

BART to Livermore Project Update

August 10, 2017



BART to Livermore DEIR

- Released July 31, 2017
- 45-day comment period closes September 14
- 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

See flyer on
back table

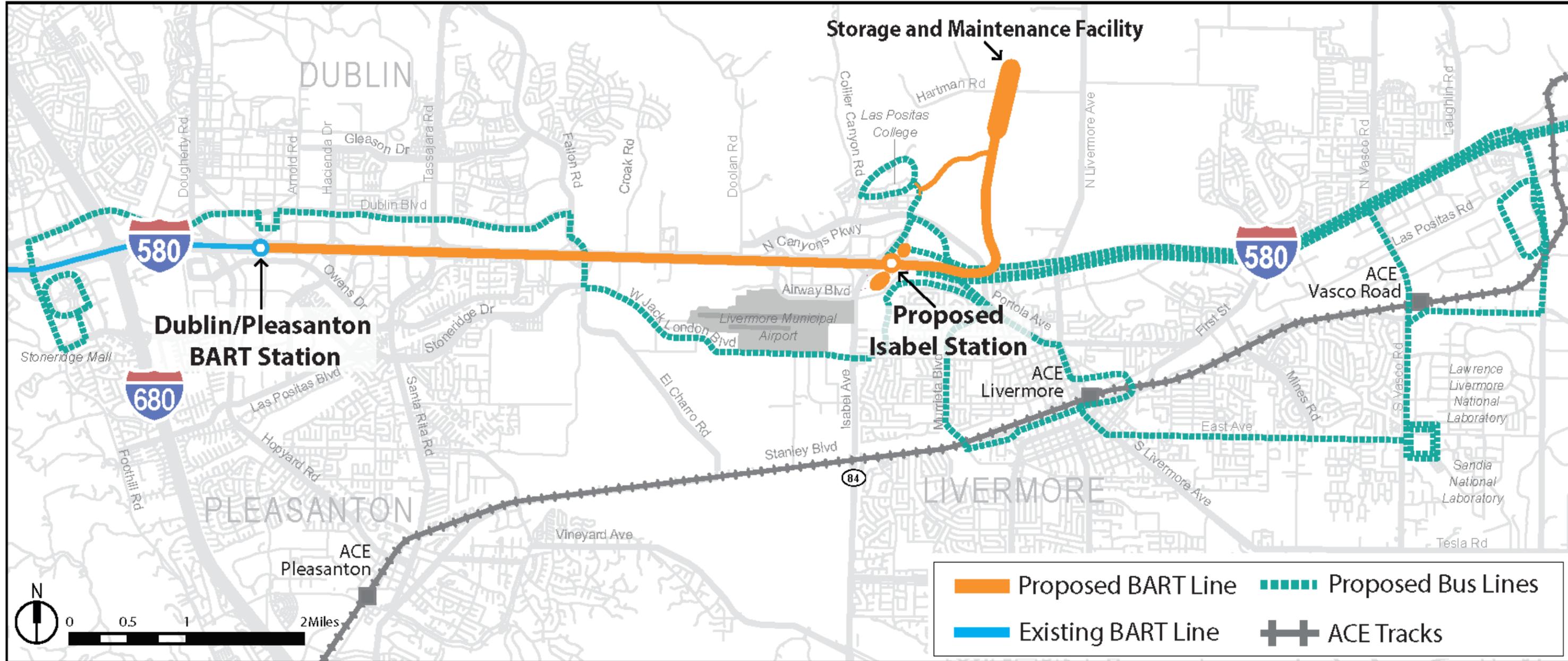
BART to Livermore Project Goals

- Provide affordable and effective inter-regional and intermodal link
- Link existing BART, inter-regional rail, Priority Development Areas (Isabel, downtown, East Side)
- Create TOD opportunities
- Provide alternative to I-580 congestion
- Improve air quality, reduce greenhouse gases (GHG)

