

BART to Livermore

October 9, 2017

*Presentation to
Livermore City Council*



BART Capacity Challenges



BART Existing Yards and Tailtracks



BART Existing Shops



BART Yard and Shop Systemwide Plans

- BART has plans to expand yard and shop capacity
- More shop space*
 - 7 shop spaces at Hayward
 - 10 shop spaces at Santa Clara
- More storage space
 - 250 cars at Hayward
 - 193 cars at Santa Clara

* One shop space = one work space to service one BART car, typically a pit or a lift

Livermore Yard and Shop Design Will Be Refined

- Understand public has concerns
- Now at 10% engineering
- Will have better information during final design
 - Biological, geotechnical, hydrological and utility surveys
- Will refine design with input from Livermore

Locating Yards and Shops

- Yards should be near the beginning of the line
 - Trains positioned to start their morning run
- Shops should also be near the beginning of the line
 - Blue Line only one without a shop near the beginning of the line → poorer service

Blue Line Yard

- Existing

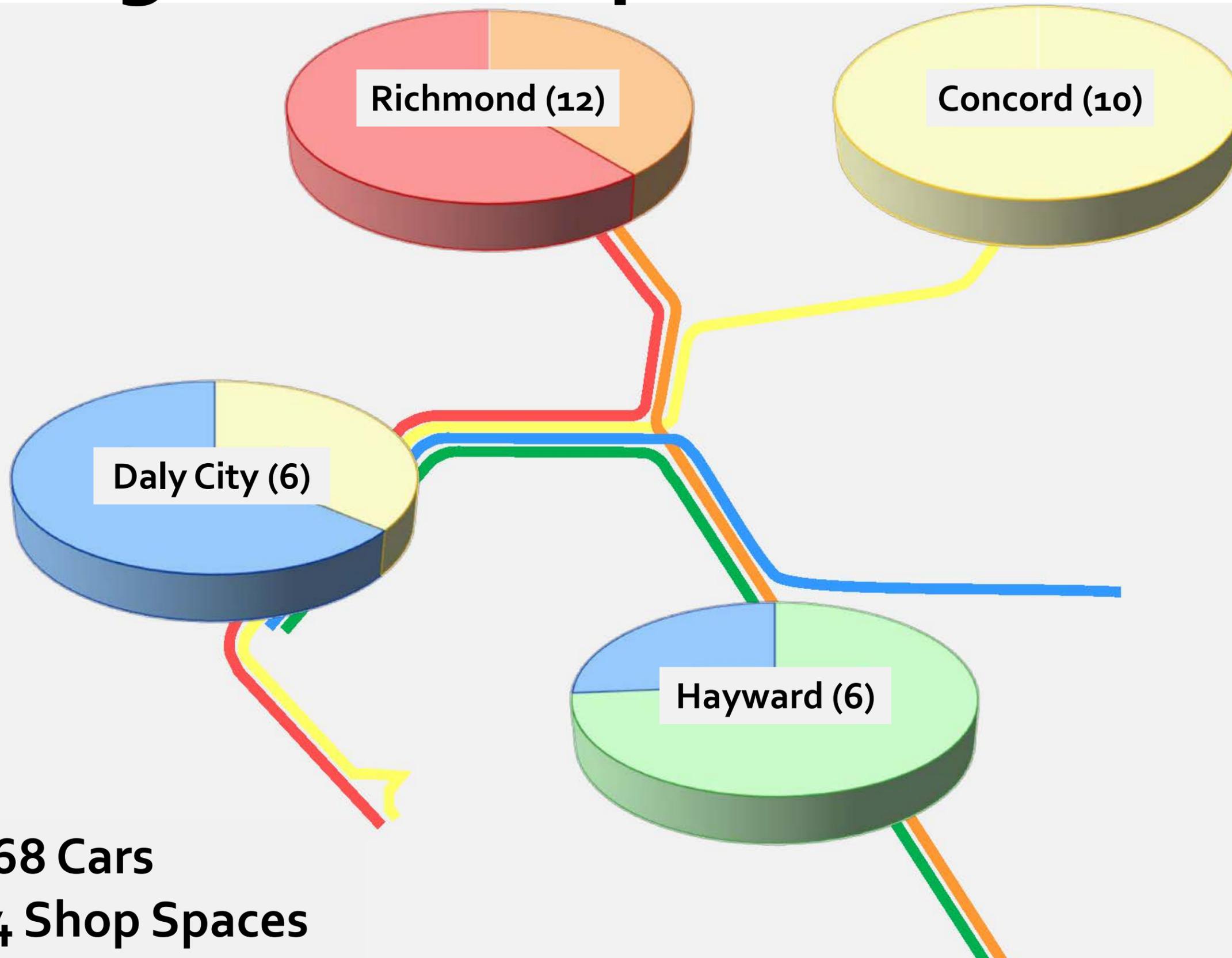
- 86 cars stored at Dublin Pleasanton, soon to be go



