

BART to Livermore

September 20, 2017

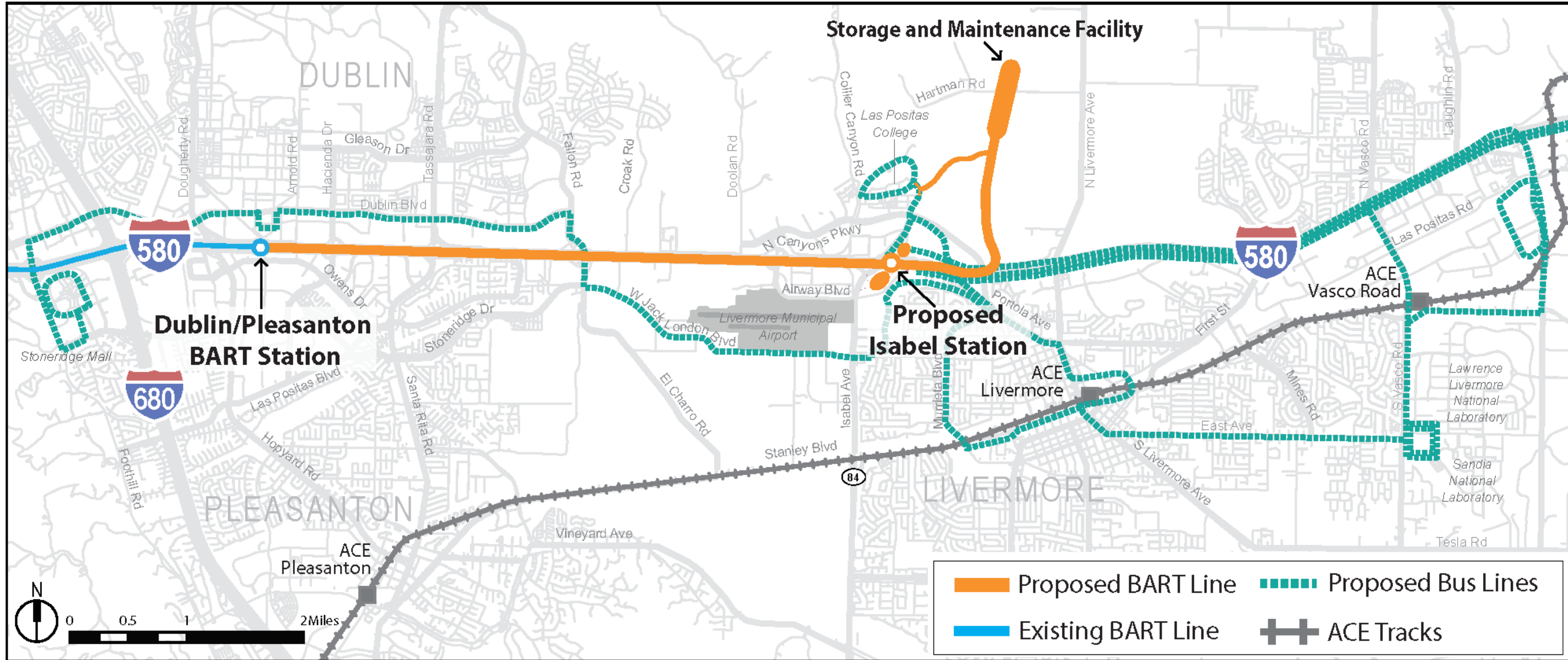
*Presentation to
Alameda San Joaquin Regional Rail Working Group*



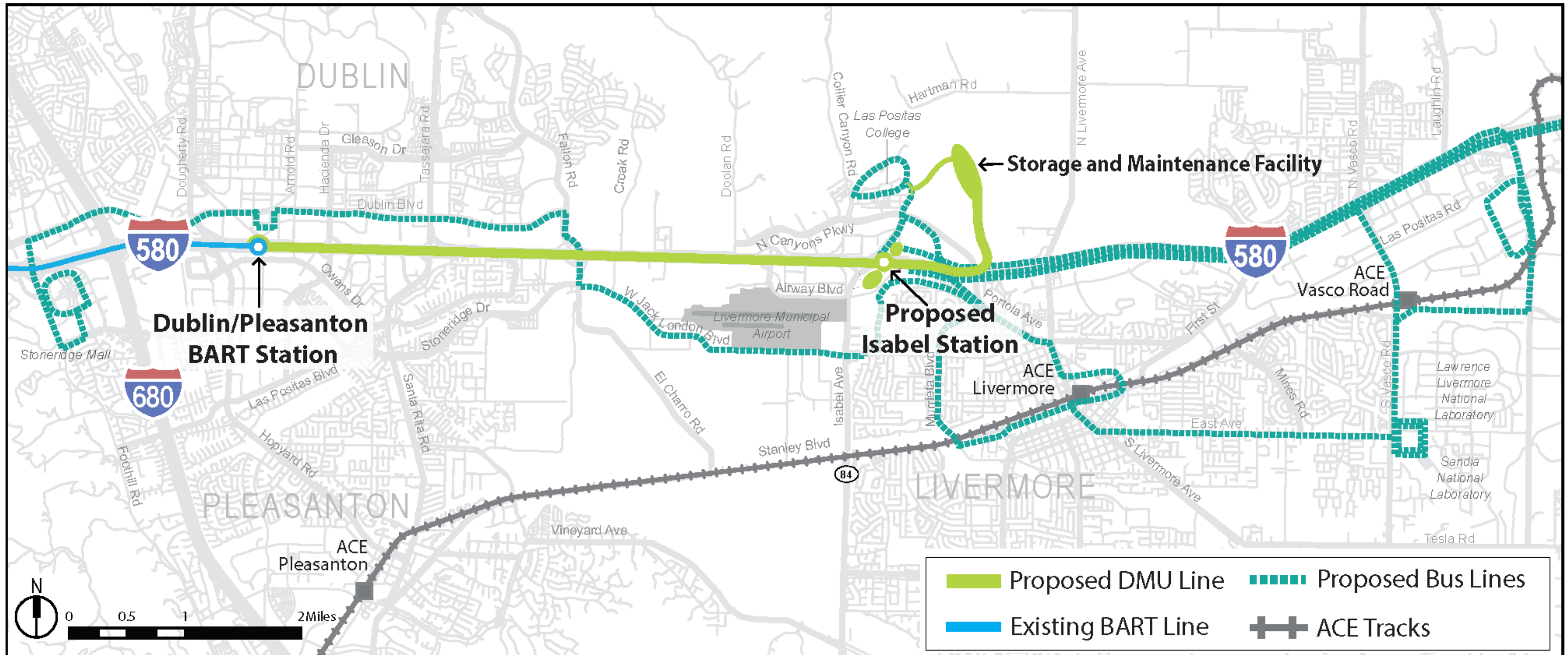
BART to Livermore DEIR

- Released July 31, 2017
- Comment period closes October 16
- Provide comments
 - Email: barttolivermore@bart.gov
 - Web: www.bart.gov/livermore
 - Mail: BART to Livermore Extension Project
300 Lakeside Drive, 21st Floor
Oakland, CA 94612
- Two public meetings:
 - August 22, 6-9pm: Livermore
 - August 29, 6-9pm: Dublin

