
       65   2015/09/16 22:06:32     73.4
       66   2015/09/16 22:06:33     64.8
       67   2015/09/16 22:06:34     59.9
       68   2015/09/16 22:06:35     60.5
       69   2015/09/16 22:06:36     61.1
       70   2015/09/16 22:06:37     71.8
       71   2015/09/16 22:06:38     69.0
       72   2015/09/16 22:06:39     60.9
       73   2015/09/16 22:06:40     61.1
       74   2015/09/16 22:06:41     63.1
       75   2015/09/16 22:06:42     71.3
       76   2015/09/16 22:06:43     72.5
       77   2015/09/16 22:06:44     71.5
       78   2015/09/16 22:06:45     65.2
       79   2015/09/16 22:06:46     60.9
       80   2015/09/16 22:06:47     59.0
       81   2015/09/16 22:06:48     57.2
       82   2015/09/16 22:06:49     56.8
       83   2015/09/16 22:06:50     54.0
       84   2015/09/16 22:06:51     52.8
       85   2015/09/16 22:06:52     51.1
```

86	2015/09/16 22:06:53	49.7
87	2015/09/16 22:06:54	48.1
88	2015/09/16 22:06:55	47.6
89	2015/09/16 22:06:56	47.1
90	2015/09/16 22:06:57	46.9
91	2015/09/16 22:06:58	45.1
92	2015/09/16 22:06:59	45.3
93	2015/09/16 22:07:00	46.9
94	2015/09/16 22:07:01	46.3
95	2015/09/16 22:07:02	45.9
96	2015/09/16 22:07:03	45.7
97	2015/09/16 22:07:04	46.7
98	2015/09/16 22:07:05	47.8
99	2015/09/16 22:07:06	47.7
100	2015/09/16 22:07:07	47.9
101	2015/09/16 22:07:08	48.9
102	2015/09/16 22:07:09	49.5
103	2015/09/16 22:07:10	50.3
104	2015/09/16 22:07:11	50.8
105	2015/09/16 22:07:12	51.8
106	2015/09/16 22:07:13	53.2
107	2015/09/16 22:07:14	54.6
108	2015/09/16 22:07:15	56.2
109	2015/09/16 22:07:16	58.3
110	2015/09/16 22:07:17	60.3
111	2015/09/16 22:07:18	64.6
112	2015/09/16 22:07:19	68.9
113	2015/09/16 22:07:20	61.0
114	2015/09/16 22:07:21	58.9
115	2015/09/16 22:07:22	58.7
116	2015/09/16 22:07:23	59.0
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-       Level Range : 30-90
-       SEL : 93.3
-       Leq : 63.8
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-       Time Weight : FAST
-       Level Range : 30-90
-       Max dB : 86.1 - 2015/09/17 18:47:26
-       Level Range : 30-90
-       SEL : 97.7
-       Leq : 68.2
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897	2015/09/17	19:10:34	72.6
898	2015/09/17	19:10:35	69.0
899	2015/09/17	19:10:36	69.7
900	2015/09/17	19:10:37	75.2

Noise Measurement 5

No.s	Date Time	(dB)
1	2015/09/17 19:19:23	54.1
2	2015/09/17 19:19:24	55.8
3	2015/09/17 19:19:25	58.0
4	2015/09/17 19:19:26	59.0
5	2015/09/17 19:19:27	64.0
6	2015/09/17 19:19:28	61.5
7	2015/09/17 19:19:29	63.7
8	2015/09/17 19:19:30	67.3
9	2015/09/17 19:19:31	58.6
10	2015/09/17 19:19:32	56.9
11	2015/09/17 19:19:33	60.8
12	2015/09/17 19:19:34	63.7
13	2015/09/17 19:19:35	65.6
14	2015/09/17 19:19:36	65.5
15	2015/09/17 19:19:37	60.4
16	2015/09/17 19:19:38	57.9
17	2015/09/17 19:19:39	57.5
18	2015/09/17 19:19:40	56.0
19	2015/09/17 19:19:41	53.4
20	2015/09/17 19:19:42	50.2
21	2015/09/17 19:19:43	49.4
22	2015/09/17 19:19:44	49.1
23	2015/09/17 19:19:45	49.9
24	2015/09/17 19:19:46	48.2
25	2015/09/17 19:19:47	47.3
26	2015/09/17 19:19:48	47.7
27	2015/09/17 19:19:49	48.4
28	2015/09/17 19:19:50	47.5
29	2015/09/17 19:19:51	47.6
30	2015/09/17 19:19:52	47.5
31	2015/09/17 19:19:53	48.7
32	2015/09/17 19:19:54	49.9
33	2015/09/17 19:19:55	50.0
34	2015/09/17 19:19:56	50.2
35	2015/09/17 19:19:57	50.2
36	2015/09/17 19:19:58	50.8
37	2015/09/17 19:19:59	52.2
38	2015/09/17 19:20:00	55.8
39	2015/09/17 19:20:01	58.4
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41	2015/09/17 19:20:03	64.3
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92	2015/09/17	19:20:54	59.3
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98	2015/09/17	19:21:00	58.0
99	2015/09/17	19:21:01	56.7
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368	2015/09/17	19:25:30	82.7
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414	2015/09/17	19:26:16	50.7
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894	2015/09/17	19:34:16	70.2
895	2015/09/17	19:34:17	69.1
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-     Time Weight : FAST
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-     Max dB : 90.8 - 2015/09/18 15:33:42
-     Level Range : 30-90
-     SEL : 99.5
-     Leq : 70.0
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-    Time Weight : FAST
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-    Max dB : 83.6 - 2015/09/18 15:51:23
-    Level Range : 30-90
-    SEL : 97.3
-    Leq : 67.8
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893	2015/09/18 15:55:44	74.1
894	2015/09/18 15:55:45	70.2
895	2015/09/18 15:55:46	71.2
896	2015/09/18 15:55:47	76.4
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898	2015/09/18 15:55:49	71.1
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-     Max dB : 81.5 - 2015/09/18 16:04:58
-     Level Range : 30-90
-     SEL : 97.3
-     Leq : 67.8
-
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724	2015/09/18 16:15:49	65.8
725	2015/09/18 16:15:50	70.7
726	2015/09/18 16:15:51	73.0
727	2015/09/18 16:15:52	74.3
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732	2015/09/18 16:15:57	73.6
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