- Future with BART to Isabel

- Need to store 172 cars
- 90 cars displaced from Dublin Pleasanton
- 36 needed for BART to Livermore
- 36 needed to improve train frequency and lengthen trains
- One 10-car ready reserve train

Existing BART Shops (Summer 2017)



668 Cars

34 Shop Spaces

20 Cars per Space

(X) = # of shop spaces

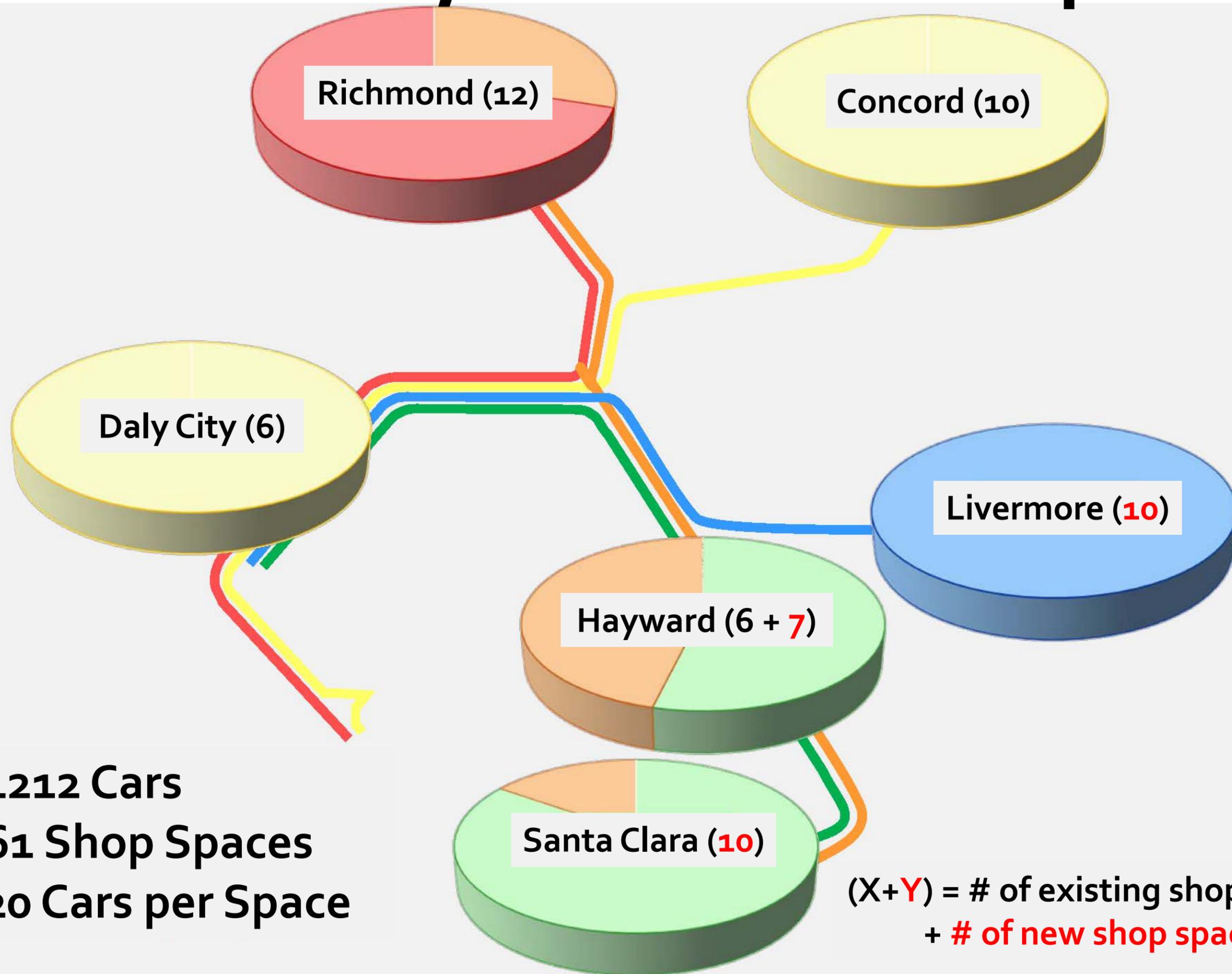
Existing BART Shops

- At 20 cars per shop space, barely able to keep up with maintenance needs
 - Almost always a line of cars waiting at shops
 - Difficulty getting full fleet of cars ready
- BART Facility Standard is 16 cars per shop space
- Blue Line maintenance at Daly City and Hayward less than ideal