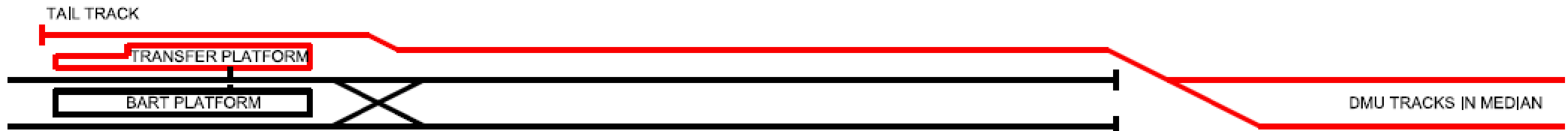
Alt 1 Conventional BART to Isabel



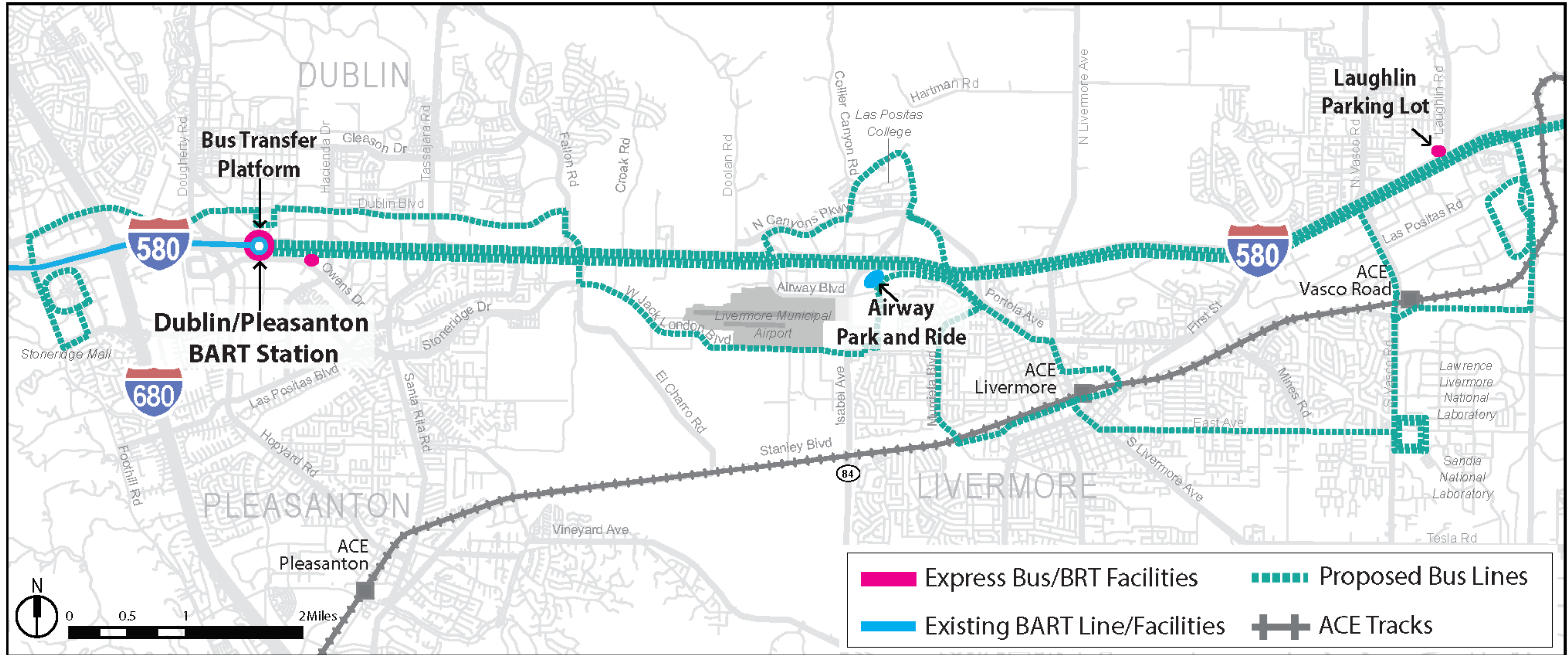
Alt 2 Diesel Multiple Unit (DMU) or Electric Multiple Unit (EMU)



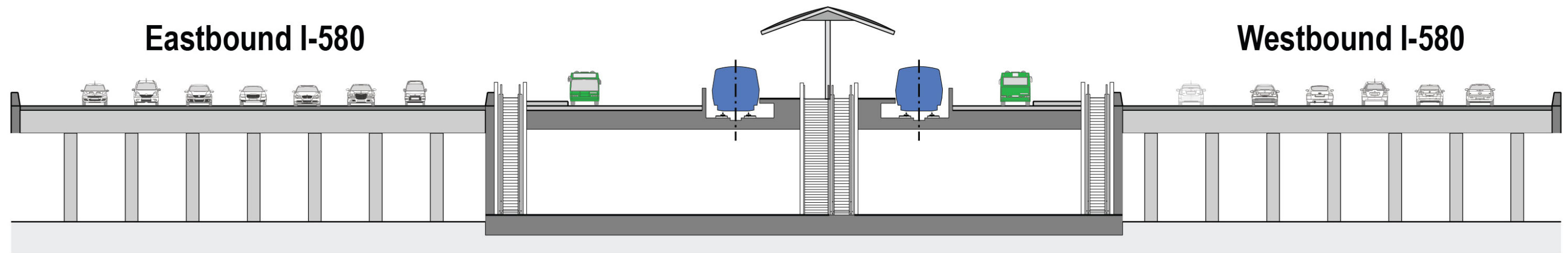
DMU/EMU at Dublin Pleasanton Station



Alt 3 Express Bus/ Bus Rapid Transit (BRT)



