

ACTION MEMO

AC TRANSIT DISTRICT
Board of Directors
Executive Summary

GM Memo No. 04-103

Meeting Date: March 17,2004

Committees:

- | | | | |
|-------------------------------|--------------------------|------------------------------|-------------------------------------|
| Planning Committee | <input type="checkbox"/> | Finance Committee | <input type="checkbox"/> |
| External Affairs Committee | <input type="checkbox"/> | Operations Committee | <input checked="" type="checkbox"/> |
| <i>Student Pass Committee</i> | <input type="checkbox"/> | <i>Paratransit Committee</i> | <input type="checkbox"/> |
| Board of Directors | <input type="checkbox"/> | Financing Corporation | <input type="checkbox"/> |

SUBJECT:

Report on Progress of Implementation of Rapid Bus on International Boulevard and Telegraph Avenue; Motion to Request Alameda County Congestion Management Agency Designate Telegraph Avenue as a SMART Corridor

RECOMMENDED ACTION:

- Information Only Briefing Item Recommended Motion

Receive Report and Authorize Staff to Request Alameda County Congestion Management Agency Designate Telegraph Avenue as a SMART Corridor

Fiscal Impact:

\$23 million in Measure B funds have now been programmed for early phases of the International/Telegraph Bus Rapid Transit (BRT) project. Rapid capital costs for implementing service comparable to the 72R San Pablo Rapid are currently estimated at about \$10 million, and have been programmed by the Alameda County Transportation Improvement Authority (ACTIA) beginning in FY2004-2005, with most of the funds due to be received in FY2005-2006. An additional \$4.5 million is

BOARD ACTION: **Approved as Recommended** [] **Other** []
 Approved with Modification(s) []

[To be filled in by District Secretary after Board/Committee Meeting]

The above order was passed on _____, 2004.

Rose Martinez, District Secretary
By _____

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programmed for bus purchases, and \$3.7 million for environmental studies. The recent passage of Regional Measure 2 makes \$65 million available for the next increment of BRT implementation, as well as \$3 million in annual operational funds to support the International-Telegraph Rapid. The Metropolitan Transportation Commission anticipates that the operating funds will be available beginning in 2007.

Background/Discussion:

As communicated to the District board in GM Memo 03-339 in December, 2003, AC Transit requested that ACTIA advance Measure B funds to accelerate implementation of the Rapid Bus phase of the International-Telegraph BRT project. ACTIA has agreed to that request. Attachment A details the funding cycles for delivery of engineering and construction funds for the International-Telegraph Rapid Bus. Staff is now beginning work on implementing a Rapid service on International Boulevard and Telegraph Avenue; service would begin in about two and one-half years. This Rapid would be a Phase I service, preliminary to later implementation of Bus Rapid Transit on the same corridor.

Operational Issues:

While working through the implementation of the San Pablo Rapid has given AC Transit valuable experience with both process and product, the International-Telegraph Rapid will present larger challenges. The new corridors, for instance, currently carry 40,000 daily riders while the San Pablo Corridor carries about 15,000. Scheduling will be more complex, in order to balance necessary increases in 82 line service with appropriate capacity increases on the Telegraph Avenue portion of the 40 line. Complimentary service on other lines, such as the Foothill portion of the 40 line and the 43, will need to be examined as well, and those portions of the Service Deployment Plan which proposed changes on these lines should be re-examined.

Work on signal interconnection is already going forward on International Boulevard, as part of the Alameda County Congestion Management Agency's SMART Corridor Program. However, capital costs of this Rapid line are projected to be more than twice those of San Pablo. The line will be longer – 19 miles – and there will be more stops. Preliminary analysis conducted as part of the BRT study (Attachment B) has identified 33 potential stop sites. Street congestion along International Boulevard and in downtown Berkeley in the vicinity of the University of California will be considerably increased. This Rapid line will pass through only three cities, but Oakland's bus shelter contractor, Clear Channel, still has not agreed to the placement of NextBus signage within their shelters.

Further, successful implementation will create more of a Rapid system, rather than a single line. Therefore, it appears necessary to shift on-street supervisory personnel to the new Rapid Line and add a senior supervisor within Central Dispatch. Maintenance of transit priority equipment is currently being studied, and personnel will need to be assigned in the area of technology maintenance.