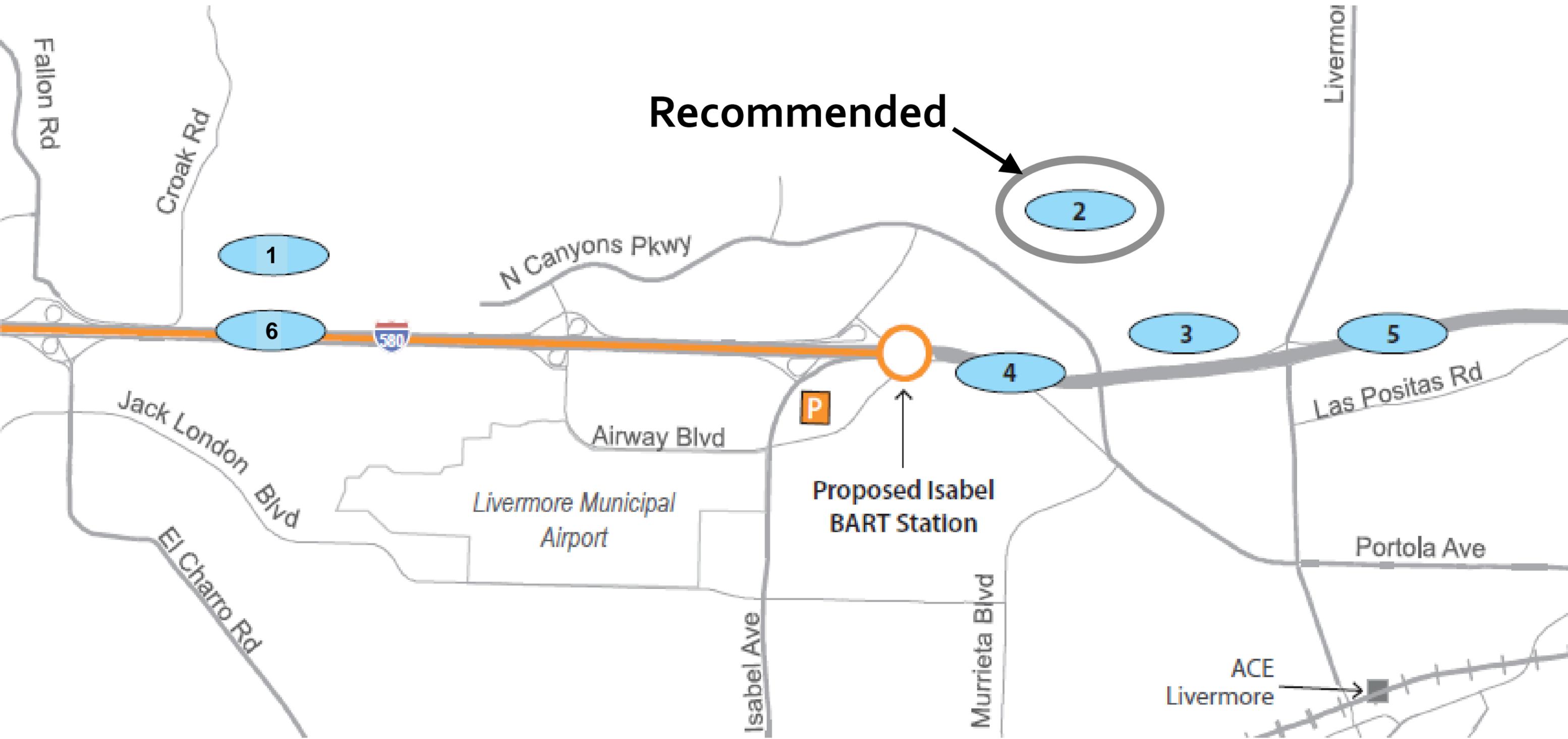
BART to Isabel Shop Need

- No place to maintain 36 cars needed for BART to Isabel
 - Need 2-3 shop spaces to maintain 36 cars
- Project design includes shop with 10 shop spaces
 - BART to Livermore project only paying for 2-3 shop spaces

