AC Transit
Bus Storage Facility

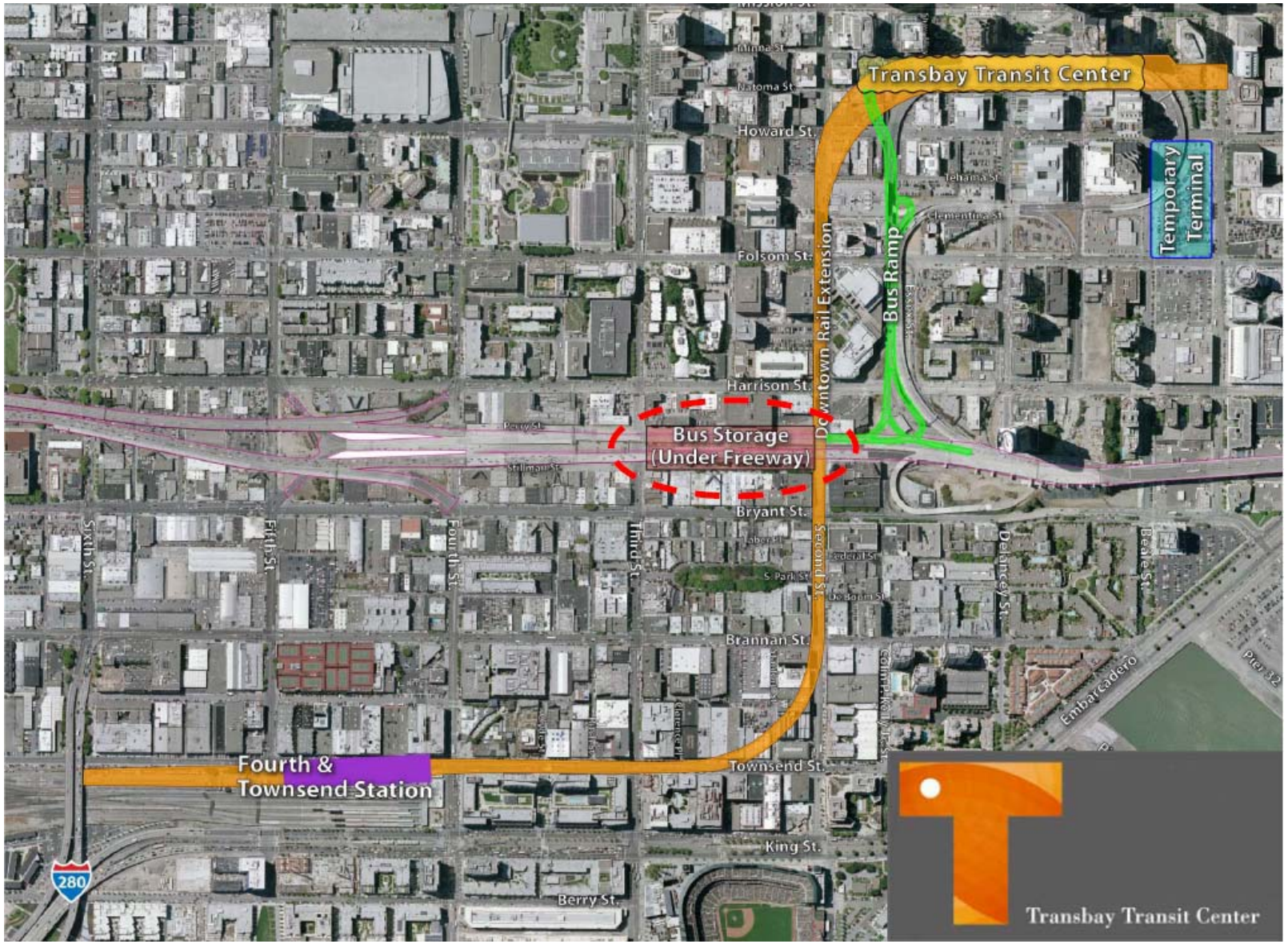
July 9, 2015

TJPA Board Meeting

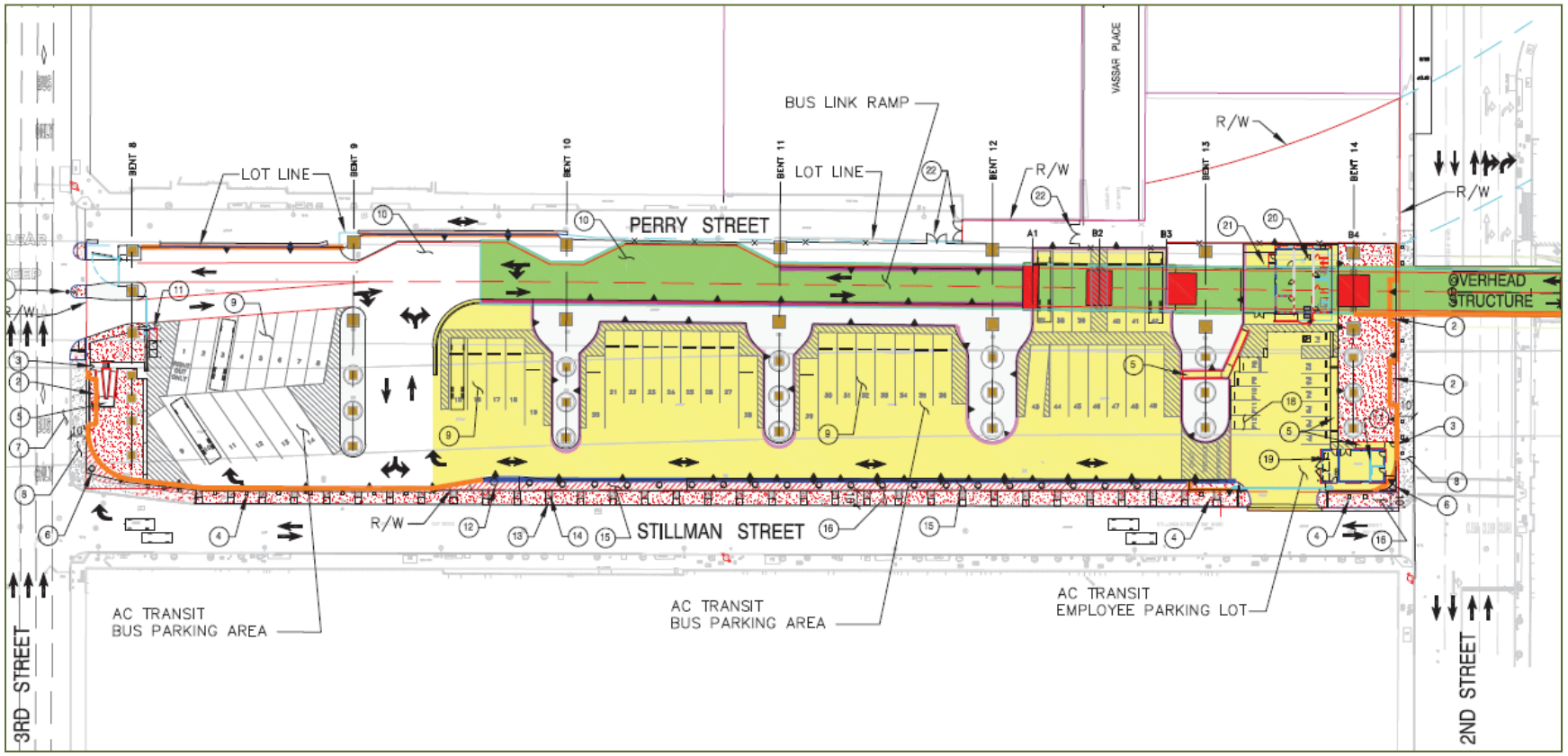
Bus Storage Facility

- Site Overview
- Critical Functions:
  1. Bus Storage
  2. Staff Facilities and Operational Storage
  3. Street Access
- Possible Mitigations?
- Conclusion
- Next Steps

Site Overview



Site Overview



Critical Function
1. Bus Storage

Capacity for 49 buses stored in the midday

Benefits include:

a) Reduction in Vehicle Miles Travelled (VMT) and associated environmental benefits

b) Reduced long term operational cost due to increased congestion

c) Reliability for the PM pullout

Critical Function
1. Bus Storage

a) Reduced VMT*

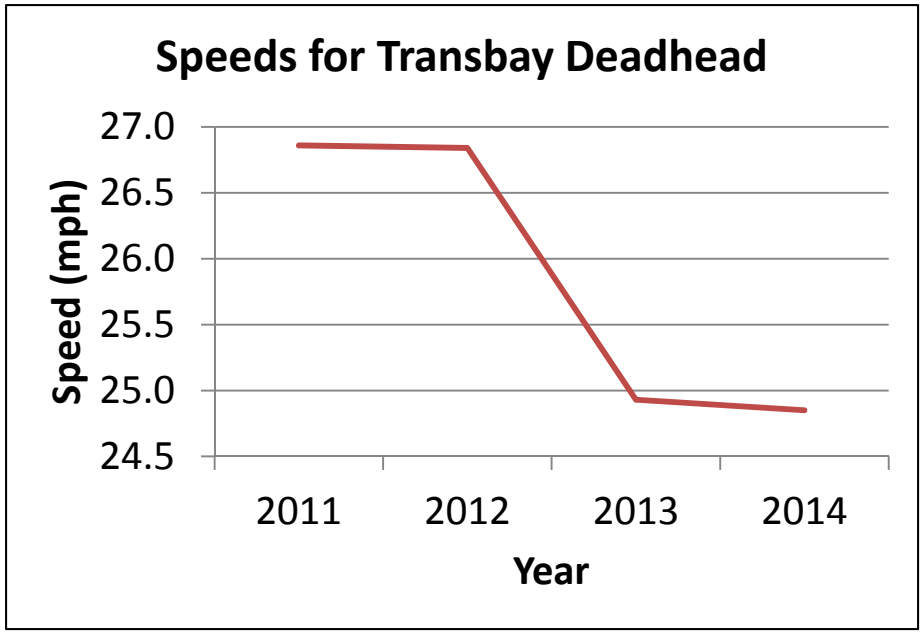
- reduces VMT by 424,830 miles per year
- reductions in accidents (~35 per year)
- criteria pollutants (~6 metric tons per year)
- CO2 emissions (~1,000 metric tons per year)