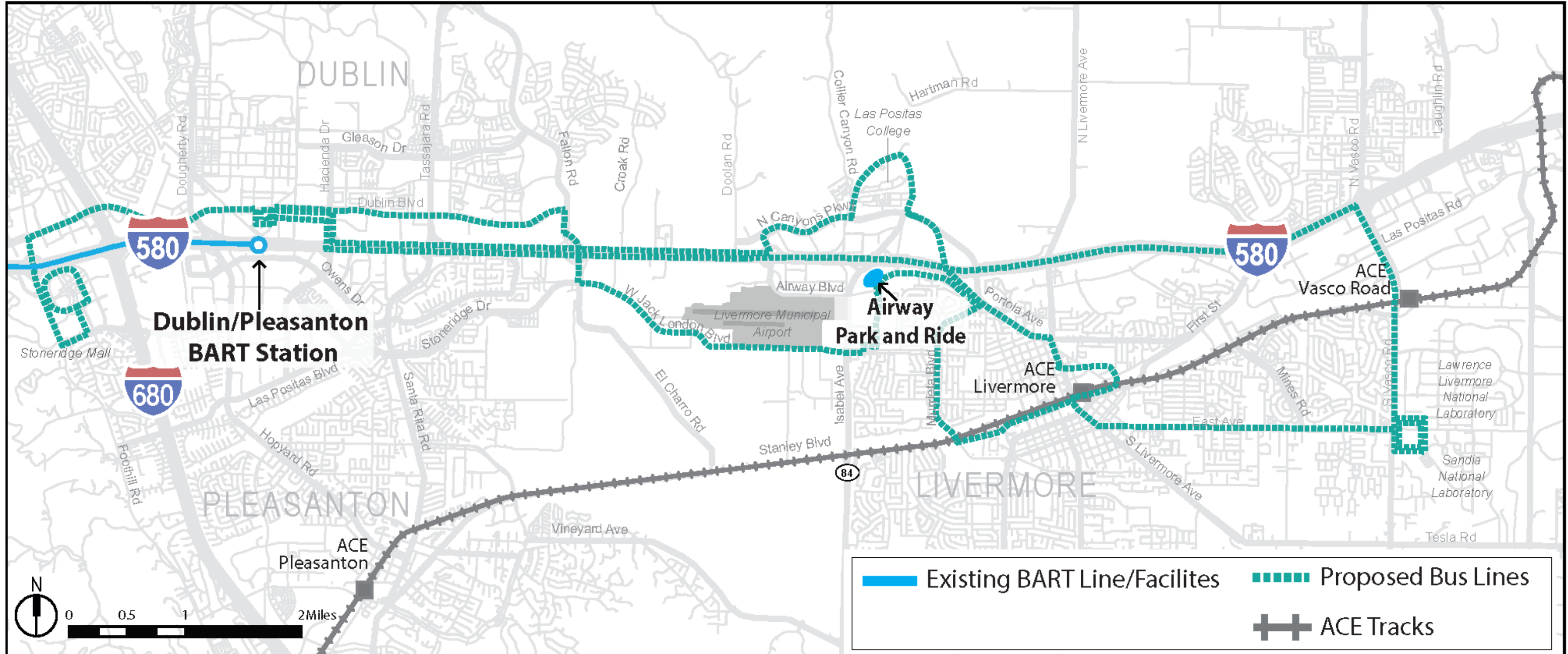
Alt 3 Express Bus/BRT at Dublin/Pleasanton Station