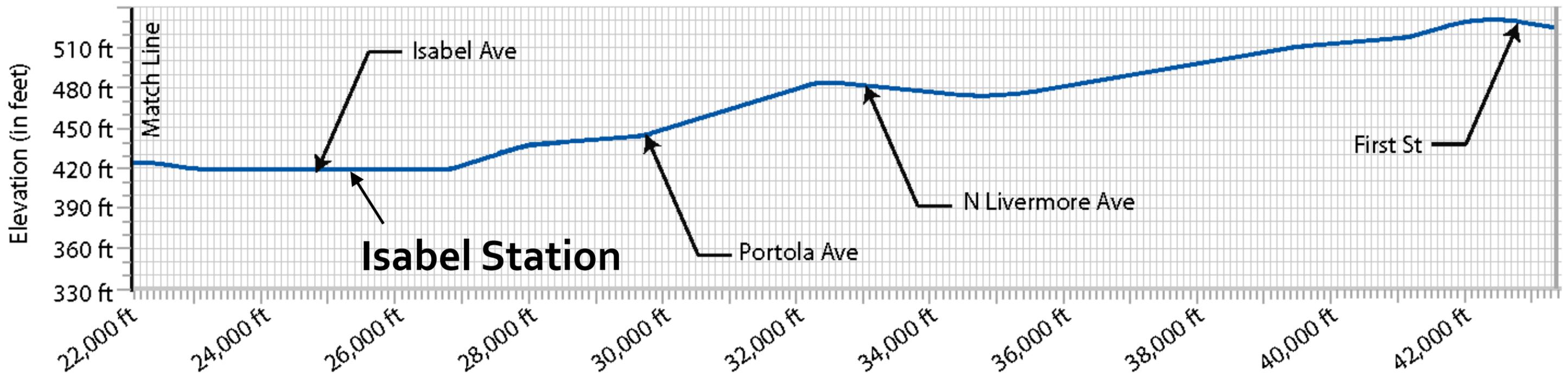
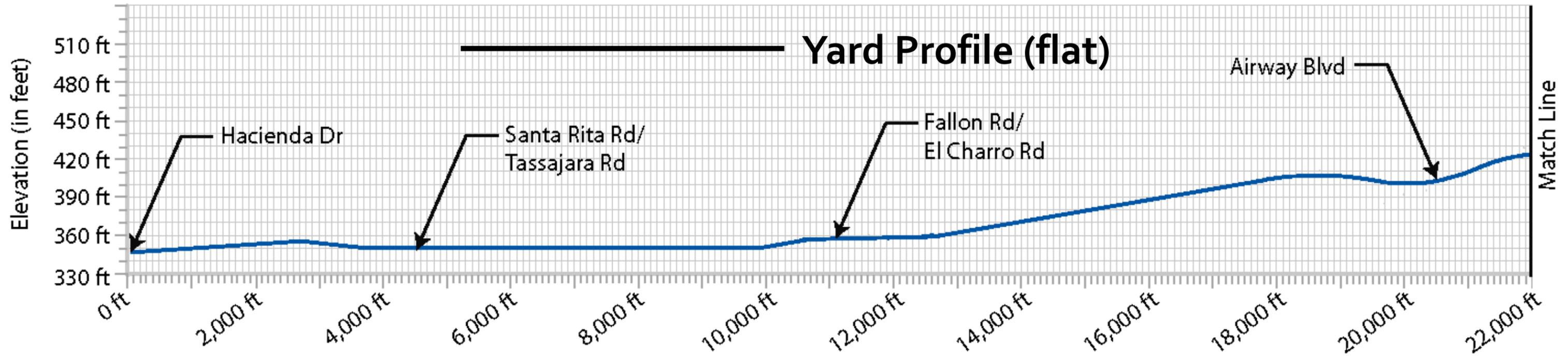
BART to Isabel, Livermore Shop



