

**APPENDIX A:
NOTICE OF PREPARATION**



BART to Livermore Extension Project EIR Notice of Preparation

To: Interested Agencies, Organizations, and Individuals

Subject: Notice of Preparation of a Draft Environmental Impact Report for the BART to Livermore Extension Project

Lead Agency: San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

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Project Title: BART to Livermore Extension Project EIR

Project Location: Alameda County, California

SUMMARY:

The San Francisco Bay Area Rapid Transit District (BART), as Lead Agency, is issuing this Notice of Preparation (NOP) to advise other agencies and the public that it will be preparing a Draft Environmental Impact Report (DEIR) for the proposed BART to Livermore Extension Project (Proposed Project). The Proposed Project, which is being developed in partnership with the City of Livermore, consists of a 4.8-mile BART extension along I-580 to a station in the vicinity of the Isabel Avenue/I-580 Interchange incorporating an efficient bus-to-BART transfer; and also includes express bus services linking inter-regional rail service, Priority Development Areas (PDAs) in Livermore, CA, and proposed offsite parking facilities. The DEIR will be prepared in accordance with the guidelines implementing the California Environmental Quality Act (CEQA). The purpose of this NOP is to alert agencies and interested parties regarding the plan to prepare the DEIR, to provide information on the Proposed Project and alternatives, to invite participation in the EIR process, including comments on the scope of the DEIR, and to announce that a public scoping meeting will be conducted.

DATES:

Comments Due Date: Written comments on the scope of the DEIR, including significant environmental issues, reasonable alternatives, and mitigation measures to be considered, should be sent to Marianne Payne, EIR Project Manager, at the address below by Monday, October 1, 2012.

SCOPING MEETING:

A scoping meeting to receive verbal and written comments will be held on Wednesday, September 19, 2012 at the Robert Livermore Community Center, which is located at 4444 East Avenue, Livermore CA, 94550. An informal open house will be held at 6 p.m. followed by the meeting and comments at 7 p.m. If you need language assistance services, please call 510-464-6752. Please call at least 72 hours prior to the date of the meeting.

ADDRESSES:

Written comments on this NOP should be sent to Marianne Payne, EIR Project Manager, BART, 300 Lakeside Drive, 16th Floor, Oakland, CA 94612 or faxed to 510-464-7673 Attention: Marianne Payne. Comments also may be emailed to mpayne@bart.gov.

FOR FURTHER INFORMATION:

For further information contact Marianne Payne (contact information above) or visit the project website at www.bart.gov/livermore.

SUPPLEMENTARY INFORMATION:

Proposed Project

In June, 2010, BART certified a Final Program Environmental Impact Report (FPEIR) for the BART to Livermore Extension (SCH No. 2008062026), analyzing ten alternatives that provided different combinations of alignment, station and maintenance facility locations. The DEIR for the proposed BART to Livermore Extension Project will be a second tier, project-level EIR following the FPEIR. The Proposed Project is a 4.8-mile extension of the BART line from the existing Dublin/Pleasanton Station within the I-580 Corridor freeway median to a new station in the vicinity of the I-580/Isabel Avenue Interchange incorporating an efficient bus-to-BART transfer. A network of express bus services linking inter-regional rail service, Priority Development Areas in Livermore, and proposed offsite parking facilities are also part of the Proposed Project. Express bus routes are tentative and a variety of routes may be evaluated during the scoping and EIR process.

Goals and Objectives

The primary goal of the BART to Livermore Extension Project is to provide an affordable and effective inter-regional and inter-modal link of the existing BART system to inter-regional rail service and Livermore Priority Development Areas. This connection was identified as an important inter-regional link in the San Francisco Bay Area Regional Rail Plan (2007), and regional and inter-regional congestion in this corridor continues to grow. In addition, the Proposed Project is intended to support regional goals of integrating transit and land use policies to create opportunities for transit-oriented development around the proposed I-580/Isabel Avenue BART station, as well as around the inter-regional rail station and the express bus satellite transit nodes in Priority Development Areas in Livermore. The Proposed Project also is intended to alleviate traffic congestion on I-580, improve air quality, and reduce greenhouse gases and other emissions associated with automobile use.