Express Bus Cross-section

Above shows cross-section at the station

Alt 4 Enhanced Bus



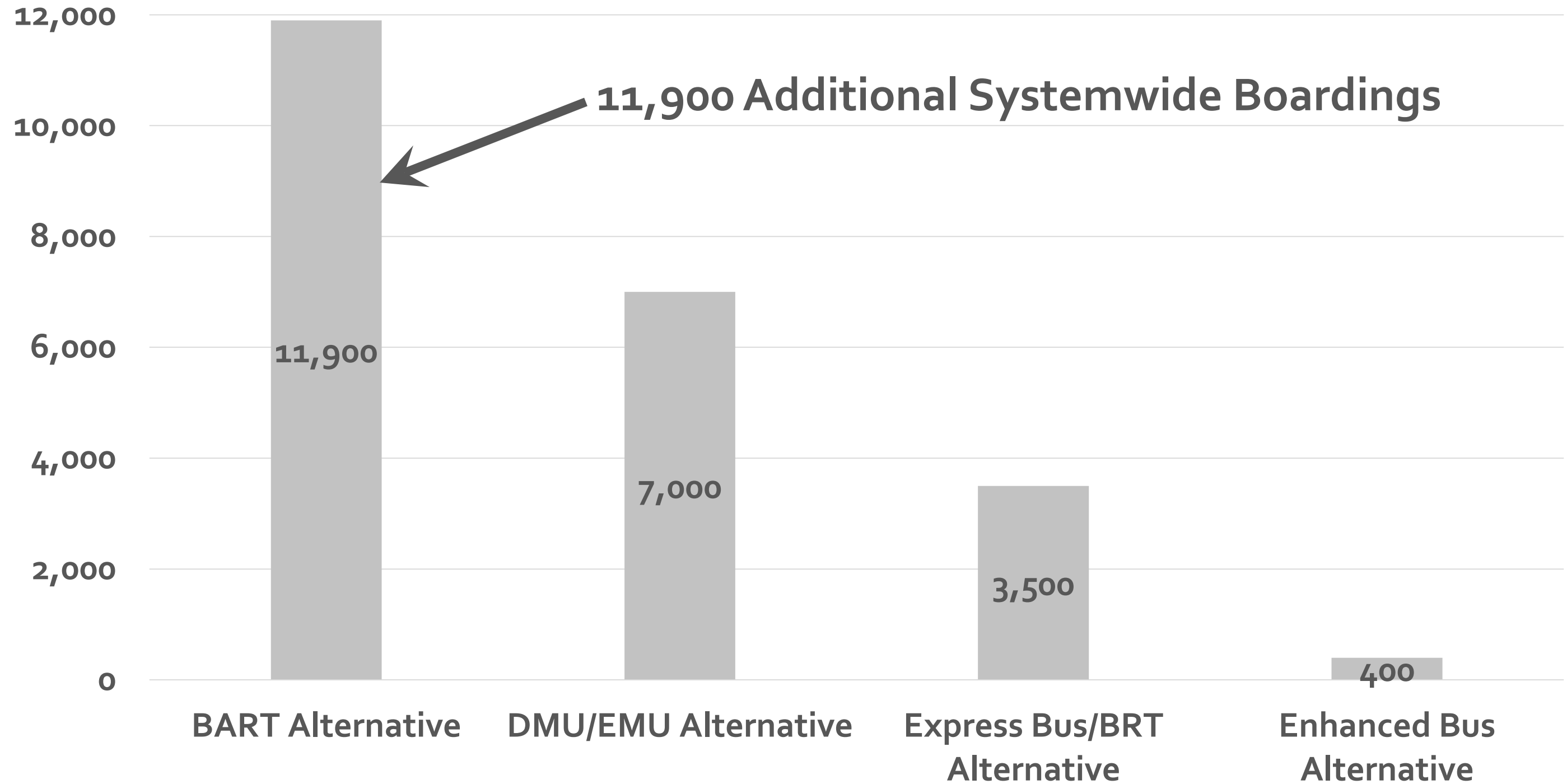
Future Isabel Station



Isabel Station

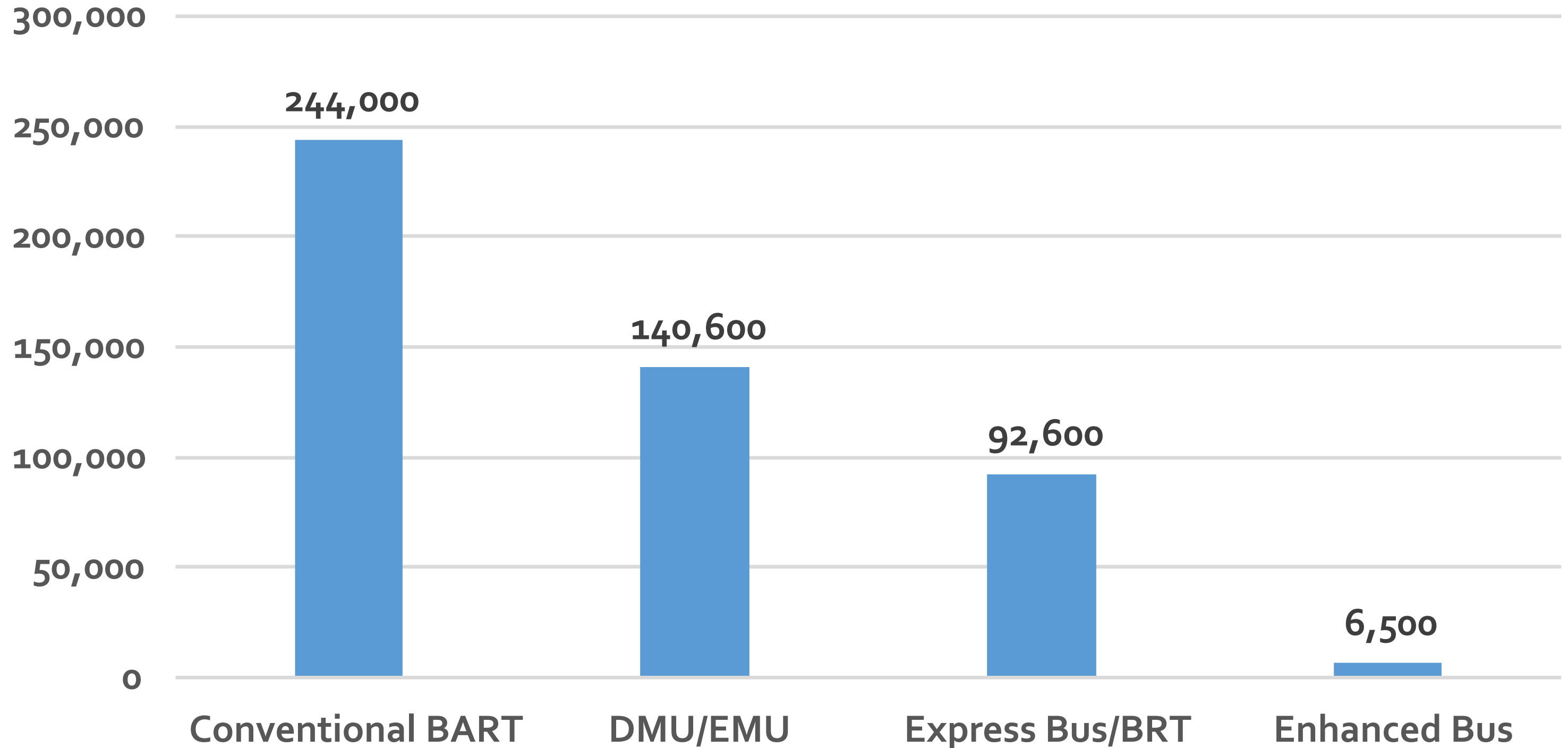


2040 Increase in BART Systemwide Boardings