Six Possible Yard Locations

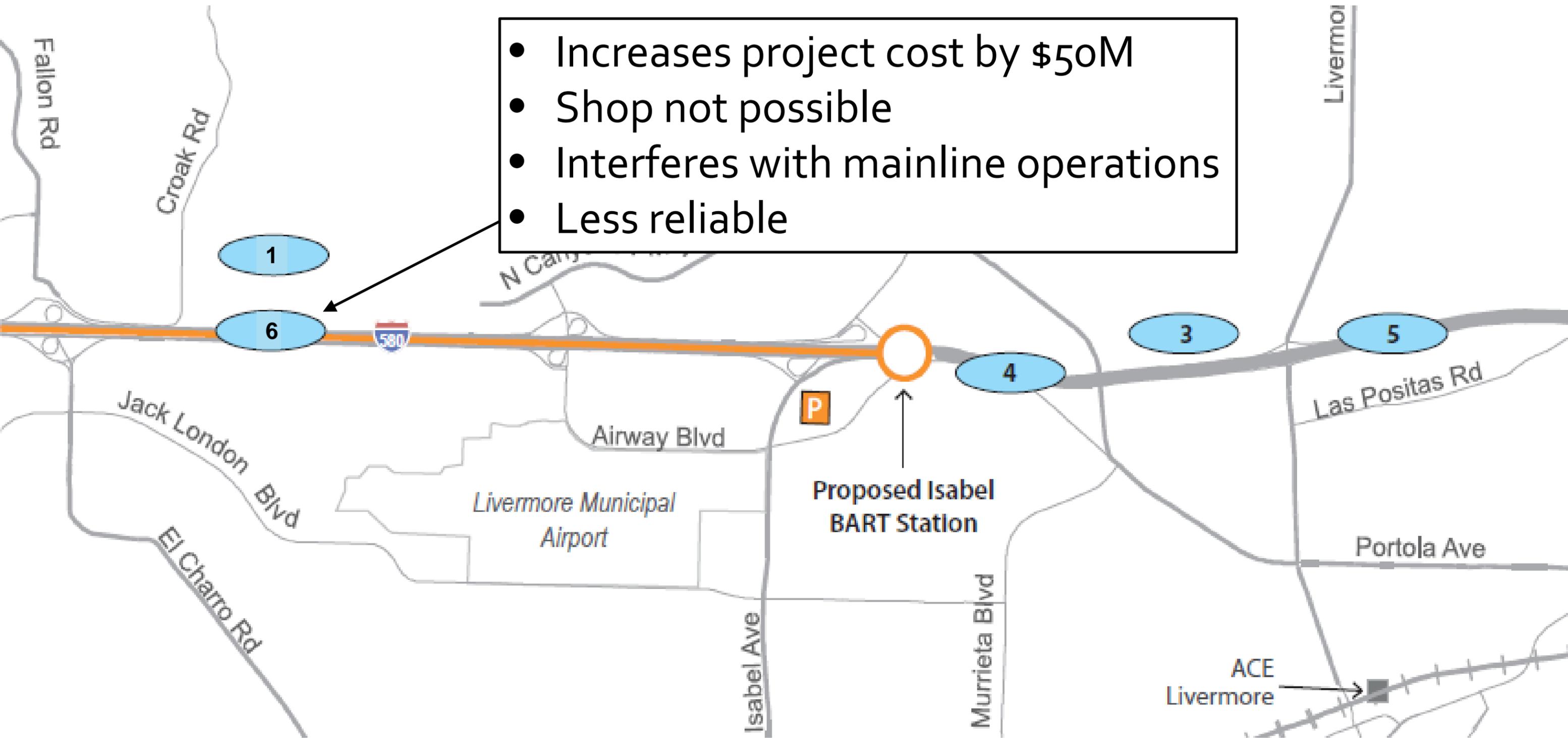


I-580 Elevation Profile



Location 6

- Increases project cost by \$50M
- Shop not possible
- Interferes with mainline operations
- Less reliable