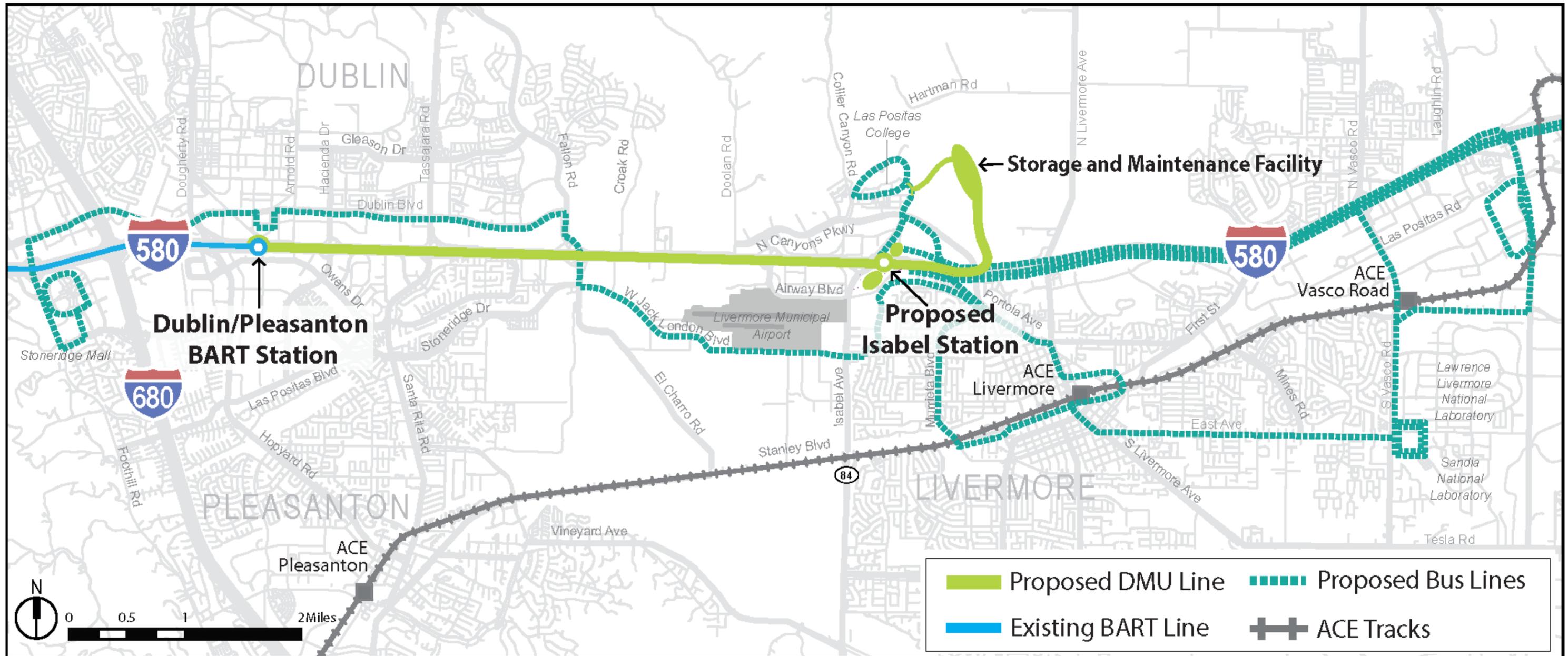
BART to Livermore Recent History

- 2008-2010 Program Environmental Impact Report (EIR)
- Apr 2010 City of Livermore recommends downtown alignment
- Jul 2010 Board certifies Program EIR and adopts downtown alignment
- Jul 2011 City of Livermore adopts freeway alignment
- Feb 2012 Board direction to advance BART to Livermore (Isabel) 10% preliminary engineering and environmental review
- Aug 2012 Notice of Preparation (NOP) for Project EIR
- Feb 2014 Board discussion of alternatives to include
- Nov 2014 Alameda County Measure BB
- Feb 2016 I-580 Express Lanes project completed

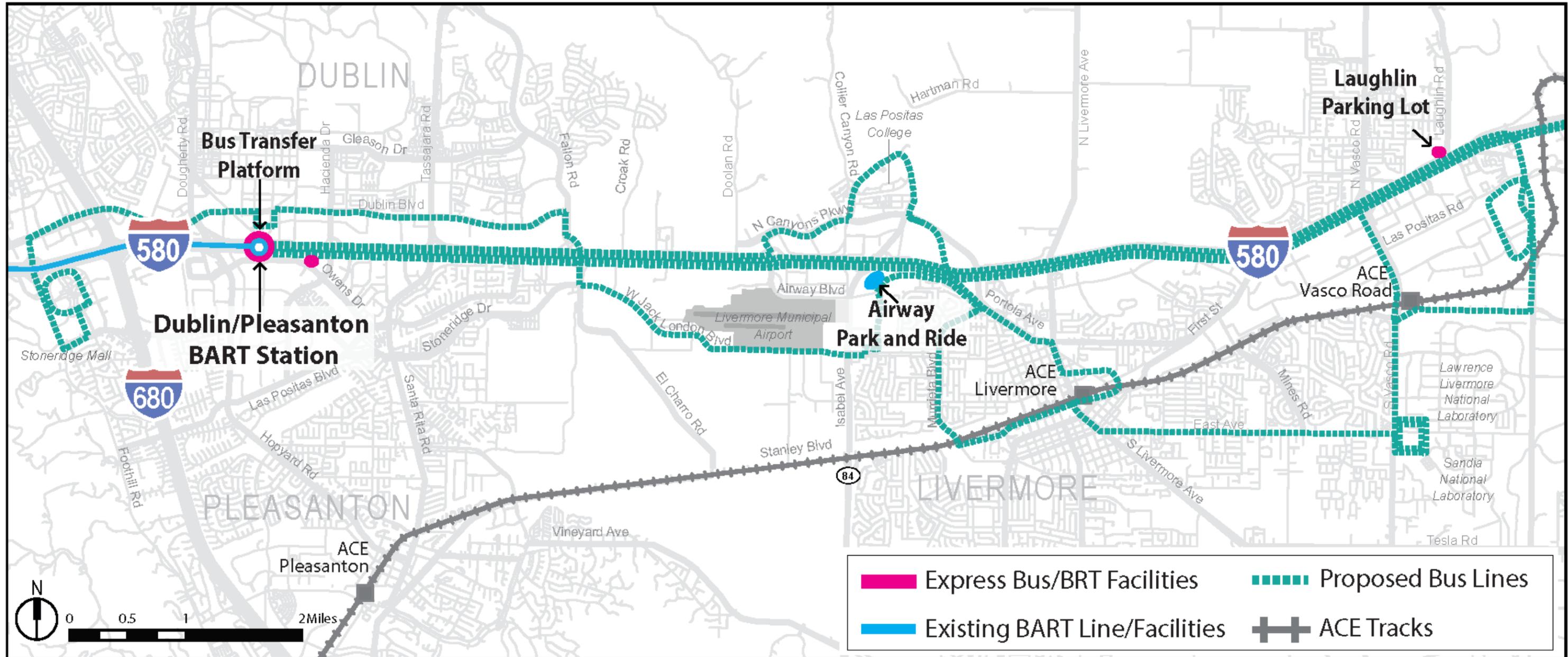
Alt 1 Conventional BART to Isabel



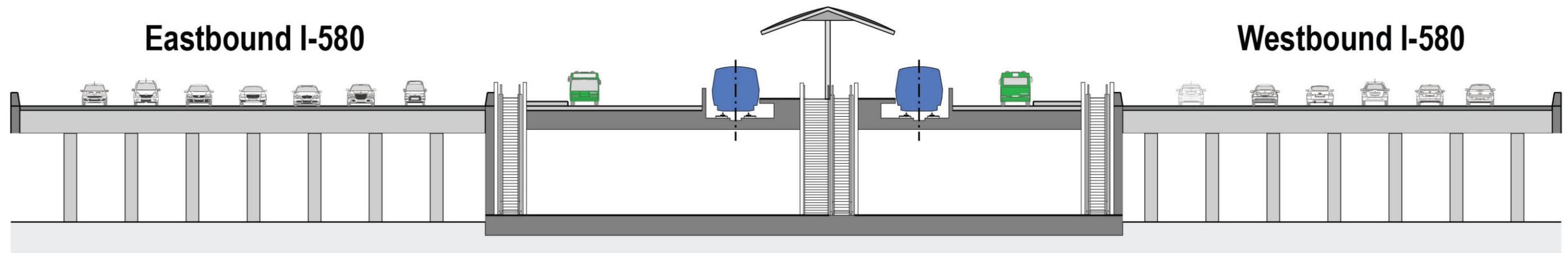
Alt 2 Diesel Multiple Unit (DMU) or Electric Multiple Unit (EMU)