2040 Reduction in Vehicle Miles Traveled

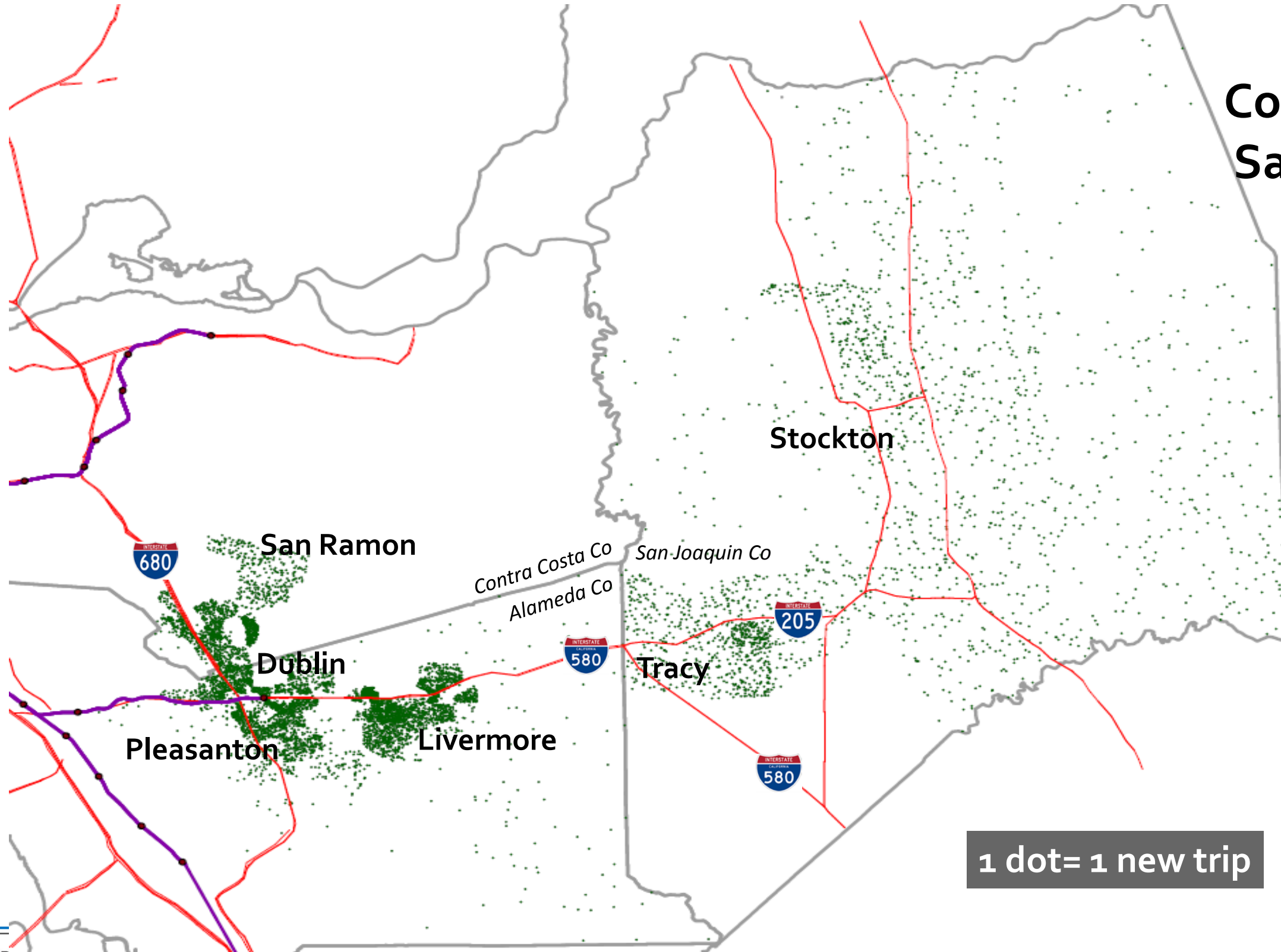
Average Weekday



New BART Trips

Conventional BART Alternative

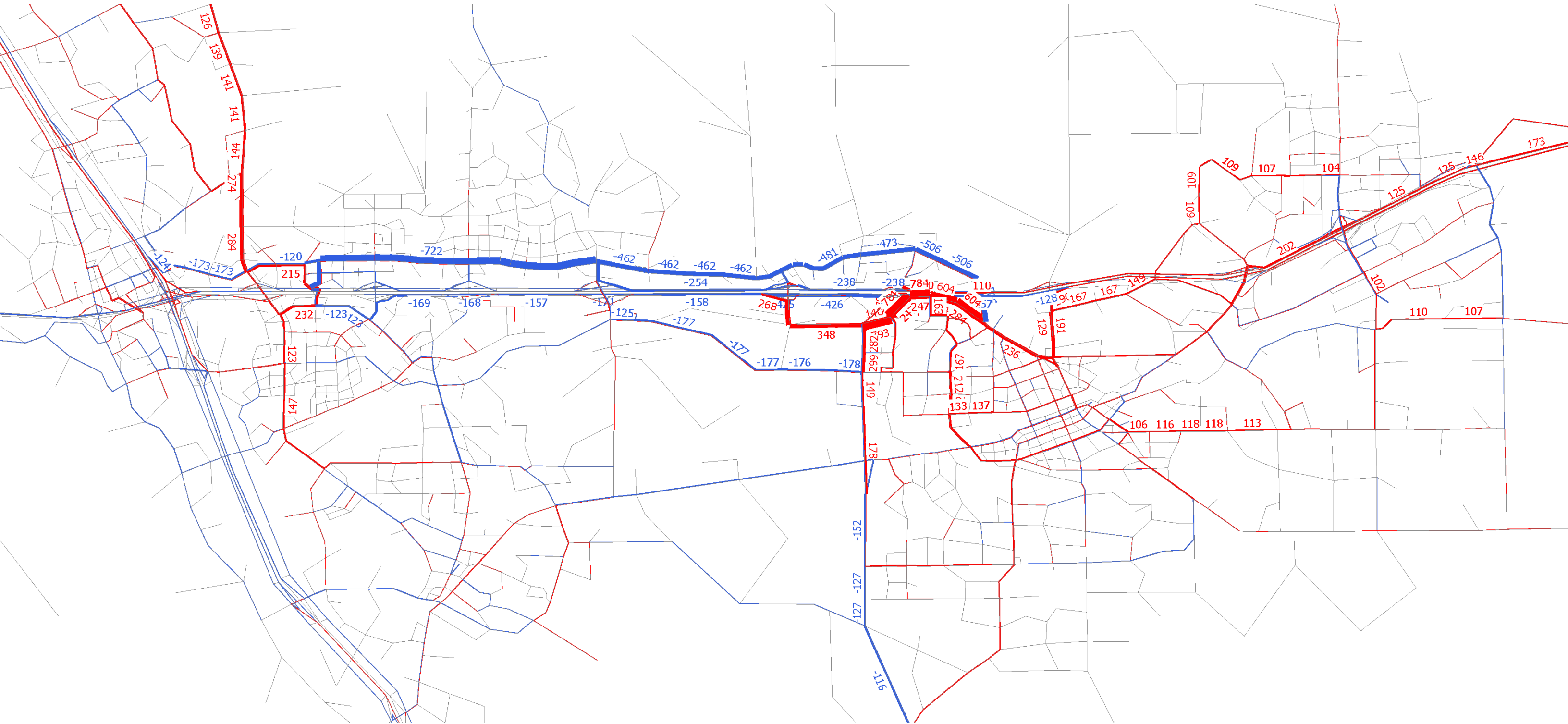
Livermore 28%
Dublin 13%
Pleasanton 17%
Contra Costa County 18%
San Joaquin County 24%



