

Agenda



- **A. Project Status Review**
 - Small Starts Update
 - FEIS/FEIR Schedule

- **B. Response to Community Concerns: Project Modifications**
 - Overview of Approach – Dual Door Buses
 - Examples of Problem Solving

- **C. Next Steps in Approval Process**
 - Outreach Schedule

A. Project Status Review: Recruitment & Procurements



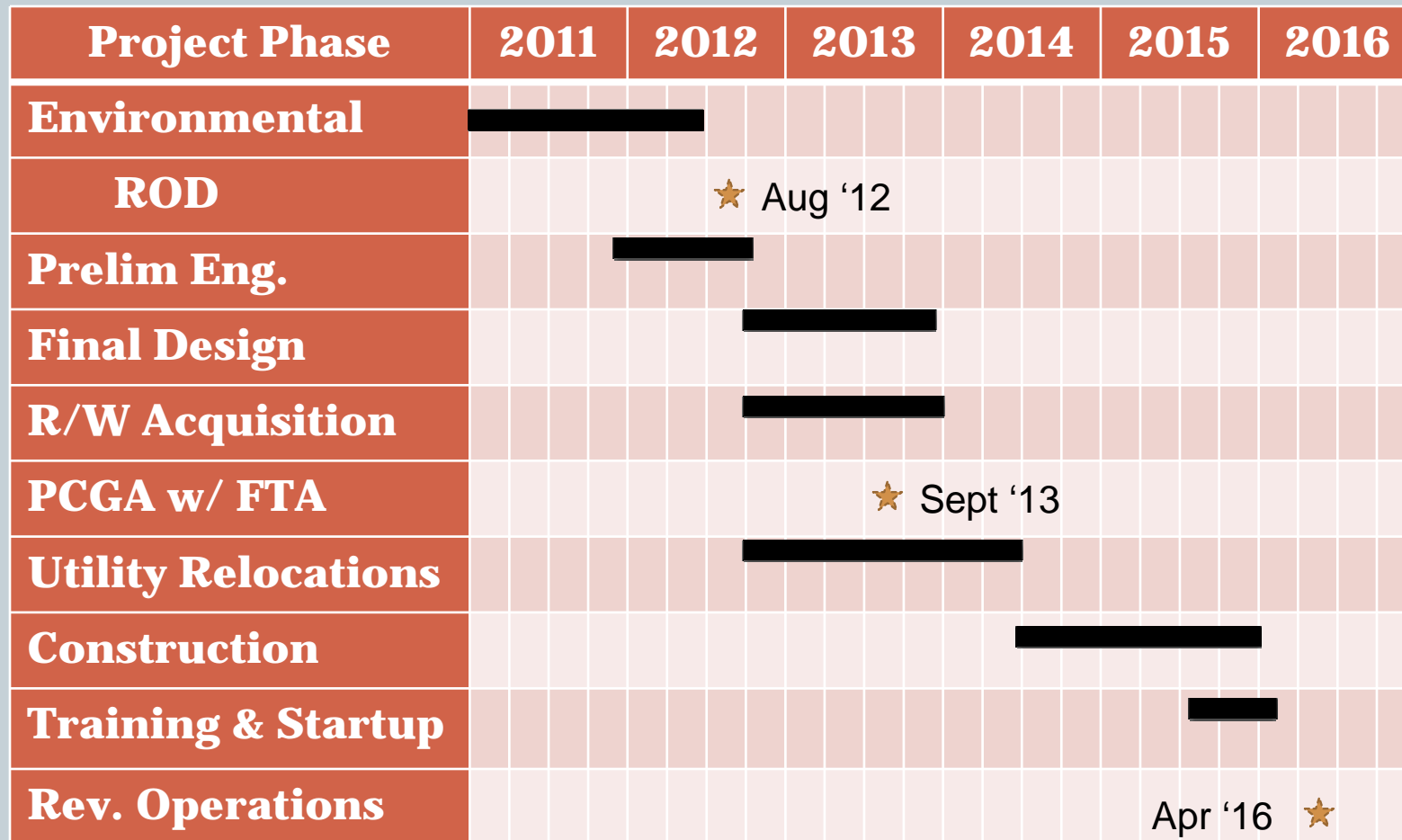
- Recruitment of BRT Director for Engineering & Construction – Currently open
- Procuring for Design Team (released July 20, 2011)
 - Solicitation Closes on Sept. 22 2011
 - Consultant Selection in October 2011
- Branding —Issue: 11/2011
- Program Management/Project Controls — Issue: 12/2011
- ROW consultants — Issue: 11/2011
- Vehicles — Issue: 10/12