Alt 3 Express Bus/ Bus Rapid Transit (BRT)



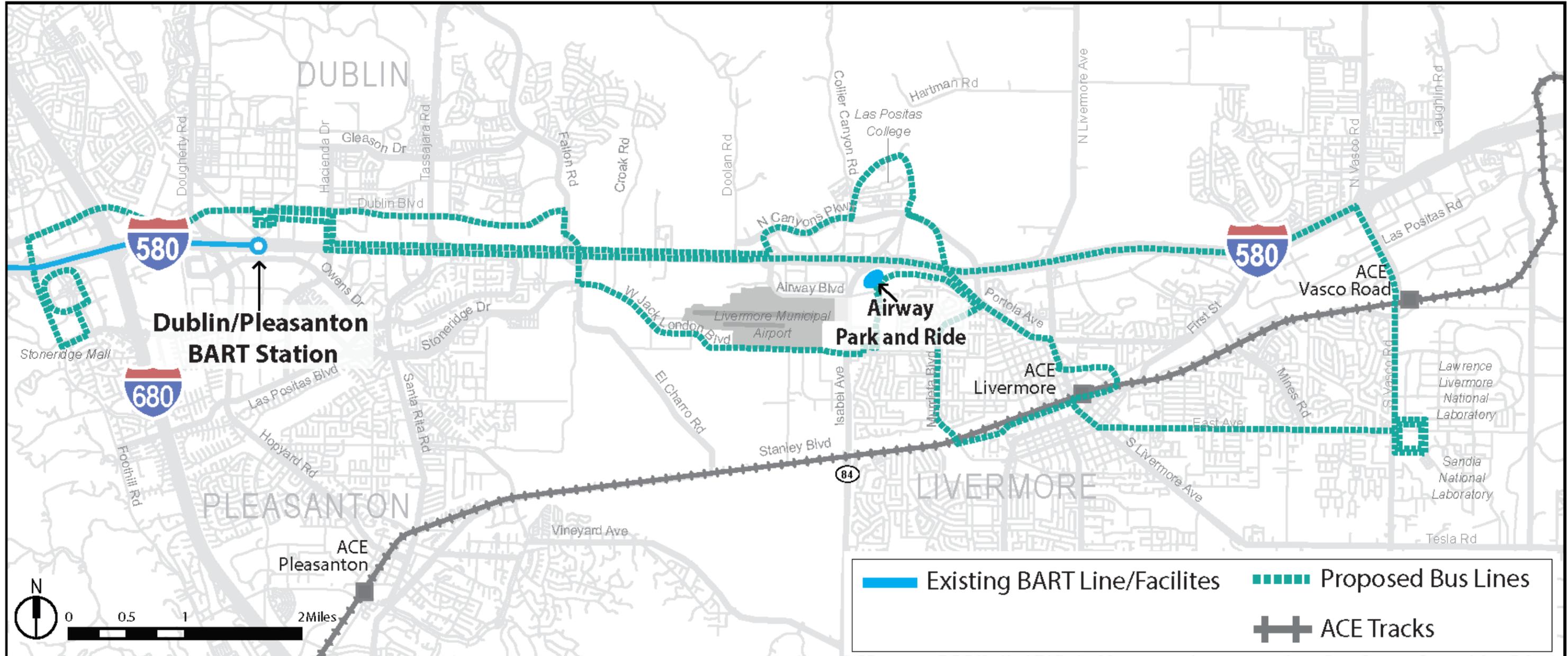
Alt 3 Express Bus/BRT at Dublin/Pleasanton Station



Express Bus Cross-section

Above shows cross-section at the station

Alt 4 Enhanced Bus

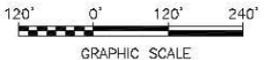


Future Isabel Station



Legend

-  Access road and pedestrian plaza, included in project
-  Bike Lane/Service Road
-  Pedestrian Circulation
-  Part of Isabel Neighborhood Plan, not included in project.