Location 4

- Increases project cost by \$150M
- Shop not possible
- Less reliable

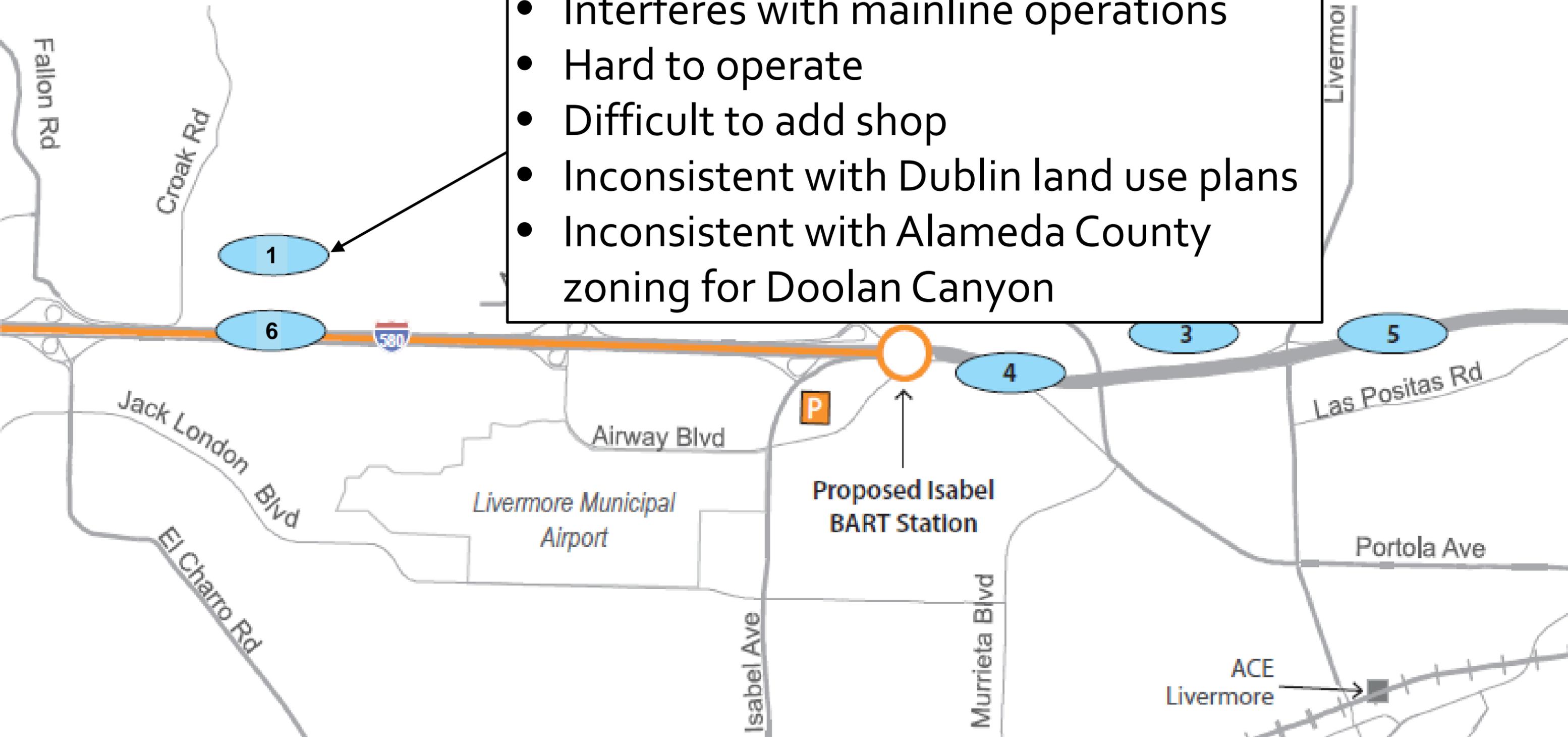


Location 5



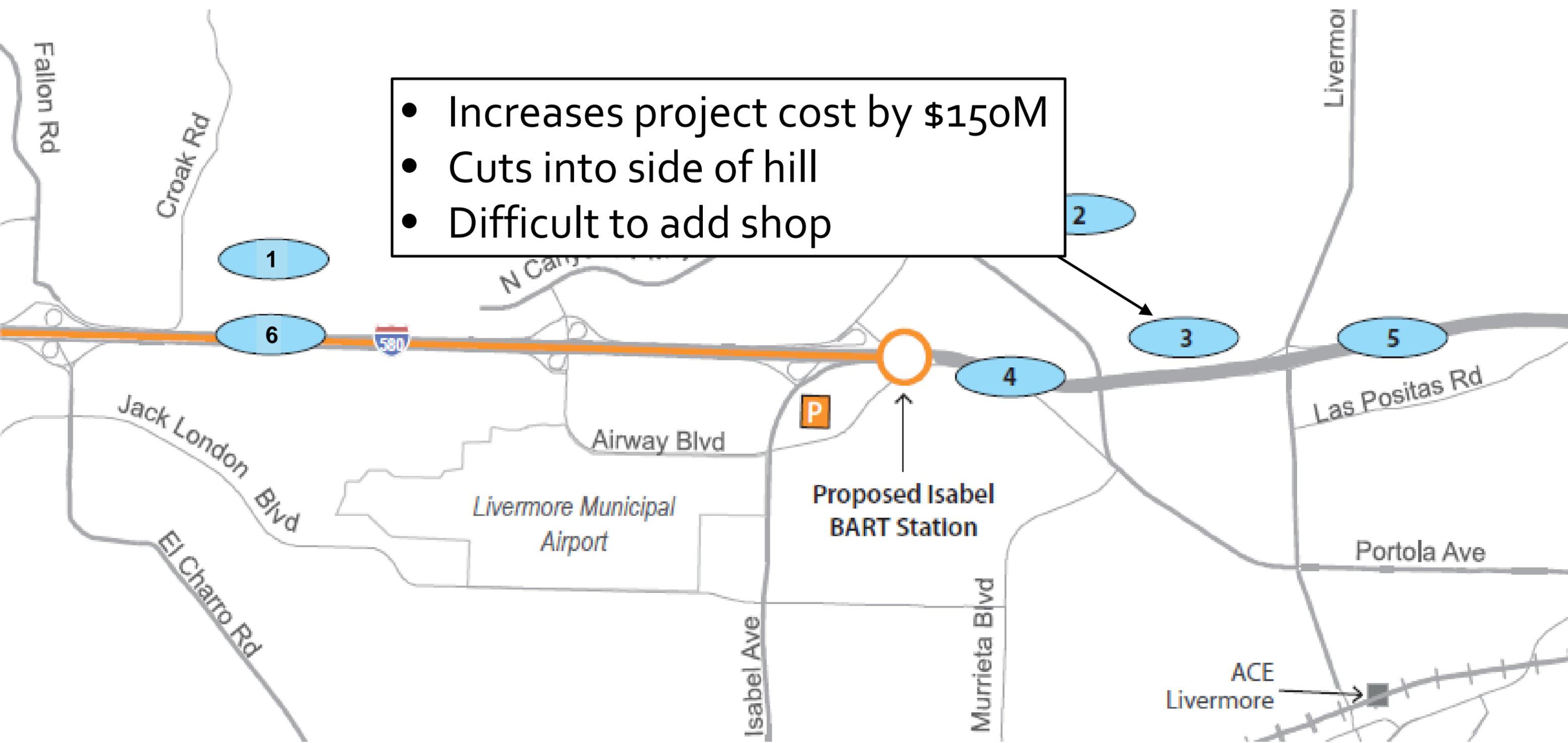
Location 1

- Little effect on project cost
- Interferes with mainline operations
- Hard to operate