1 dot= 1 new trip

Conventional BART Alternative

Change in 2040 AM Peak Hour Traffic Volume (vs No Project)



Parking Spaces

Black = existing Red = proposed

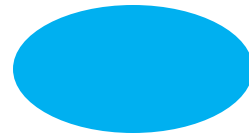
Location	Existing/ Enhanced Bus	Conventional BART	DMU/EMU	Express Bus/ BRT
West Dublin/Pleasanton	1,100	1,100	1,100	1,100
Dublin/Pleasanton	2,900	2,900	2,900	2,900
Isabel	150	3,400	2,400	150
Laughlin/Greenville	0	0	0	230

Isabel Parking Structure

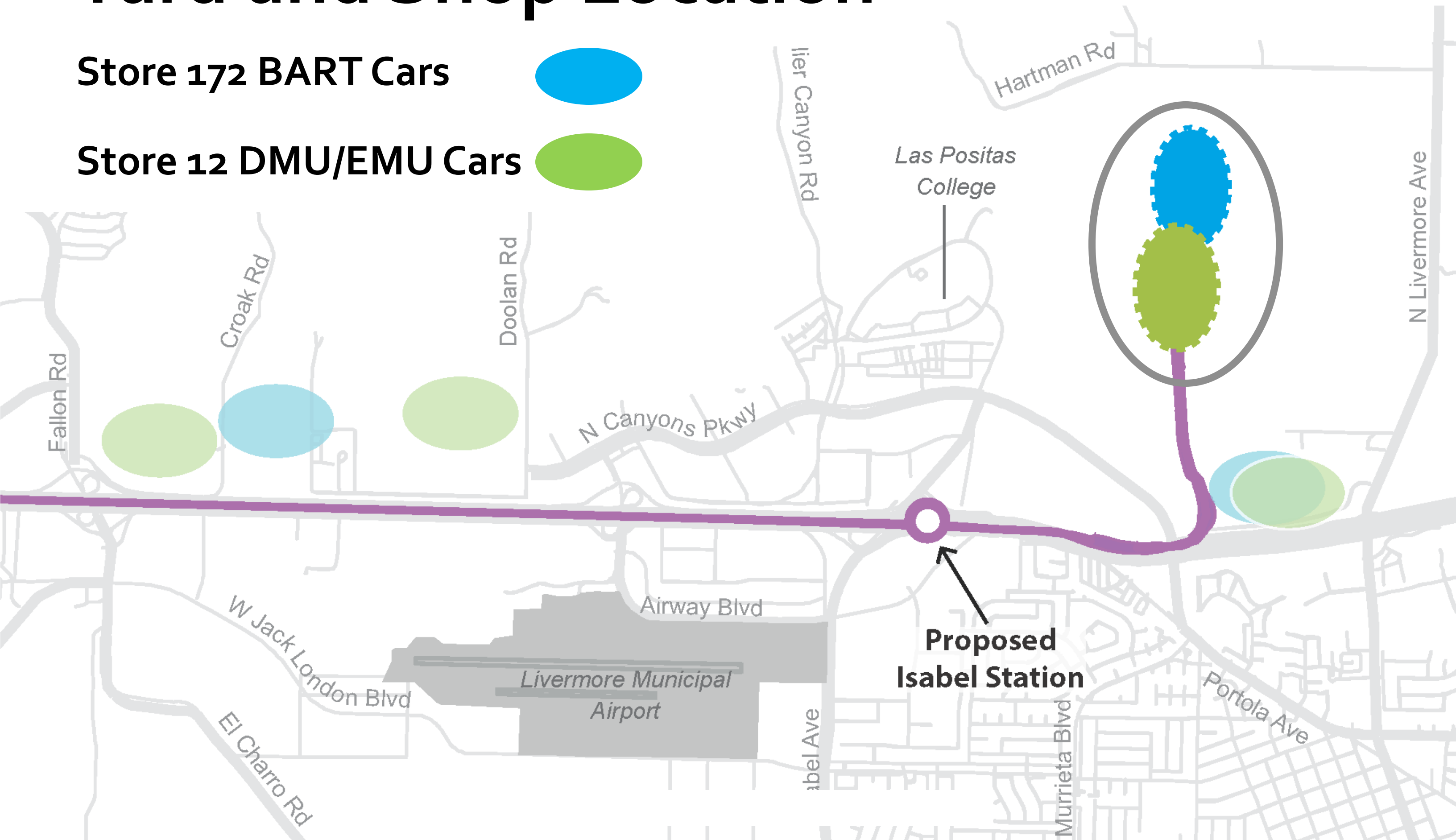


Yard and Shop Location

Store 172 BART Cars



Store 12 DMU/EMU Cars



BART Yard and Shop



Connecting Track to Yard and Shop



I-580 Right-of-Way Widening