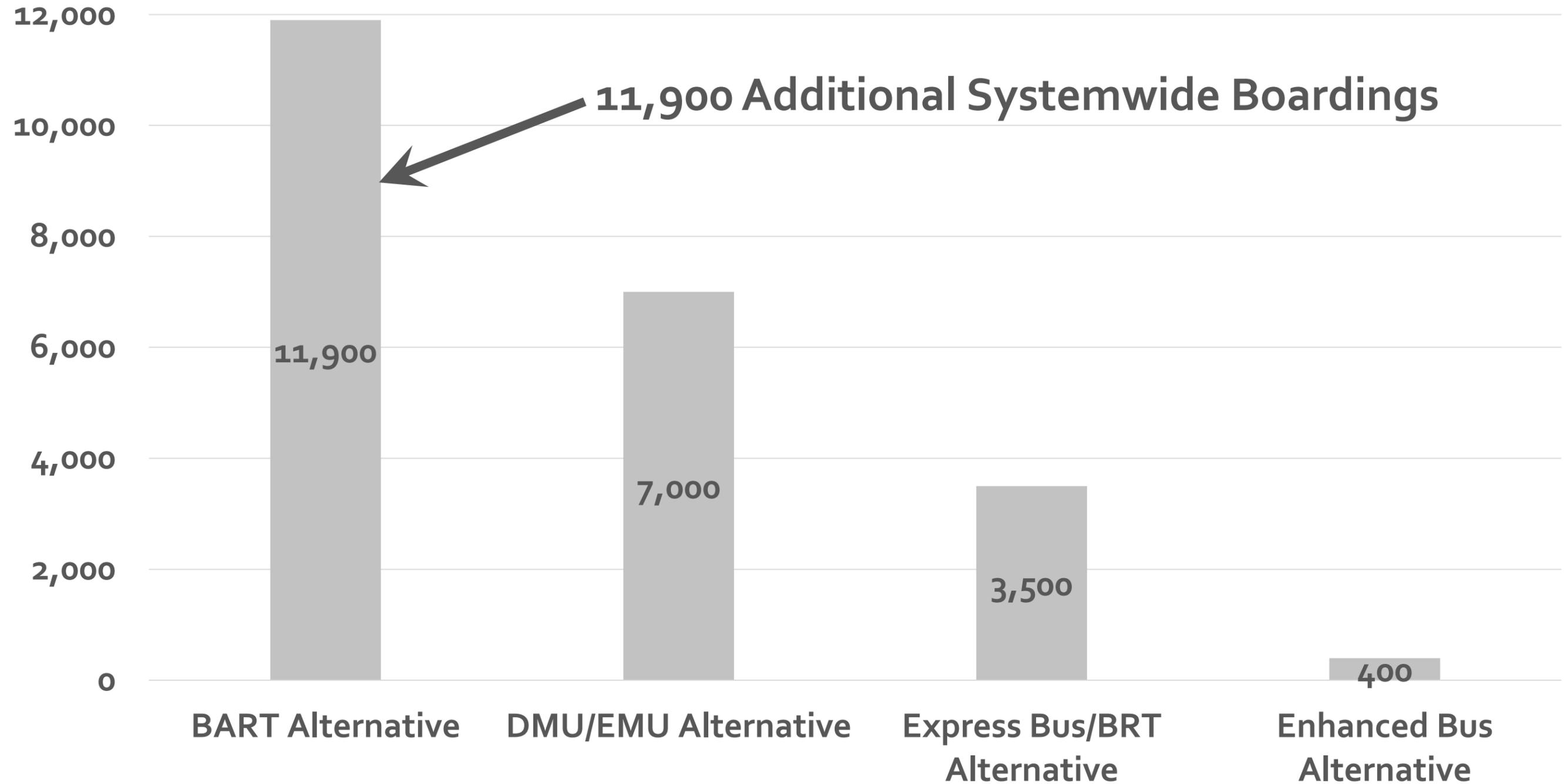
Isabel Station



DMU/EMU at Dublin Pleasanton Station

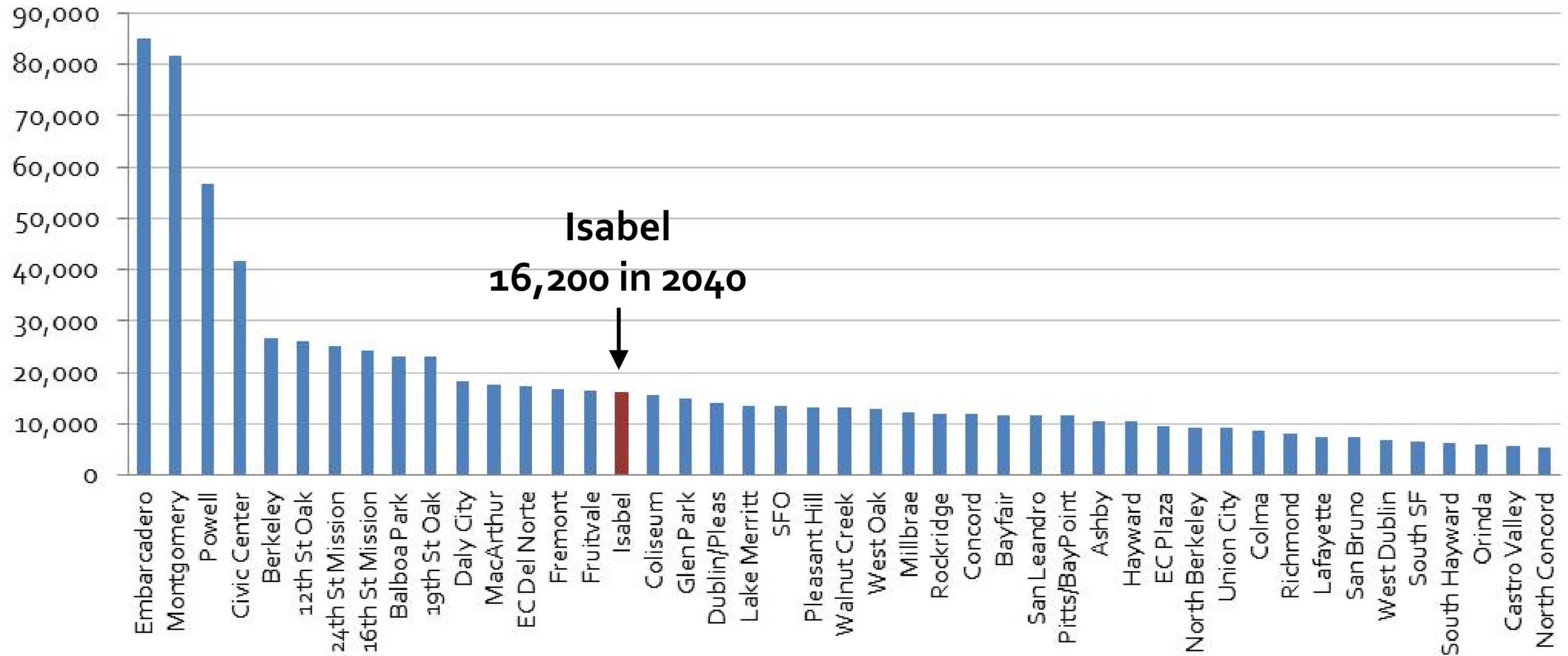


2040 Increase in BART Systemwide Boardings



Isabel Versus Other BART Stations

FY2014-15 Average Weekday Boardings + Exits



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

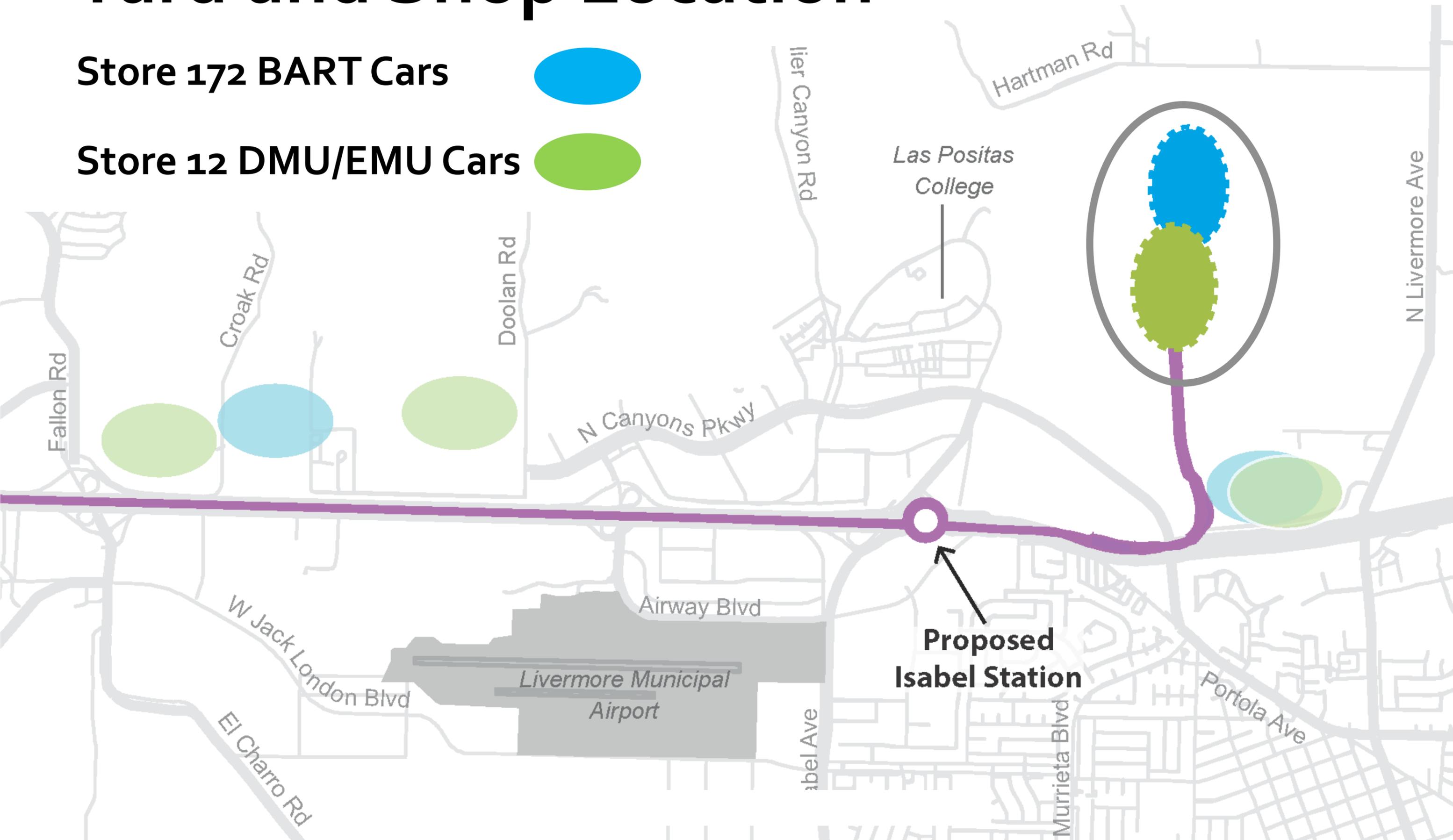


Yard and Shop Location

Store 172 BART Cars



Store 12 DMU/EMU Cars



BART Yard and Shop



