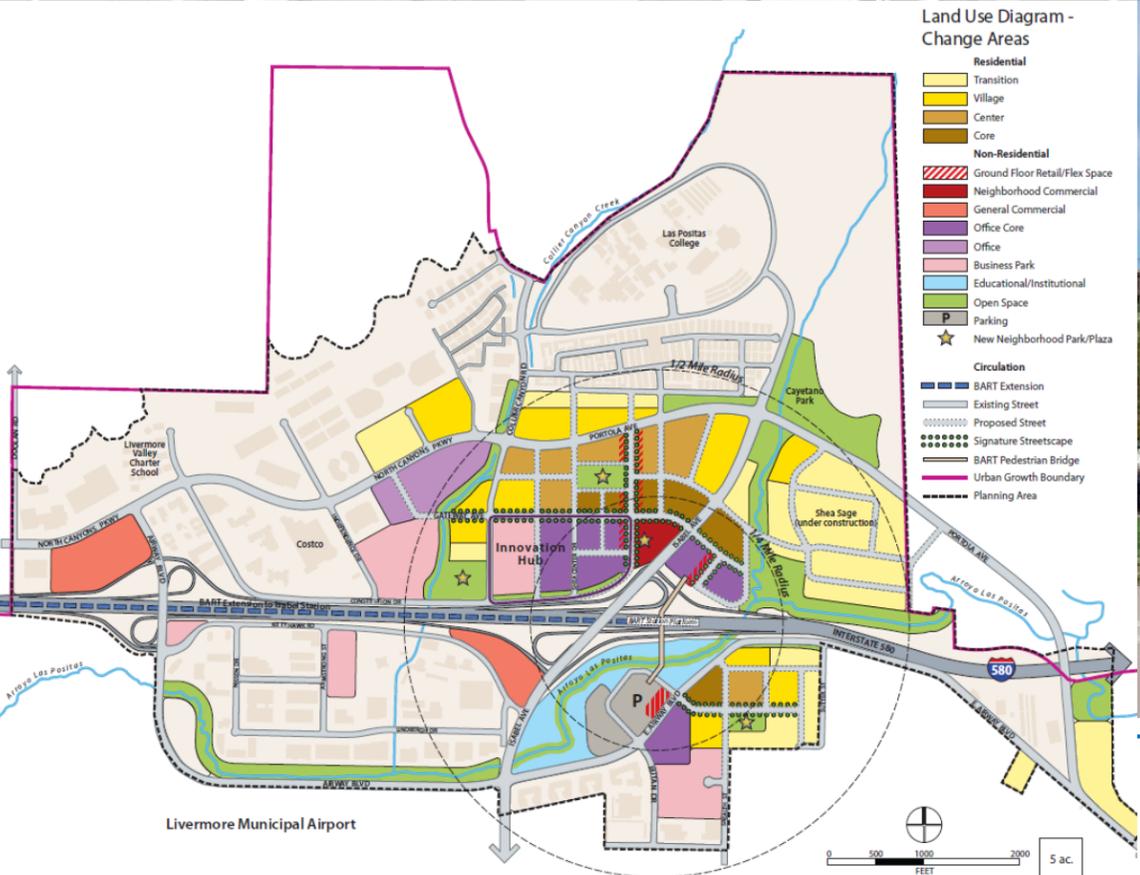
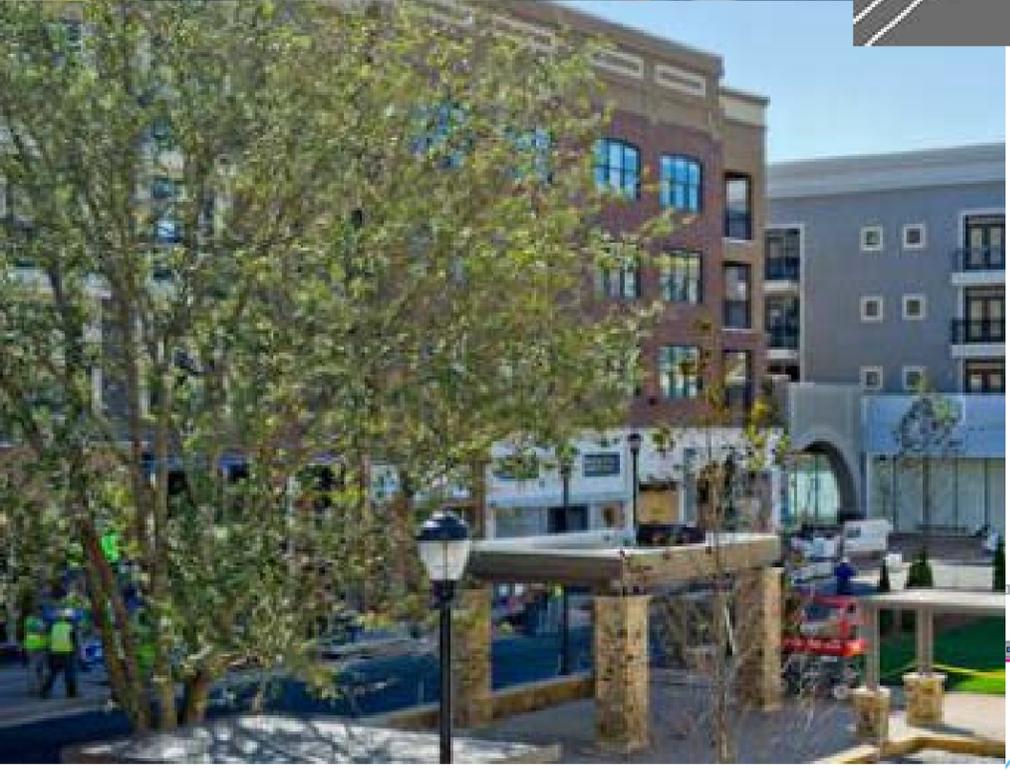