A. Project Status Review: BRT Project Schedule



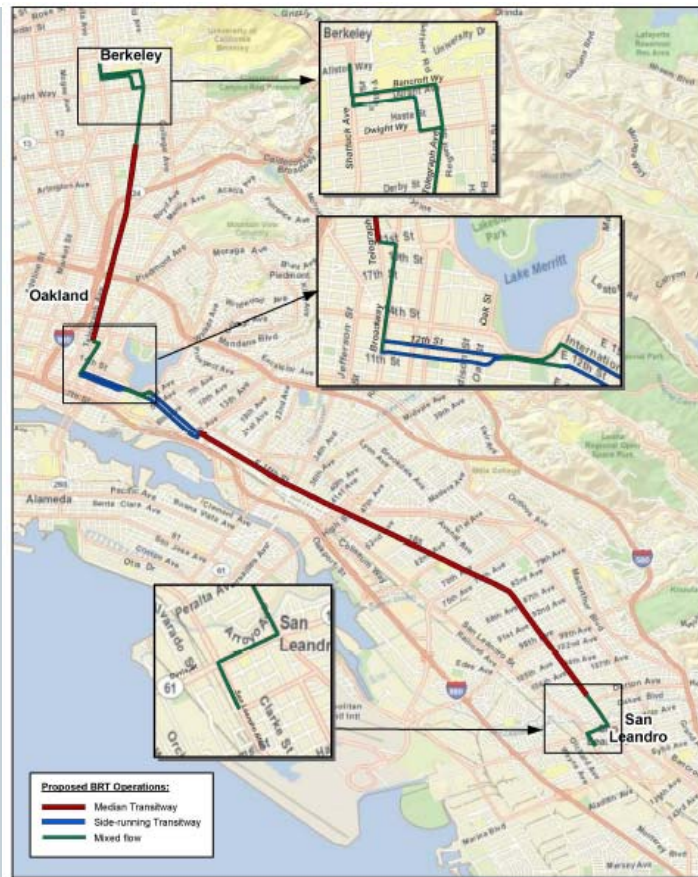
- Schedule has been delayed to increase engineering levels associated with dual door project
- Delay allowed extensive project development with City and Caltrans input;
- Agreement with key staff and community stakeholders on major concerns
- Established the basis for upcoming third party agreements (maintenance)
- Traffic and Parking impacts are reduced globally along corridor