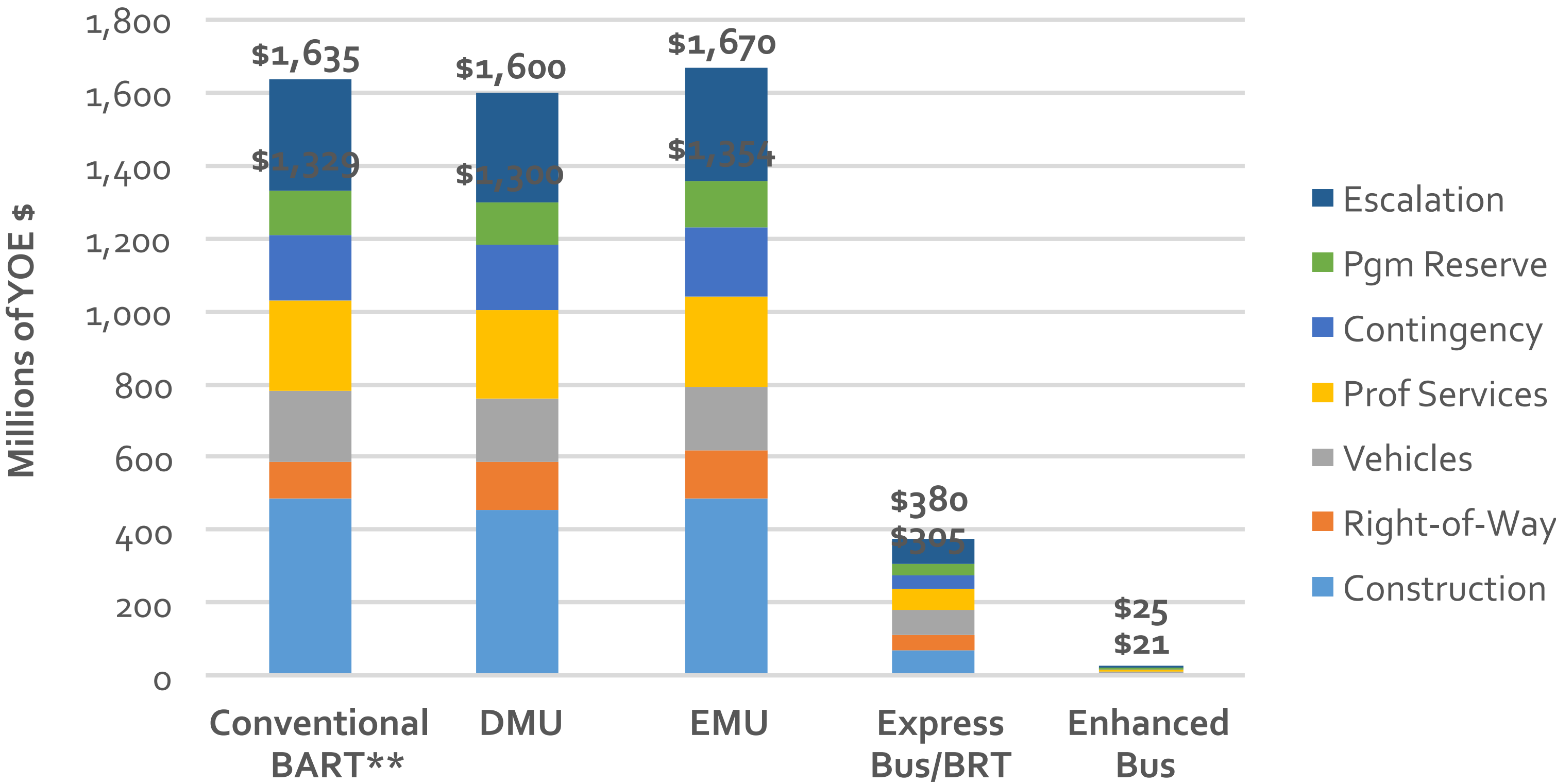
Location	Conv BART	DMU/ EMU	Express Bus/ BRT
Dublin/Pleasanton Station	None	~32 ft	~88 ft
Between Dublin/Pleasanton and Isabel	~46 ft	~46 ft	None
Isabel Station	~67 ft	~67 ft	None

Enhanced Bus does not require I-580 widening

Summary of Property Effects

Effect	Conv BART	DMU/ EMU	Express Bus/ BRT
Strips of landscaping	Yes	Yes	Yes
Parking spaces from auto dealers	0	~110	~70
Parking spaces from other retail businesses	~30	~105	0
Parking from City of Dublin Corp Yard/ Alameda County Fire	No	Yes	Yes
Commercial buildings displaced	1	1	0
Residential parcels displaced	2	0	0

Capital Cost of LVX Alternatives (YOE\$*)