BART to Livermore – Project Update

March 8, 2018



Meeting Topics

- BART to Livermore status and schedule
- Evaluation of proposed project and build alternatives
- Tri-Valley San Joaquin Valley Regional Rail Authority

BART to Livermore (LVX) Status

- Jul 31, 2017: Draft EIR Released
- Oct 16, 2017: Comment Period Closed
- Feb 21, 2018: Released Evaluation of Alternatives Report
bart.gov/Livermore
- Feb-Mar, 2018: Public Outreach
- May 2018: Release Final EIR

BART Board

- Mar 8, 2018: Evaluation of Alternatives to Board
- Apr 12, 2018:* Preliminary LVX Recommendation to Board
- May/June 2018: Board Consider Certifying EIR and Taking LVX Action

* Tentative

Schedule Considerations

- Livermore required to adopt a Ridership Development Plan (RDP) before BART can adopt a project
 - Livermore plans to adopt RDP May 14, 2018*
- AB758 created Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)
 - TVSJVRRA can not infringe on BART's process to plan, develop, and deliver a BART extension to Isabel
 - Restriction expires July 1, 2018 if the BART does not adopt a BART extension to Isabel by June 30, 2018

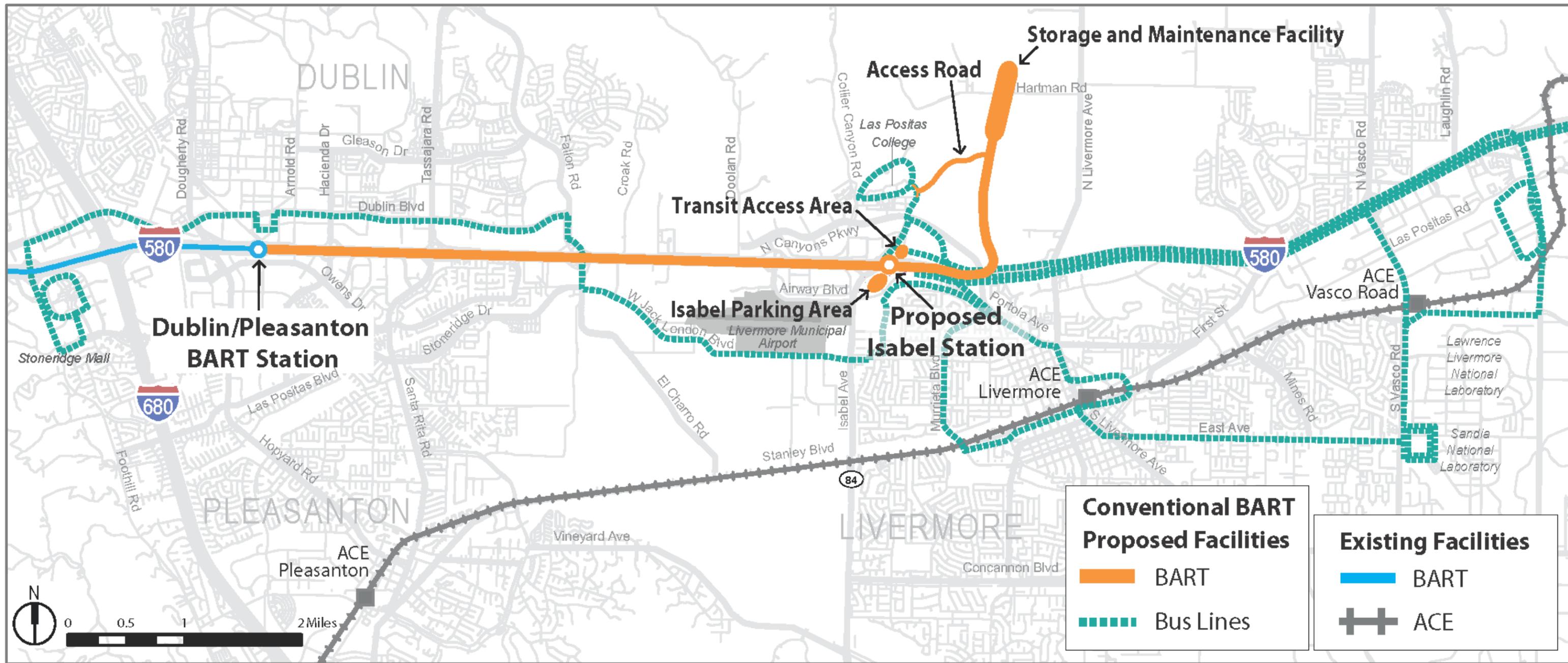
* Tentative

Public Outreach (Feb – Mar 2018)

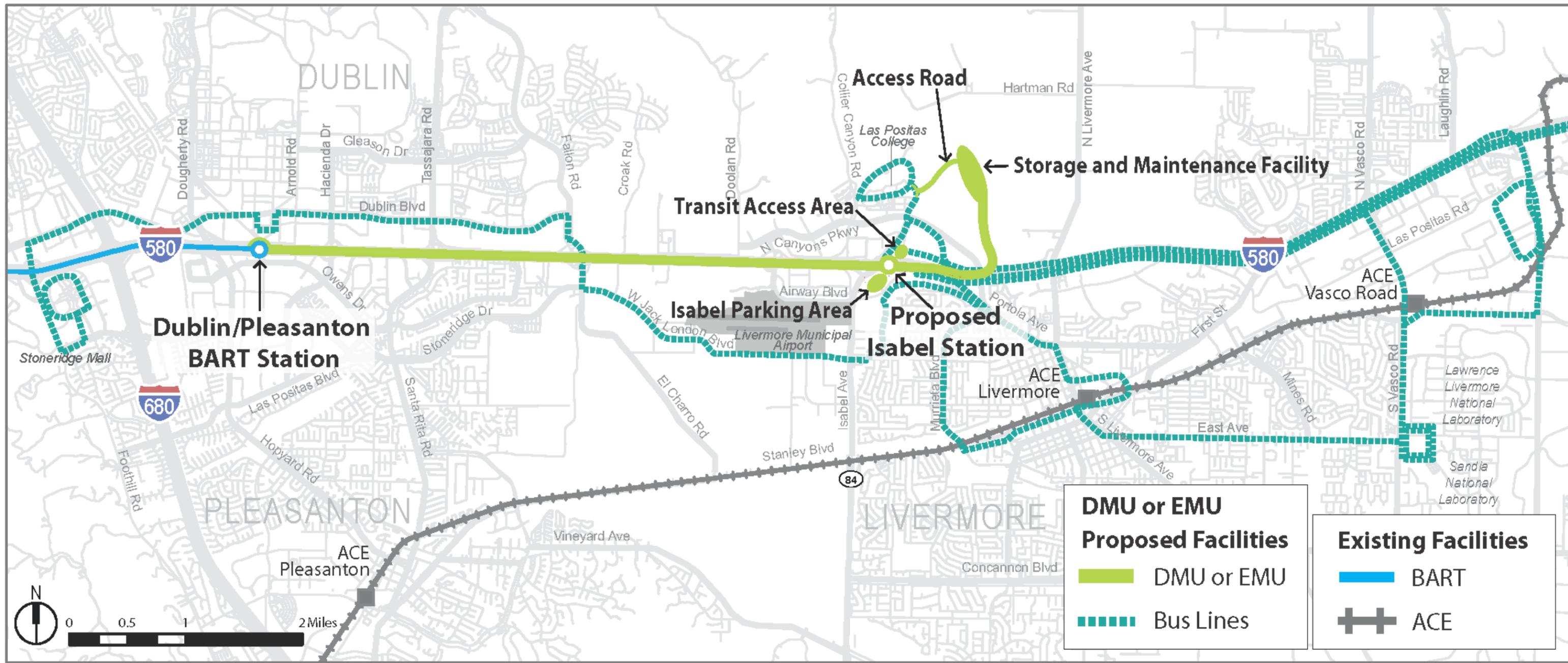
- Objectives
 - Share Evaluation Report findings
 - Obtain feedback
- Feb 26: Oakland public open house
- Feb 27: Livermore public open house
- Mar 6: Pleasanton Council
- Mar 20: Dublin Council
- Meet with key neighborhood and stakeholder groups
- Meet with key policymakers