A. Project Status Review: BRT Project Schedule



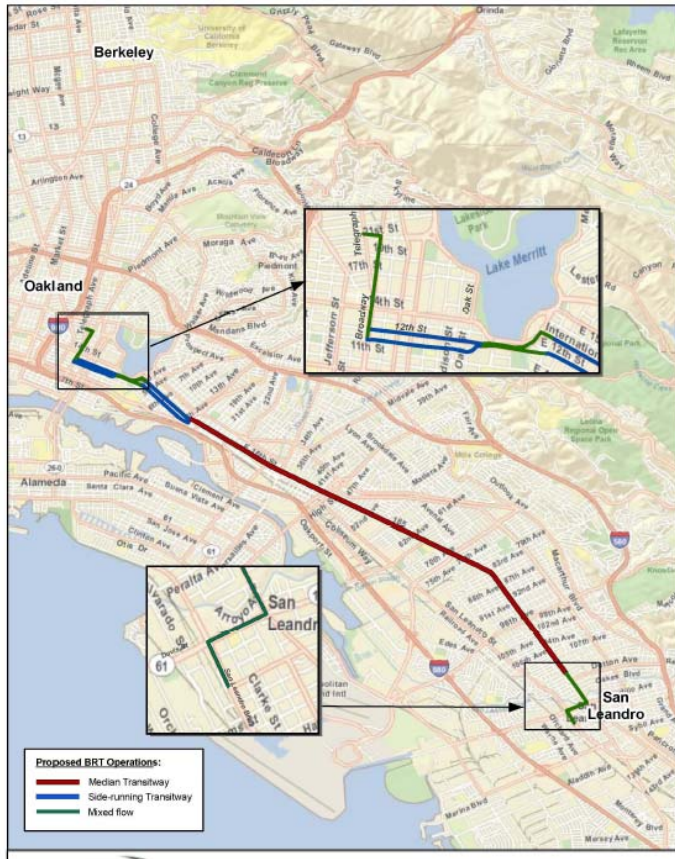
Critical path goes through design

A. Project Status Review: Project Description – LPA



- 14.4 miles in Berkeley, Oakland and San Leandro
- Signal priority, off-board fare payment, level passenger boarding, safety and security features, pedestrian access improvements
- 47 rail-like stations (spaced 1/3 mile apart)
- Dedicated bus lanes (75% of corridor)
- ≈\$220 million capital cost (high side)
- Other additional funding needed

A. Project Status Review: Project Description – Downtown Oakland-San Leandro (DOSL) Alternative



- 9.5 miles in Oakland and San Leandro
- Signal priority, off-board fare payment, level passenger boarding, safety and security features, pedestrian access improvements
- 33 rail-like stations (spaced 1/3 mile apart)
- Dedicated bus lanes (81% of corridor)
- ≈\$160 million capital cost (high side)
- No additional funding needed beyond existing commitment

A. Project Status Review: Budget & Funding Plan



Funding Source	Amount
Regional Measure 2	\$41.8
Alameda County Measure B	5.4
RTIP	50.0
FTA Section 5309 New Starts	75.0
FTA Section 5309 Bus	2.1
FTA Other	1.2
Total Funding	\$175.3
LPA Cost	\$218.0
LPA Funding Shortfall	\$42.7
DOSL Cost	\$158.0
DOSL Funding Shortfall	N/A