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Financial Issues:

Funds are now available to proceed with the implementation of the International-Telegraph Rapid Bus Line. As previously noted, a preliminary budget for capital expense has been developed, based on current experience with the San Pablo Rapid Bus. The budget of \$10 million will be funded with Measure B monies. In addition, operating funds for this Rapid were included in Regional Measure 2, \$3 million annually beginning in 2007 according to MTC. Discussions to accelerate delivery of operating monies to mid-2006 are already underway.

While the majority of operating funds will be programmed for additional service, there are other operational costs which may be considered. These include the addition of Operations staff in Central Dispatch to monitor the Rapid system, and on-going technical support of the SatCom and OTS systems, which provide critical information essential to the successful operation of NextBus. There are other capital and operational costs associated with on-going SMART Corridor development and maintenance which will be discussed in the following section.

Continued Cooperative Work with ACCMA:

Staff wishes to explore continuing the successful relationships we have developed with NextBus, Lamar Advertising, and especially with the Alameda County CMA as we go forward. Appropriate contract or agreement amendments, or new Requests for Proposals, will be brought to the Board for approval, as timing dictates.

We believe our cooperative relationship with the CMA, as they implemented SMART Corridor improvements along San Pablo Avenue, was particularly important to the launching of the San Pablo Rapid. Their coordination with AC Transit in working with the many jurisdictions involved along the route, and in implementing signal interconnection, traffic equipment upgrades and transit priority, as well as constructing queue jump lanes, was critical to the timely success of the San Pablo Rapid.

Staff believes that this successful relationship should be continued between the ACCMA's SMART Corridor Program and AC Transit's Rapid Bus Program. International Boulevard is also part of the existing SMART Corridor Program, and ACCMA, working with AC Transit, has secured an additional \$1 million in funding to begin signal interconnect and transit priority work on International.

While International Boulevard is also part of their SMART Corridor Program, Telegraph Avenue is not. Therefore, staff recommends that the AC Transit District Board request the Alameda County CMA designate Telegraph Avenue as a SMART Corridor, and continue its successful collaboration with AC Transit staff on implementing joint SMART Corridor and Rapid bus improvements. There are benefits to continuing this relationship in terms of construction experience, additional fund raising assistance, and critical cooperation between the agencies in a variety of other areas. There are also costs: the designation and full upgrade of Telegraph Avenue to a SMART Corridor

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would entail an additional \$1.4 million in construction costs for roadway-related requirements beyond those items AC Transit is interested in. While ACCMA is working on utilizing TFCA or other funds in the short run to fund this added cost, in the long run AC Transit may have to jointly work with ACCMA to identify appropriate fund sources to reimburse these costs. In addition ACCMA has the responsibility to maintain various SMART Corridor equipment such as the Opticom transit priority equipment, as well as signal interconnections and signal timing at key intersections. It is anticipated that AC Transit will be obliged to contribute its fair share to these on-going operations and maintenance costs, most likely in the area of several hundred thousand dollars per year. As soon as these costs are clearly quantified, they will be brought to the Board of discussion and approval. On balance, staff believes these potential costs are outweighed by the substantial benefits of continuing our SMART Corridor relationship with the Alameda County Congestion Management Agency, and requests the Board authorize staff to ask the ACCMA to designate Telegraph Avenue as a SMART Corridor.

Beginning with this GM Memo, AC Transit staff will present quarterly reports to the Board on our implementation progress.

Prior Relevant Board Actions/Policies:

GM Memo 03-339: Telegraph/International/E. 14th Bus Rapid Transit Project: Update on Project Activities and Funding

GM Memo 03-214: Semi Annual Review of Major Corridors

Attachments:

Attachment A – Measure B Cash Flow Requirements, Phase 1, Rapid Bus

Attachment B – Consultant Analysis of Potential Rapid or BRT Stops on International Boulevard and Telegraph Avenue

Approved by: Rick Fernandez, General Manager
Kathleen Kelly, Deputy General Manager Service Development

Prepared by: Jon Twichell, Manager Capital Projects Implementation

Date Prepared: March 9, 2004