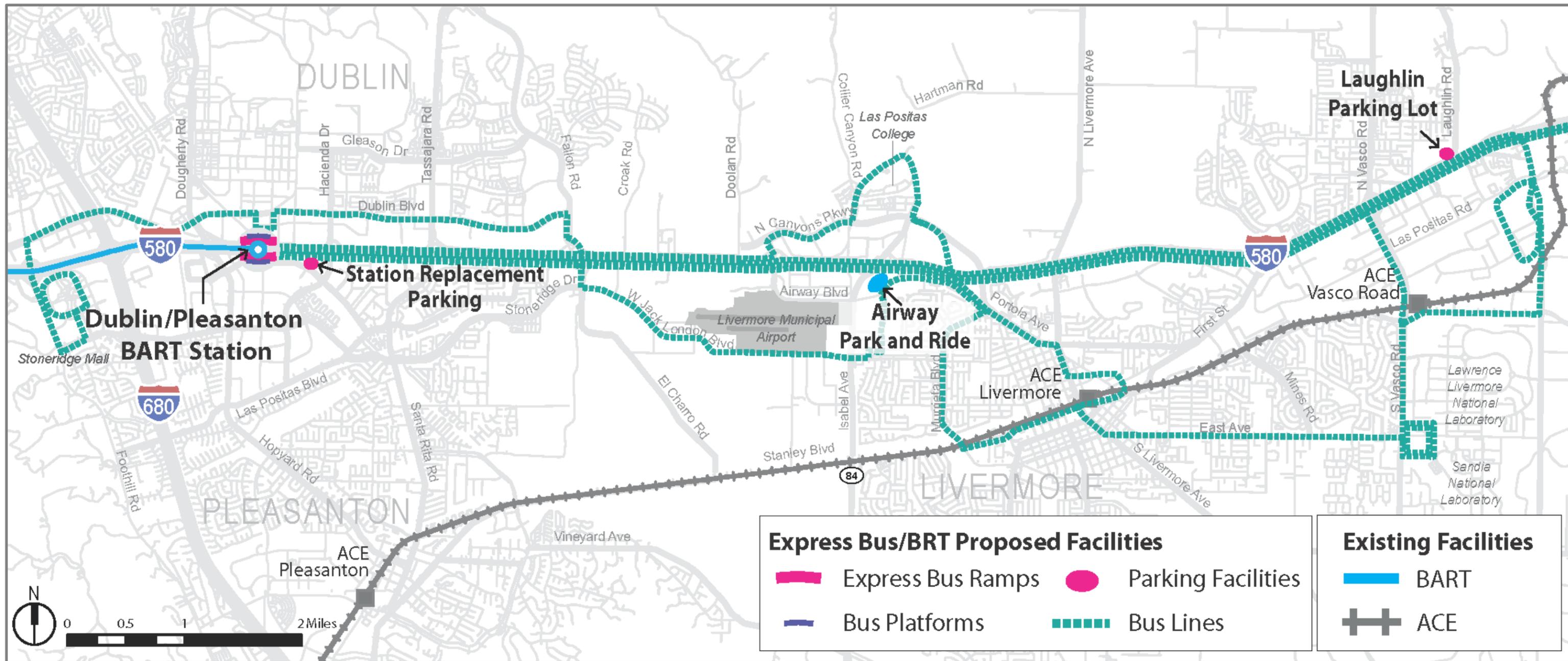
Proposed Project Conventional BART to Isabel