* Year of expenditure dollars

** Conventional BART includes 25% of a BART shop



Comparison with LVX Program EIR

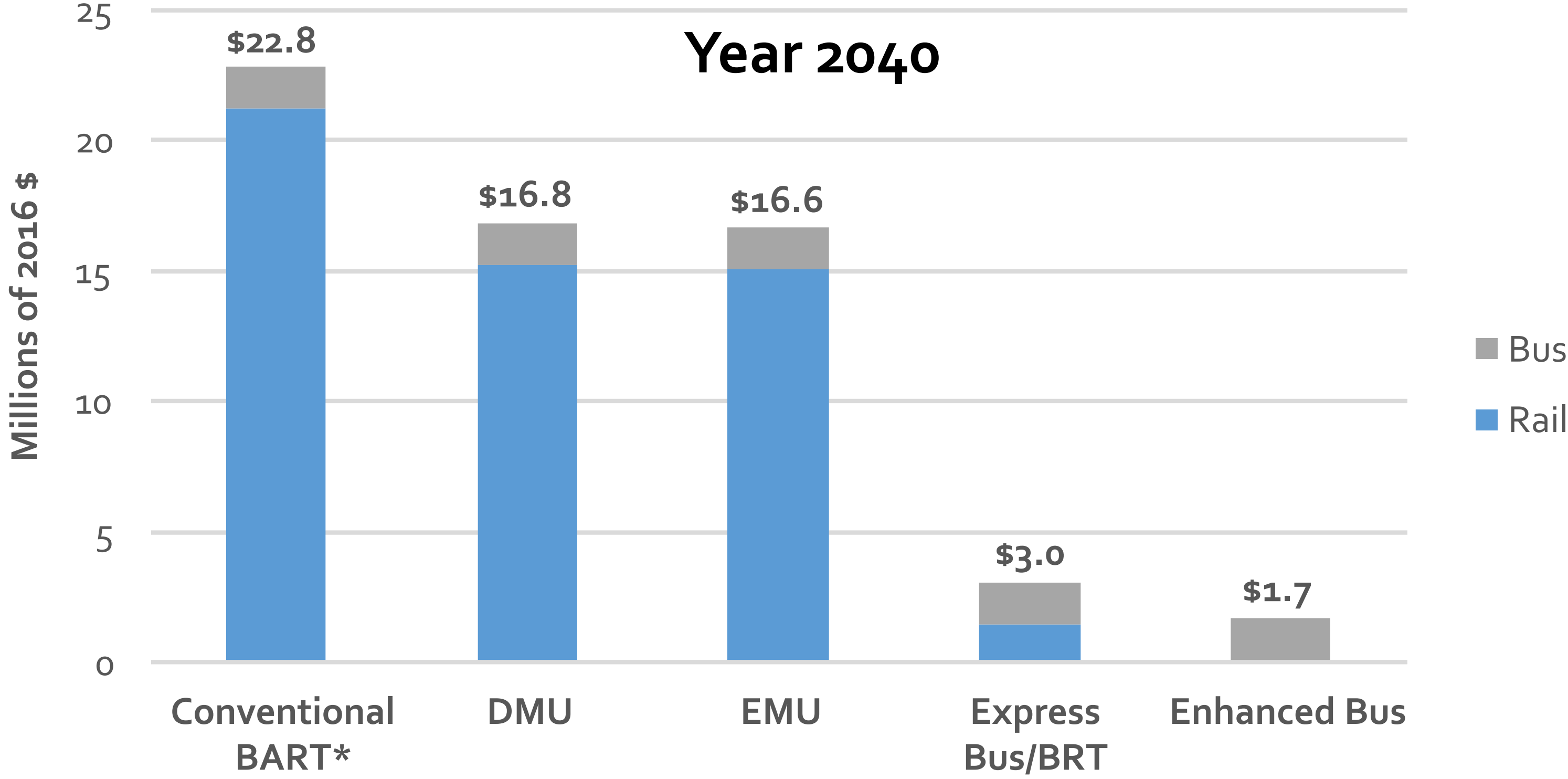
Conventional BART Alternative

EIR	Year \$	Capital Cost Estimate
2010 Program EIR	2016 \$	\$1.26B
2017 Project EIR	2016 \$	\$1.33B
2017 Project EIR	YOE \$	\$1.63B

BART to Livermore Project Funding

- \$533 million total committed design & construction funding
 - \$398 million Alameda County Measure BB
 - \$80 million AB1171 (bridge tolls)
 - \$15 million RM1 (bridge tolls)
 - \$40 million Livermore Traffic Impact Fees

Annual Operations & Maintenance Cost

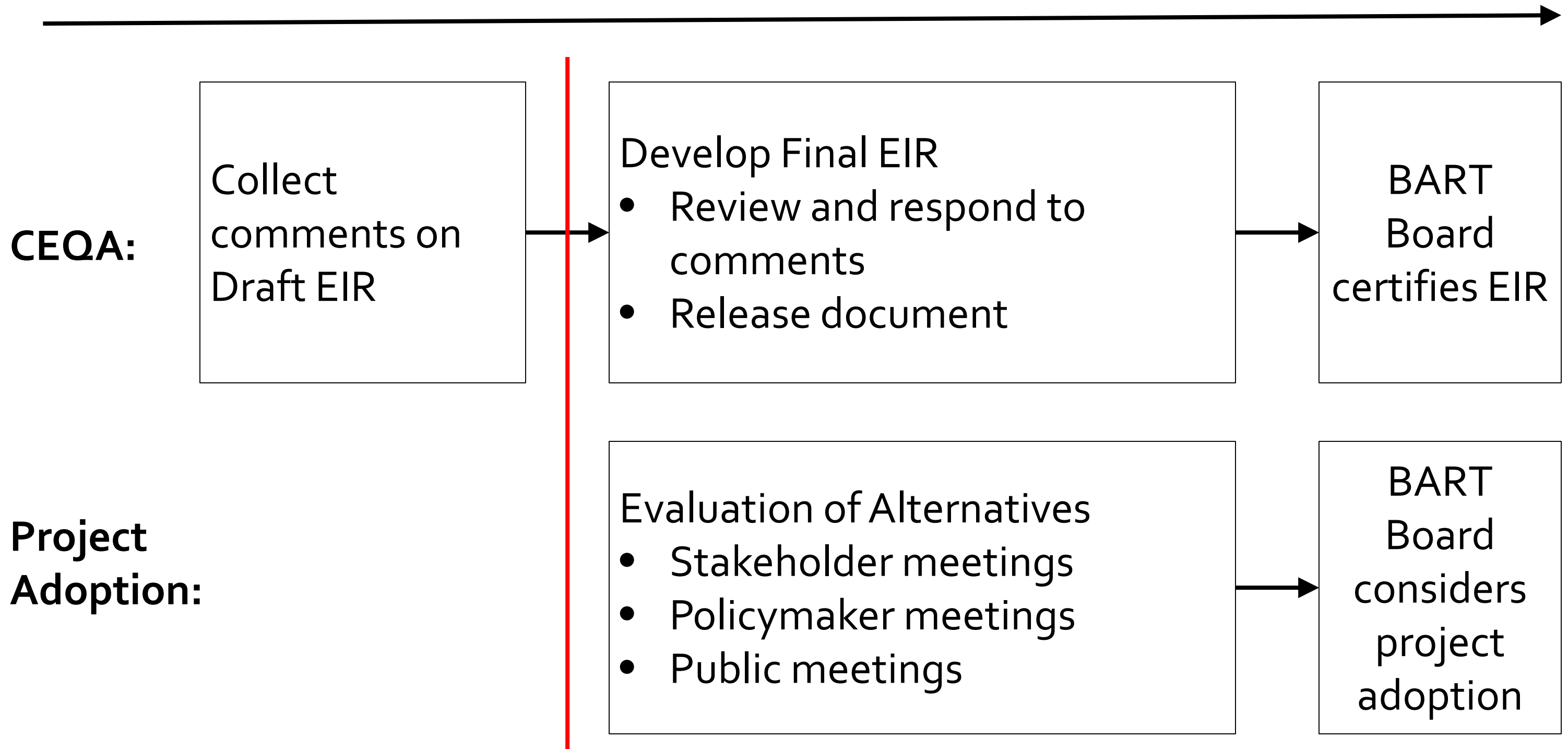


*Conventional BART includes 25% of a BART shop

BART to Livermore Next Steps

- Isabel Neighborhood Plan Adoption
 - BART policy requires City of Livermore to adopt a Ridership Development Plan
- CEQA
 - Complete the EIR process before adopting a project
- Project Adoption
 - Identify and consider adopting a preferred alternative

BART to Livermore Next Steps



Tentative Schedule

Isabel Neighborhood Plan

BART to Livermore

Summer 2017		Release DEIR
Fall 2017	Release Draft Plan, DEIR	
Winter 2017/18	Release FEIR, Consider Plan Adoption	
Spring 2018		Release FEIR, Consider Project Adoption
2019		Release DEIS
2020		Release FEIS
2022		Complete Design
2026		Complete Construction