- Difficult to add shop
- Inconsistent with Dublin land use plans
- Inconsistent with Alameda County zoning for Doolan Canyon

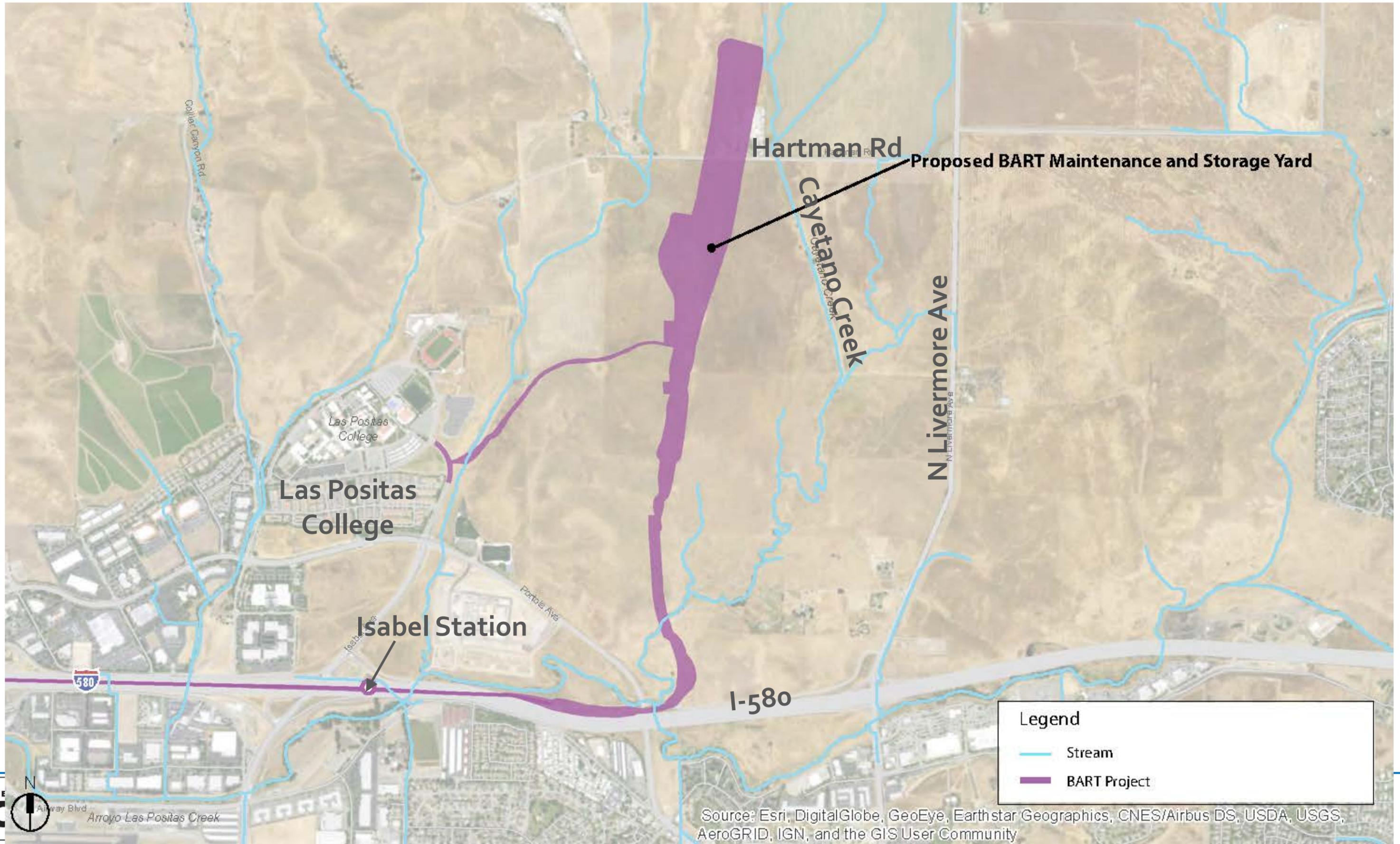


Location 3

- Increases project cost by \$150M
- Cuts into side of hill
- Difficult to add shop