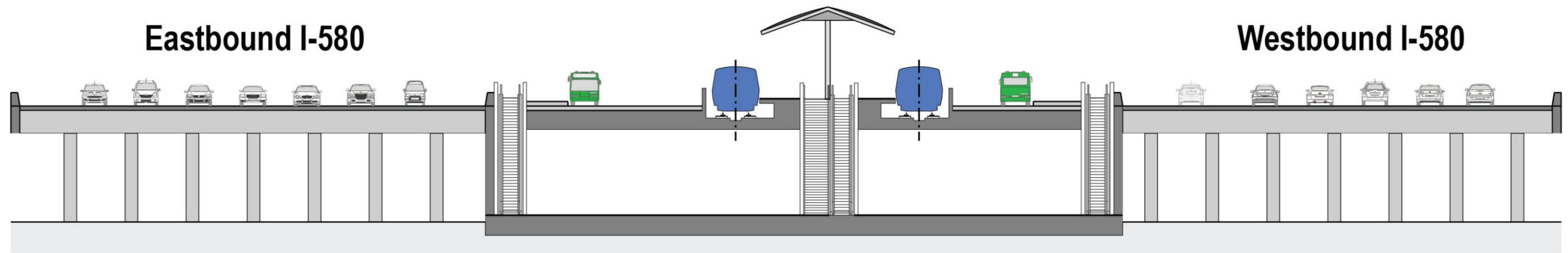
Alt 1 Diesel Multiple Unit (DMU) or Electric Multiple Unit (EMU)



Alt 2 Express Bus/ Bus Rapid Transit (BRT)



Alt 2 Express Bus/BRT at Dublin/Pleasanton Station



Express Bus Cross-section

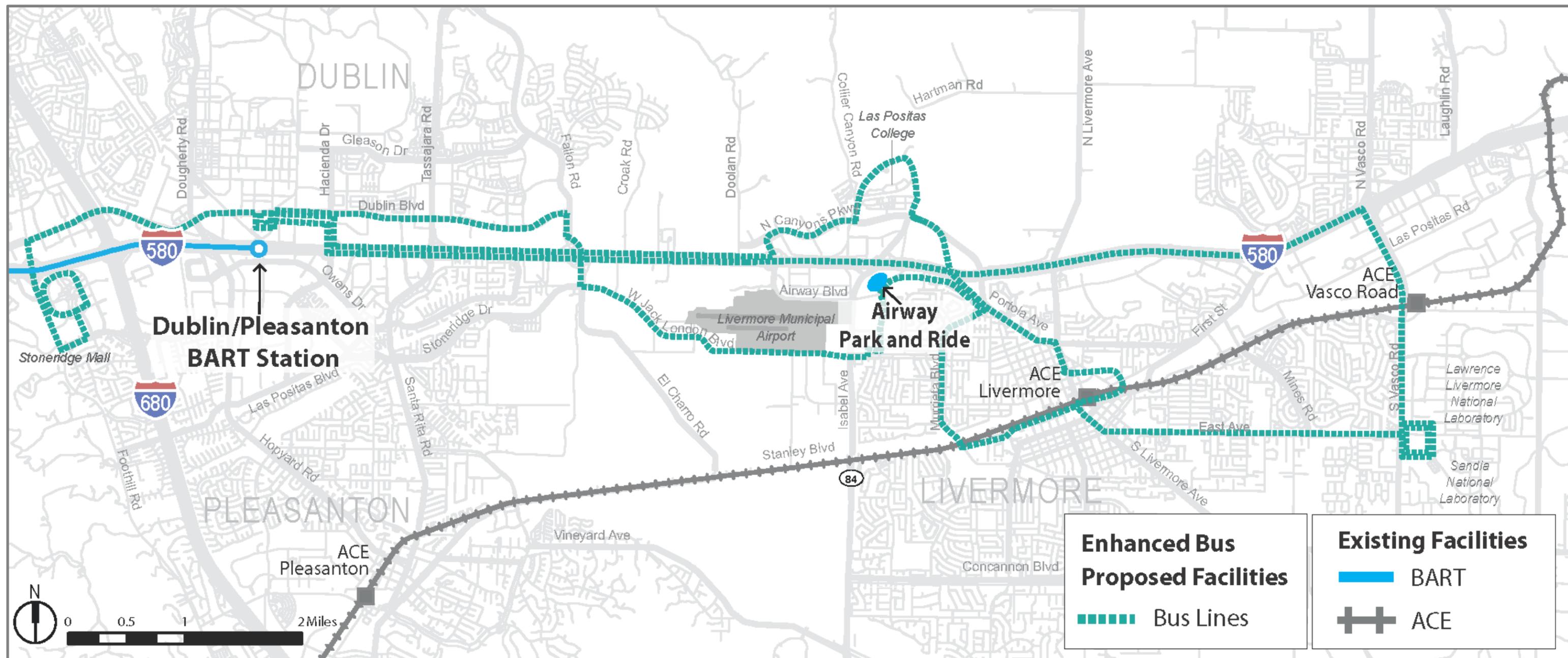
Above shows cross-section at the station

