

Route	Description	Weekday	Saturday	Sunday	Annual hours	Annual cost
7	Trips added in the morning and schedule re-built to align with Berkeley High Bell Times.	2	0	0	434	\$ 60,690
52	Weekday service restored with buses every 15 minutes to accommodate mobility between UC Berkeley and UC Village.	37	0	0	9328	\$ 1,305,906
57	Additional block added to schedule to improve service reliability and recovery time.	15	0	0	3932	\$ 550,494
60	Line extended to South Hayward BART to allow for one-seat ride between BART and Chabot College.	18	18	18	6631	\$ 928,368
65	Trips added in the morning and schedule re-built to align with Berkeley High Bell Times.	1	0	0	255	\$ 35,700
67	Trips added in the morning and schedule re-built to align with Berkeley High Bell Times.	2	0	0	426	\$ 59,619
74	Weekday service resumed and made consistent seven days a week by ensuing all trips now go to El Sobrante.	17	0	0	4361	\$ 610,470
79	Trips slightly earlier in the morning and slightly later in the evening added.	2	0	0	400	\$ 56,049
93	Frequency improved to every 45 minutes to ensure better service to multiple school sites along the route.	19	0	0	4771	\$ 667,947
FS	2 trips added in morning and afternoon to facilitate commutes to San Francisco.	7	0	0	1872	\$ 262,038
Blocking Changes	Unworkable interlines broken and school trippers reblocked to better accommodate bell times.	45	-3	-3	11061	\$ 1,548,519
Total		164	15	15	43470	\$ 6,085,800