

BART to Livermore

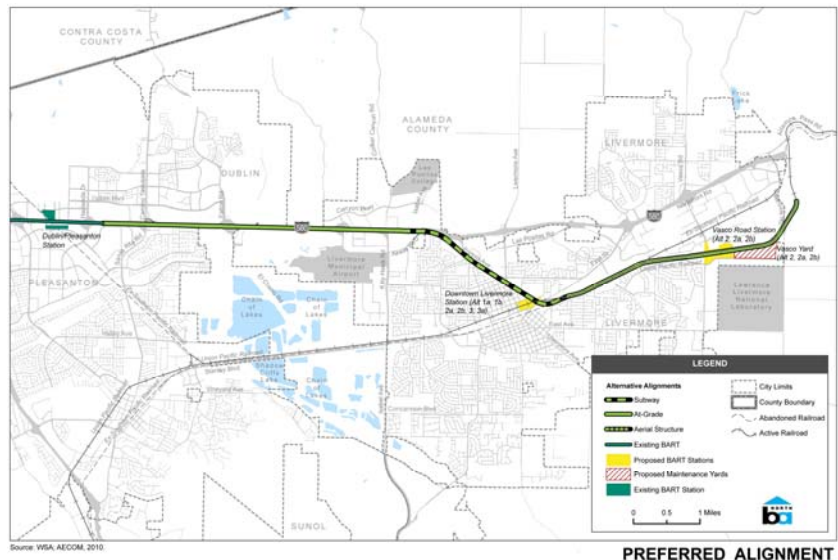


BART to Livermore Benefits

- Provides a direct connection between BART and Altamont Corridor Express (ACE) trains.
- Improves connections between BART and Livermore-Amador Valley Transit Authority (LAVTA) buses.
- Attracts 31,900 new daily riders to the BART system.
- Reduces regional vehicle miles traveled (VMTs) by 868,370 miles daily.
- Improves traffic flow on I-580.
- Reduces regional greenhouse gas (GHG) emissions by 597,138 lbs. daily.
- Reduces regional annual energy consumption by 928 billion BTUs.
- Provides a regional rail link to major employers (LLNL, Sandia Lab, and i-HUB/i-GATE partners).
- Enhances transit-oriented development opportunities.

BART to Livermore

BART completed a Program Environmental Impact Report (Program EIR) for the BART to Livermore extension in July 2010, which is a major milestone in extending BART service in the Tri-Valley. BART is now working to prepare for a future Project Environmental Impact Report (EIR), which will provide more engineering detail on the proposed extension and a more detailed assessment of benefits and impacts than in the Program EIR.



Program EIR

The Program EIR considered 10 alternatives for the proposed extension alignment and station locations, and the BART Board of Directors selected the alignment alternative shown in the map above as the preferred alignment. The purpose of the Program EIR was to highlight the differences among the proposed alternatives and to allow BART, after considering comments from local public agencies and the public, to select a preferred alignment as a focus for more detailed engineering efforts and more detailed project-level environmental review. BART must complete a Project EIR before an extension can be constructed.

BART to Livermore Extension

- An 11.3-mile extension of the BART system from Dublin/Pleasanton east to Livermore.
- 11-minute travel time from Dublin/Pleasanton to Livermore.
- 79 new BART cars are needed to operate the extension.
- Project cost for the full extension - \$3.83 Billion

The Preferred Alignment

The preferred alignment selected by the BART Board of Directors would extend easterly from the current terminus at Dublin/Pleasanton Station, and would be built partially in the median of I-580, partially in subway under downtown Livermore, and partially in an at-grade configuration to the east of downtown Livermore. The extension would serve two station locations:

- Downtown Livermore (in subway)
- Vasco Road (surface)

Both station locations would be multi-modal stations with parking, serving BART, ACE and LAVTA. The extension would also include a yard and shop, and BART would need to acquire additional vehicles to operate the extension.

Moving Forward

Before BART can build an extension, BART needs to identify funding for the required environmental studies, for design engineering, and for construction of the extension and associated facilities. BART will be working with partner funding agencies in 2011 to develop a funding plan for the extension.

A Project EIR will be required for the extension. A Project EIR will provide a higher level of engineering detail on the proposed extension and a more detailed assessment of benefits and impacts based on the more detailed engineering than was possible in the Program EIR.

Prior to undertaking the Project EIR, BART will perform several technical studies to develop information that will feed into the Project EIR, such as determining the functions that will be needed at the maintenance yard, developing potential alternative sites for the maintenance yard, developing potential ways that implementation of the extension could be phased, developing real estate procedures for the corridor, and developing alternative configurations for the downtown Livermore station. These studies will be underway from mid-2011 through mid-2012.

For More Information

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