Recommended Yard and Shop Site



Recommended Site Consistent with Allowed Land Uses

- Zoned Large Parcel Agricultural by Alameda County
- Allowed uses
 - Agricultural, agricultural processing facilities
 - Utility corridors
 - Solid waste landfills, related waste management facilities
 - Quarries
 - Wind farms
 - Public and quasi-public uses
 - Recreational

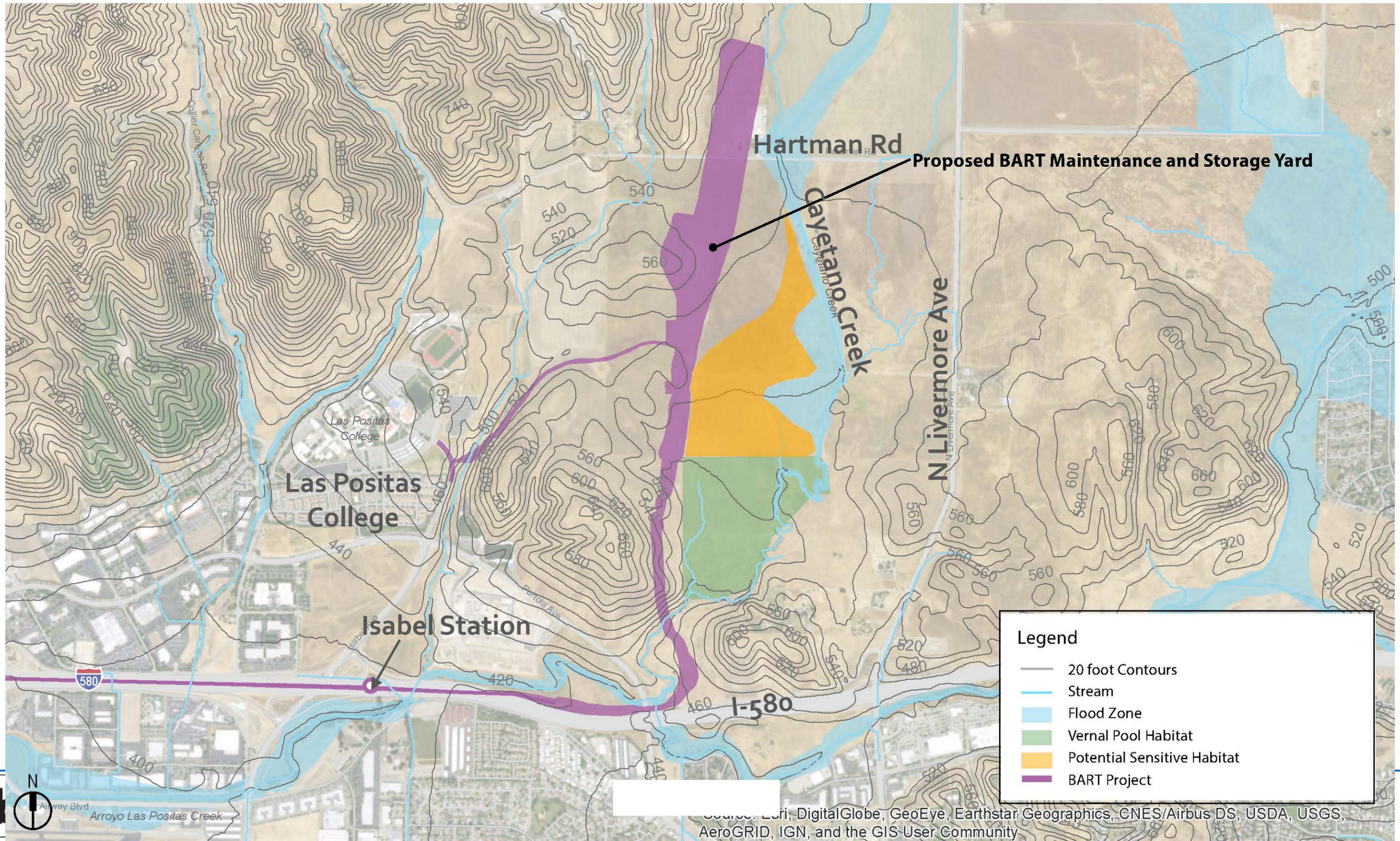
Recommended BART Yard and Shop



Connecting Track to Yard and Shop



Recommended Site Constraints



Measures to Reduce Impacts

- Possibly reduce size and reshape
- Natural toned colors
- Lighting focused downward, shielded, and recessed
- Fences and berms to visually screen, where feasible
- Perimeter walls or building enclosures to reduce noise
- Put other land under permanent conservation easement
 - Negotiate with resource agencies