B. Response to Community Concerns: Project Modifications

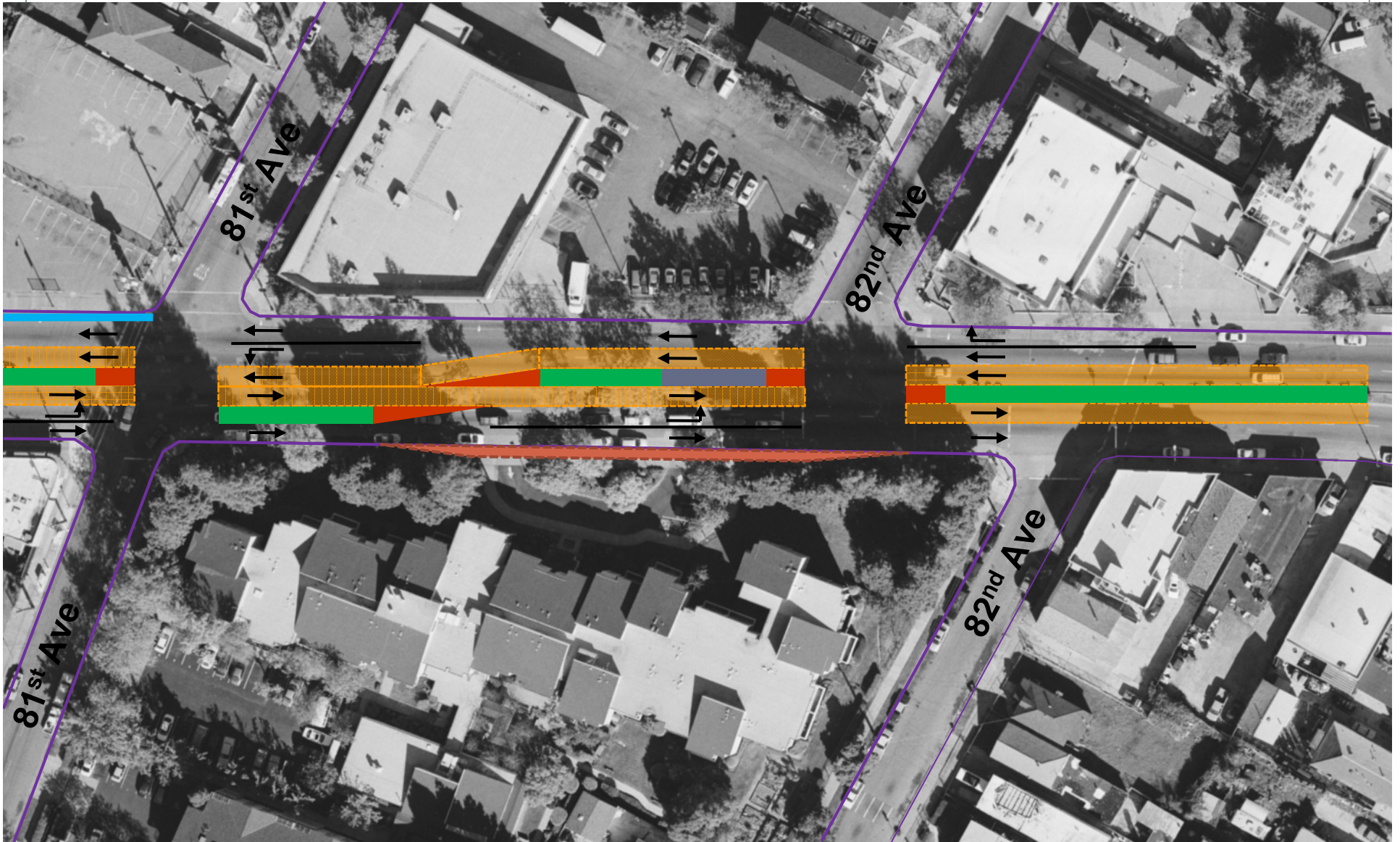


- **Example 1: 66th Avenue/Havenscourt & International Boulevard**
 - Remove dedicated lanes through offset intersection
 - One of only two locations where mitigation measures were insufficient
- **Example 2: 82nd Avenue & International Boulevard**
 - Conducted ancillary parking studies
 - Mitigate parking for peak usage periods
 - Move BRT station closer to senior facility



INTERNATIONAL BLVD @ 82ND AVE - OAKLAND - DUAL-DOOR BUS ALTERNATIVE - LOOKING SOUTHEAST

82nd Avenue and International Boulevard



C. Steps in Approval Process & Outreach Schedule



- September 2011 – Engineering Drawings updated to accommodate dual-sided buses
- October 2011 – Revised project AFEIS delivered to FTA
- January 2012 – FEIS released for public review with public meetings in Oakland & San Leandro; Caltrans PR completed
- April 2012 – Public hearing on FEIS/R Certification
- August 2012 – Record of Decision

C. Steps in Approval Process—Coming Attractions



- Establish parameters for Third Party Agreements, including maintenance, operations and recapitalization
- Begin Preliminary Engineering
- Right of Way Planning and Acquisition

Agenda Planning



6. Schedule Date and Time of Next Meeting

7. Future Agenda Items

8. Adjournment