Express Bus/BRT Example

Harbor Transitway, Los Angeles

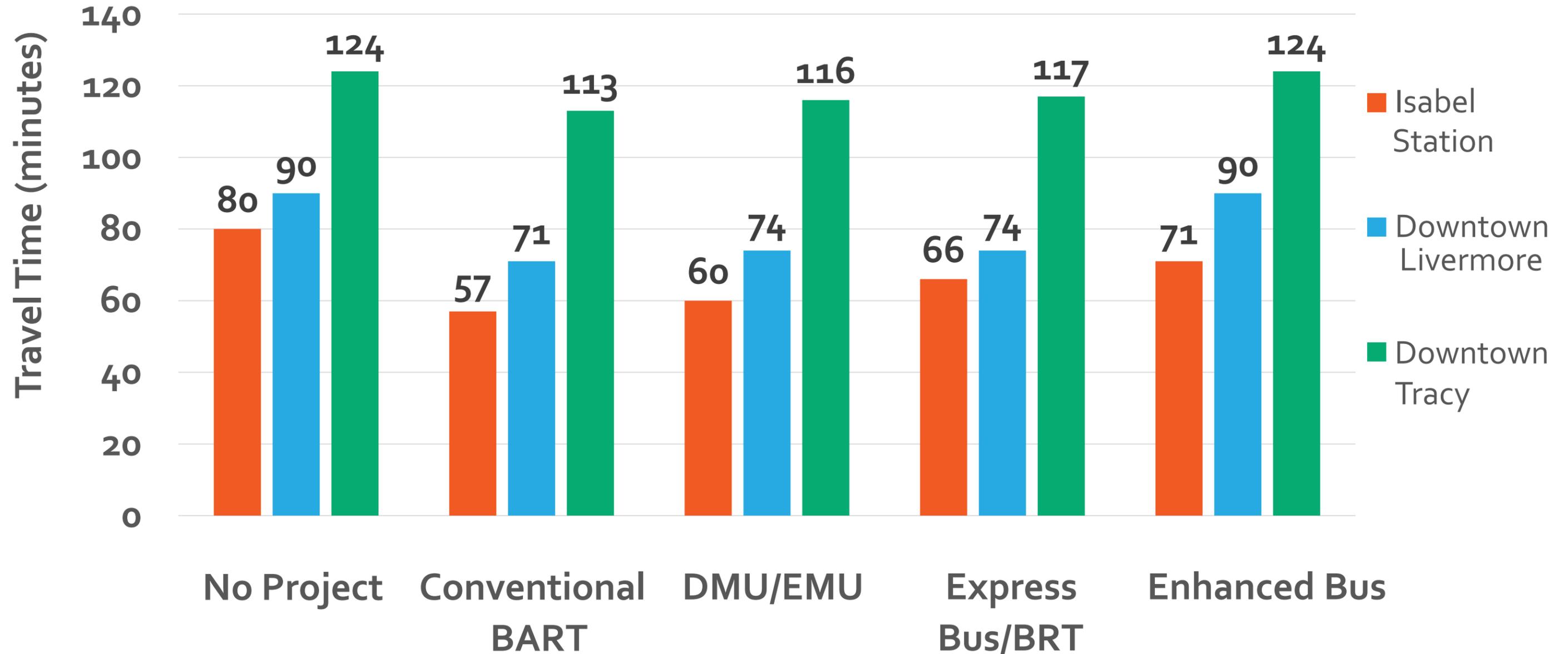


Alt 3 Enhanced Bus