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 Right-of-Way Needs

	BART	DMU/EMU	Express Bus/BRT
Number of parcels affected	117	137	34
Permanent acreage affected	147	102	10

Enhanced Bus does not have right-of-way needs

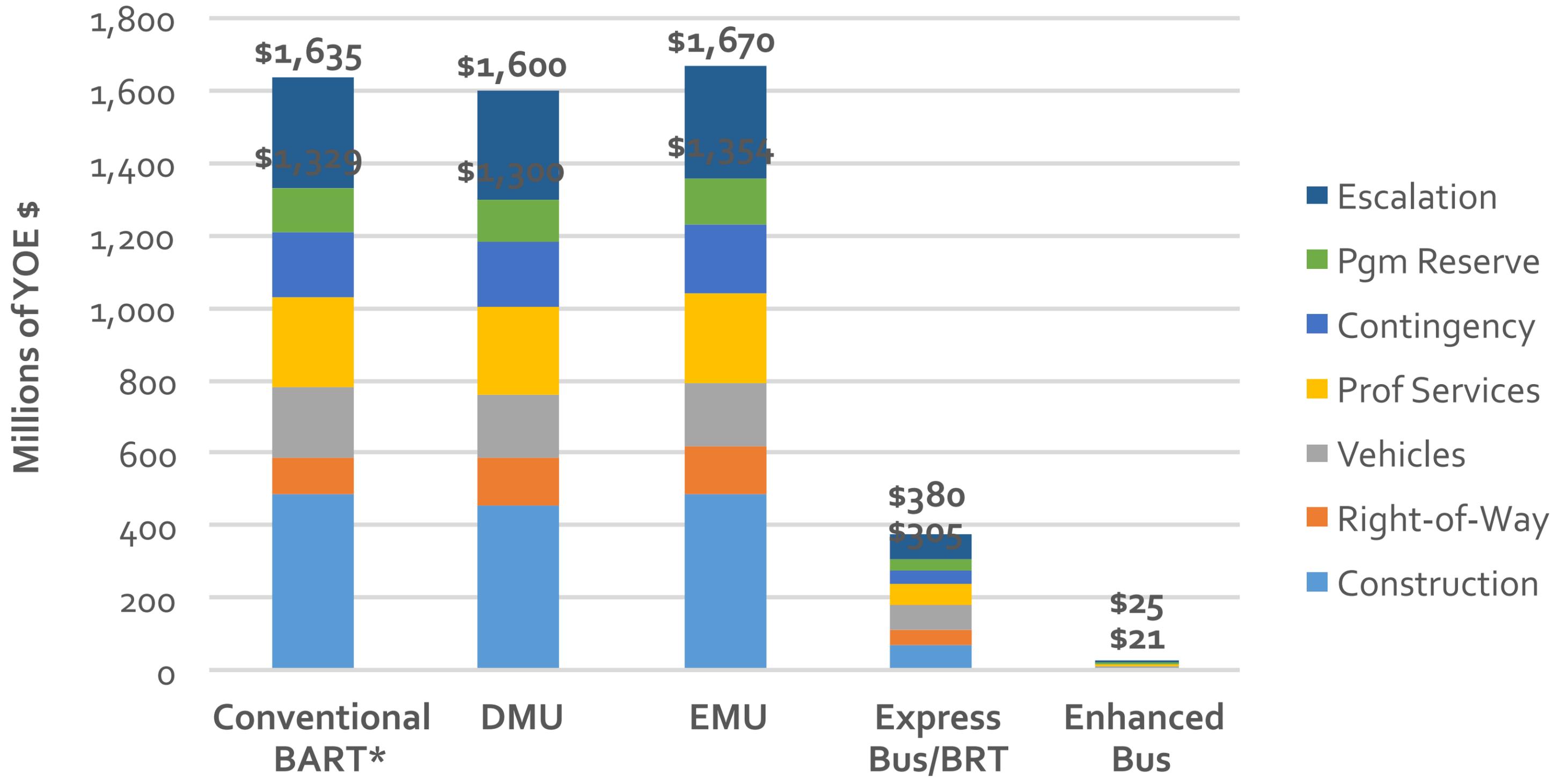
Summary of Property Effects

Effect	Conv BART	DMU/ EMU	Express Bus/ BRT
Strips of landscaping	Yes	Yes	Yes
Parking from auto dealers (# dealers)	0	3	2
Parking from other retail businesses	1	3	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