* Data from TJPA TIGER V Application

Critical Function
1. Bus Storage

b) Reduced long term operational costs

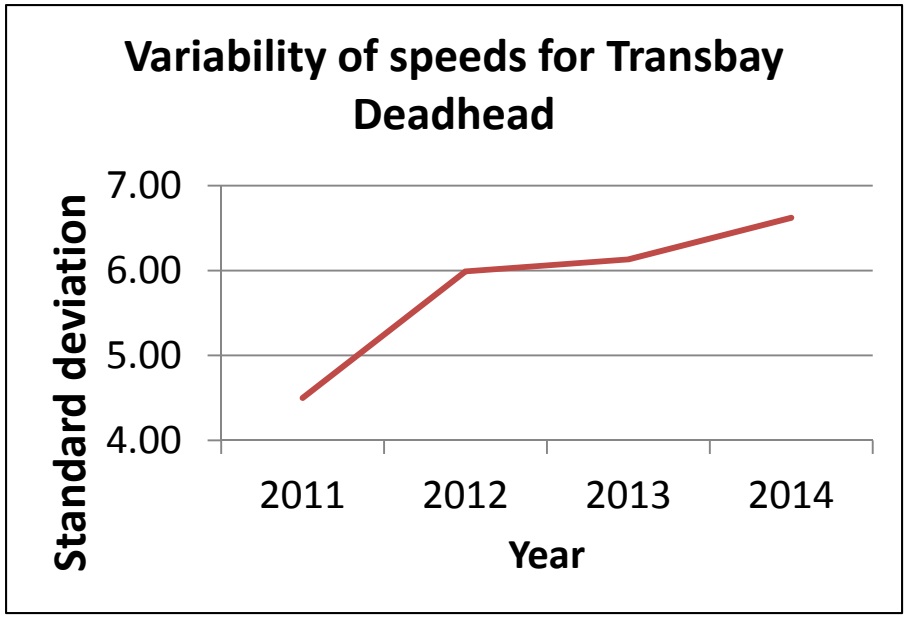
- Decreasing deadhead speeds since 2011
- Deadhead savings offset the lease and O&M costs



Critical Function
1. Bus Storage

c) Reliability for the PM pullout

- Increasing variability creates scheduling inefficiencies
- First PM trips out critical to maintain schedule and ease passenger flow



Critical Function
2. Staff Facilities and Storage

- Administrative and support buildings

Temporary Terminal	Bus Storage Facility	Bus Deck
1,010 sq.ft.	1,456 sq.ft.	566 sq.ft.

- Supervisor/Operator Break Room
- Parking spaces for supervisors
- Maintenance equipment storage

Critical Function
3. Street Access

- MUNI
  - Line 25 deadhead
  - 2019 Major service increase Treasure Island
  - $100,000 /year approximately, TBD by scheduling

- Amtrak
  - Street access critical to operations
  - $?/year

- Emergency Access

Possible Mitigations?

- Bus Storage
  - Stage on bus deck up to max 27 bays
    = loss of 22 storage bays
    - Tight scheduling required for 27 will be less efficient
- Staff Facilities
  - Find space elsewhere in building?
    - Lose potential revenue generating space
    - Access issues
- Street Access
  - Build ramp only?
    - Largest construction cost

Conclusion

- Proposed mitigations have unknown costs and unknown effectiveness
- Due to the operational impacts and costs associated with delaying the BSF, AC Transit recommends:
  1. Maintain the BSF in the Phase One Budget
  2. Open BSF in conjunction with the main terminal in 2017

Next Steps

- Issue 95% Construction Document set
- Execute MOU with TJPA confirming commitment to Lease and O&M costs
- Negotiate with Caltrans for lease agreement