Proposed Project and Alternatives

The Proposed Project and preliminary draft alternatives that may be evaluated in this EIR are listed below. More precise definitions of alternatives, or additional alternatives, may be identified through the EIR scoping process and during preparation of the Draft EIR. In addition to the Proposed Project, the project alternatives currently under consideration include a No Build alternative, a Diesel Multiple Unit (DMU) alternative, and an Express Bus alternative. The Proposed Project, as well as the DMU and Express Bus alternatives, will include tail tracks and maintenance facilities as needed for effective operations.

- **Proposed Project** – A 4.8-mile BART extension along I-580 to a station at the Isabel Avenue/I-580 Interchange incorporating an efficient bus-to-BART transfer, with a network of express bus services linking inter-regional rail, Priority Development Areas in Livermore, and proposed offsite parking facilities. Limited parking also would be provided at the I-580/Isabel Avenue BART station.
- **No Build Alternative** – The No Build Alternative assumes that the proposed project is not constructed. Limited low cost improvements currently planned and funded for the existing intermodal connections may be included.
- **Express Bus Alternative** - This alternative would not include the extension of BART from the existing Dublin/Pleasanton BART Station, but would include Express Bus service to the Dublin/Pleasanton Station with improvements that would provide for more seamless intermodal transfers to the BART system, such as potential improvements to bus access and operations. Transit access could occur using reserved lanes, express bus service, and direct ramps at the Dublin/Pleasanton Station to link with inter-regional rail and Priority Development Areas in Livermore.
- **DMU Alternative** – Using a DMU technology, this alternative would extend from the existing Dublin/Pleasanton BART Station along the Interstate 580 corridor to a Bus-to-DMU transfer station in the vicinity of the Interstate 580/Isabel Avenue Interchange. Limited parking would be provided at this station. A network of express bus service linking inter-regional rail and Priority Development Areas in Livermore would also be included.

Scope of Environmental Analysis

The DEIR for the BART to Livermore Extension Project will be prepared in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended. In general, the purpose of the DEIR is to:

- Analyze the potential environmental effects of the Proposed Project.
- Inform decision-makers, responsible and trustee agencies, and members of the public as to the environmental impacts of the Proposed Project;
- Recommend a set of mitigation measures to avoid or reduce any significant adverse impacts; and
- Analyze a range of reasonable alternatives to the Proposed Project.

Potential environmental effects identified for analysis in the DEIR include:

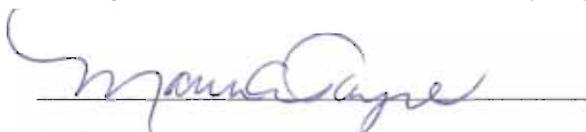
- Transportation
- Air Quality
- Land Use, Housing, and Physical Displacement
- Public Services
- Energy
- Greenhouse Gases and Climate Change
- Noise
- Geology and Seismicity
- Hazardous Materials
- Water Resources
- Biological Resources
- Visual Resources
- Cultural Resources
- Public Utilities
- Growth-Inducing Impacts

More specifically, some of the areas of the EIR will consider:

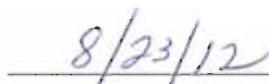
- Land Use Compatibility – What conflicts might be expected with respect to existing land uses in the station areas? What potential displacements might occur?
- Transportation – What effects would there be on local circulation, access, transit system ridership, operations, connectivity and parking?
- Wetlands/Biological Impacts – Would there be direct and indirect disturbance to sensitive areas such as wetlands, creeks, and undisturbed grassland, or to sensitive species in such habitats?
- Safety Considerations – Would changes to the Livermore Airport safety zones have implications for the project?
- Air Quality Impacts – What are the effects of air emissions from transit system construction and operation? What air quality benefits could accrue on the local, regional and global (climate change) levels from providing a transit alternative to the automobile?
- Noise and Vibration Impacts – What are the local effects on sensitive receptors along the alignment and near station areas?
- Visual Impacts – Would the transit improvements affect adjacent visual resources, including the City of Livermore's scenic corridor? Are there height and/or scale compatibility concerns between the improvements and adjoining development patterns?

Public Involvement Program

A comprehensive public involvement program will be an integral component of the DEIR preparation process. This program will include a public scoping process, including a public scoping meeting and outreach to local and regional officials and community and civic groups. A public review/comment period and a public hearing will be held on the DEIR following its publication. All comments will be given serious consideration. BART will post project updates on the project web site (www.bart.gov/livermore).



Marianne Payne
EIR Project Manager



Date