Project Cost Elements

Element	Conventional BART	DMU/EMU	Express Bus/ BRT
Highway widening	Yes	Yes	Yes
Right-of-way	Yes	Yes	Yes
Storage tracks	Yes	Yes	Modest
Maintenance facility	25%	Yes	Use existing
Vehicles	Enough to operate service and carry expected load		

Capital Cost of LVX Alternatives (YOEs\$)



*Conventional BART includes 25% of a BART shop

Comparison with LVX Program EIR

Conventional BART Alternative

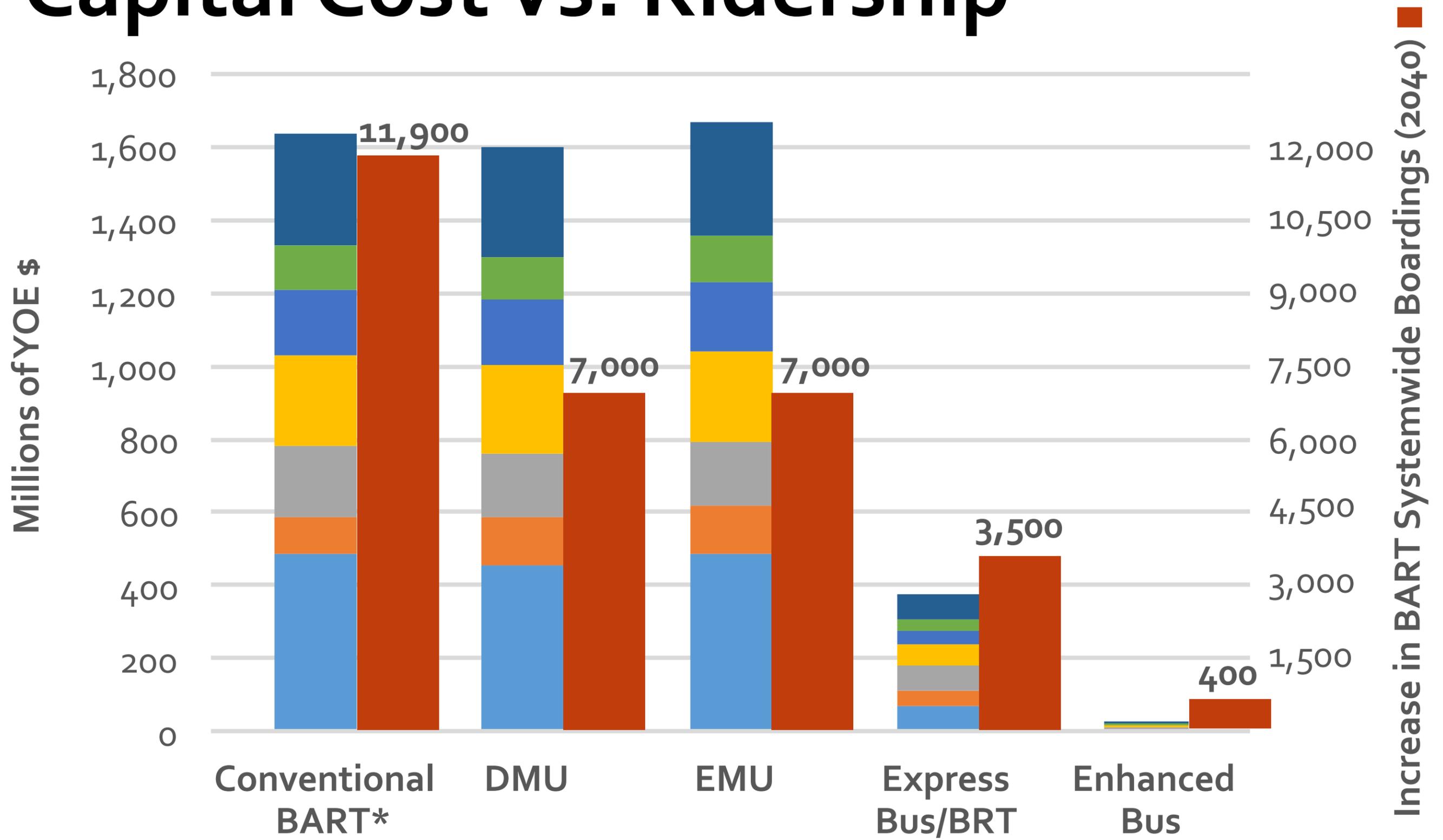
EIR	Year \$	Capital Cost Estimate
2010 Program EIR	2016 \$	\$1.26B
2017 Project EIR	2016 \$	\$1.33B
2017 Project EIR	YOE \$	\$1.63B

Comparison with eBART

Cost Element	LVX DMU Alternative	eBART	Notes
Construction*	\$567M	\$315M	LVX includes highway widening; Dublin/Pleasanton transfer station; larger Isabel station; 2,400 space parking structure; long track to yard; larger shop
Right-of-Way*	\$163M	\$13M	LVX includes highway widening
Vehicles*	\$187M	\$67M	LVX includes 24 BART cars
Prof Services*	\$264M	\$92M	
Pgm Reserve	\$118M	\$10M	
TOTAL, 2016 \$	\$1,300M	\$497M	

* Including contingency for LVX

Capital Cost Vs. Ridership

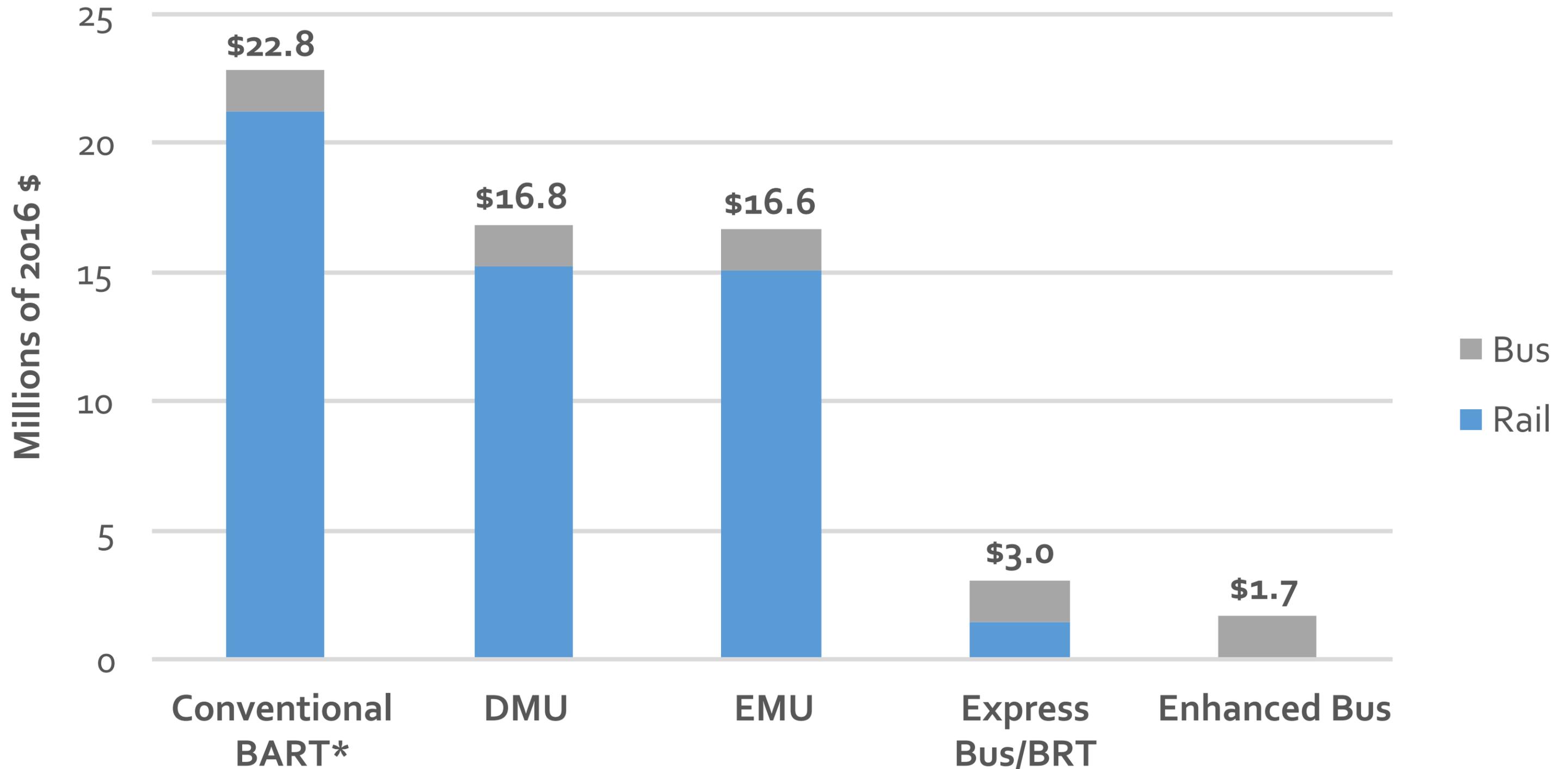


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BART to Livermore Project Funding

- \$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 O&M Cost (2040)



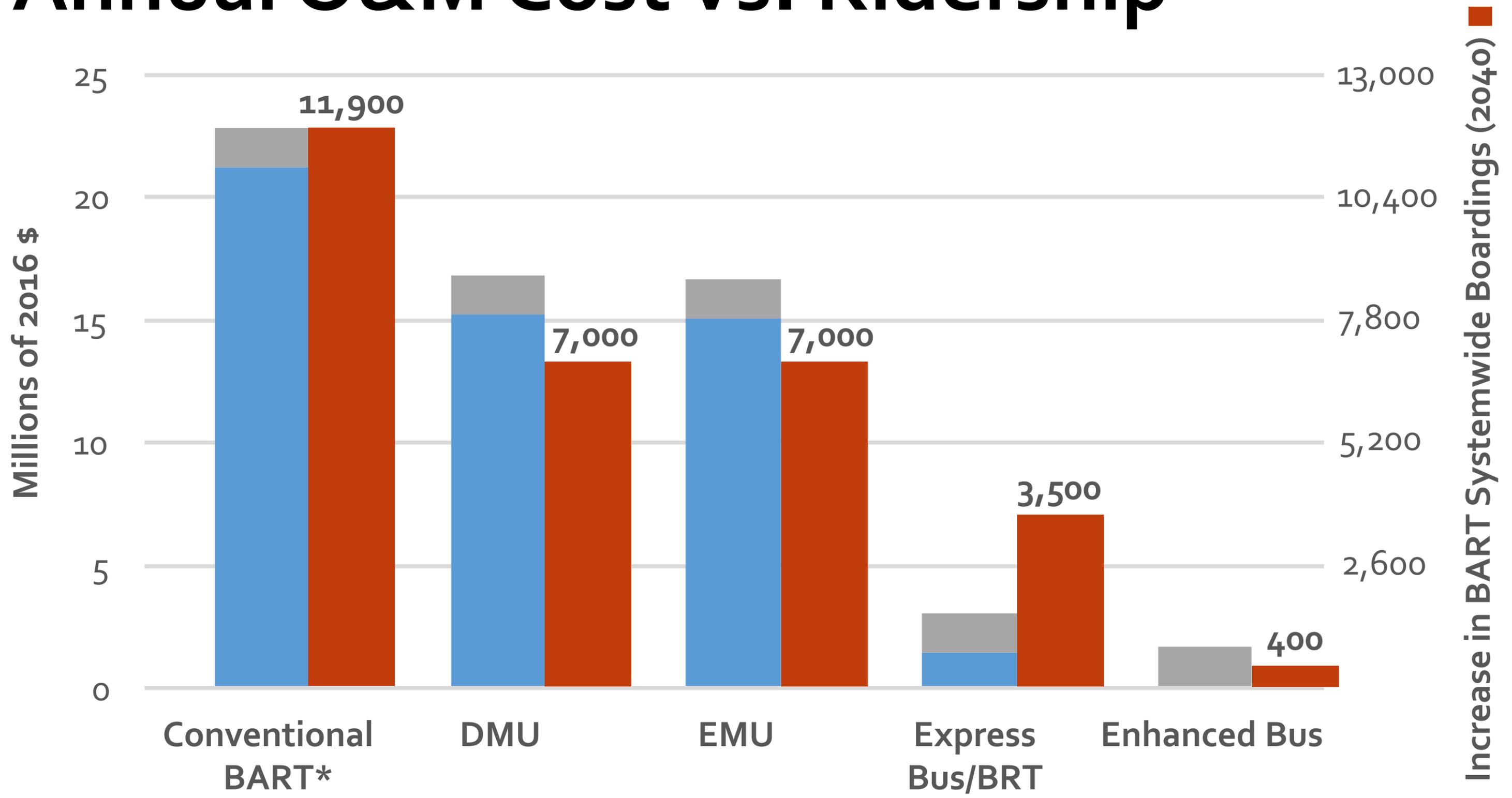
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Comparison with LVX Program EIR

Conventional BART Alternative

EIR	Year \$	Annual O&M Estimate
Program EIR	2016 \$	\$23M
Project EIR	2016 \$	\$23M

Annual O&M Cost Vs. Ridership



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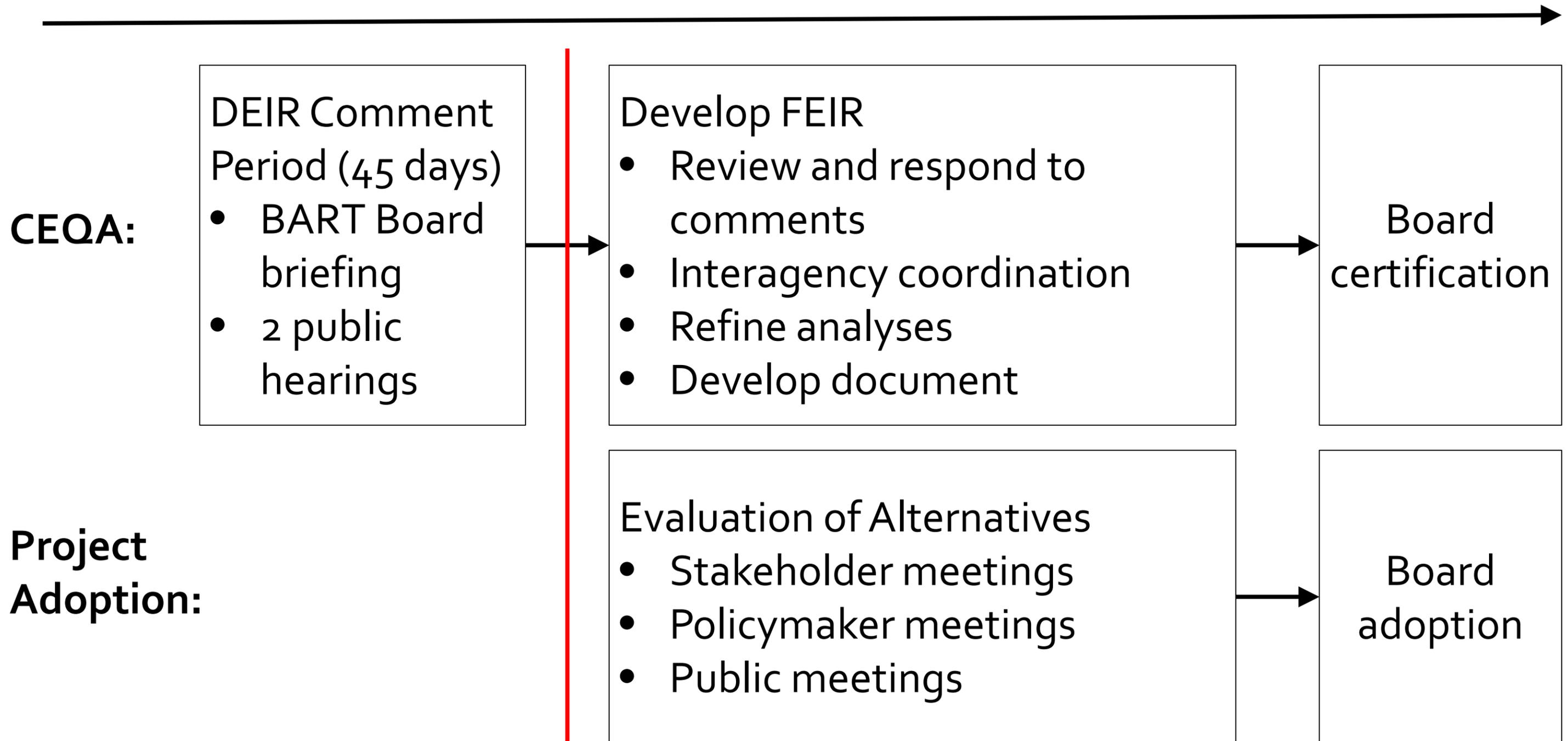
Selected Unavoidable Impacts

Impact	Conv BART	DMU/ EMU	Express Bus/BRT	Enhanced Bus
Increase I-580 traffic east of Isabel Ave (2040)	2-4%	2-6%	-	-
Significant increase in intersection delay (2040)	2 intersections	2 intersections	1 intersection	1 intersection
Loss of Isabel South Prime & Unique Farmland	12 acres	12 acres	-	-
Loss of grassland for shop & yard & approach	104 acres	56 acres	-	-
Shop & yard reduces visual quality	Yes	Yes	-	-
Glare from shop & yard lighting	Yes	Yes	-	-
I-580 landscaping reduction reduces visual quality	Yes	Yes	Yes	-
Isabel parking structure blocks views	Yes	Yes	-	-
Airway Blvd soundwall reduces visual quality	Yes	Yes	-	-
Increase in energy usage			-	Yes

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 adopt 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, Adopt Plan	
Spring 2018		Release FEIR, Adopt Project
2019		Release DEIS
2020		Release FEIS
2022		Complete Design
2026		Complete Construction