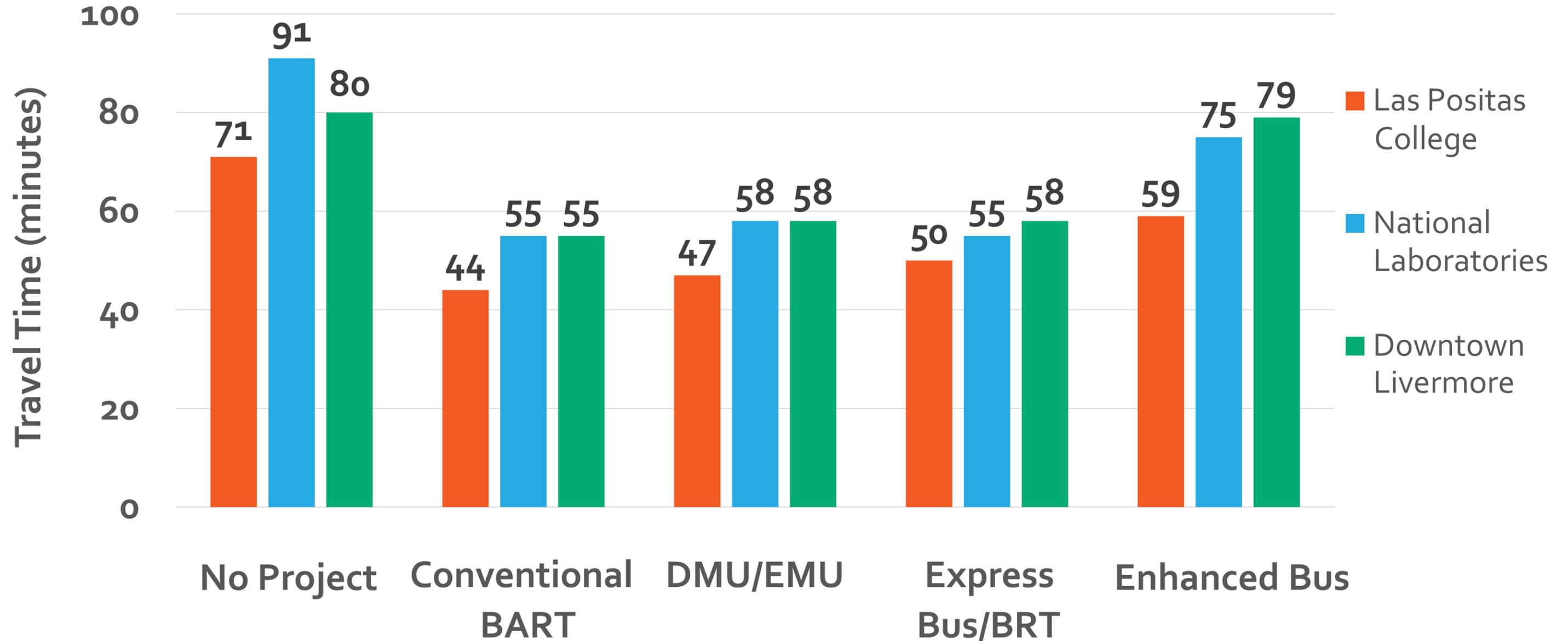
Transit Travel Time

From Selected Locations to Downtown SF (AM peak period)

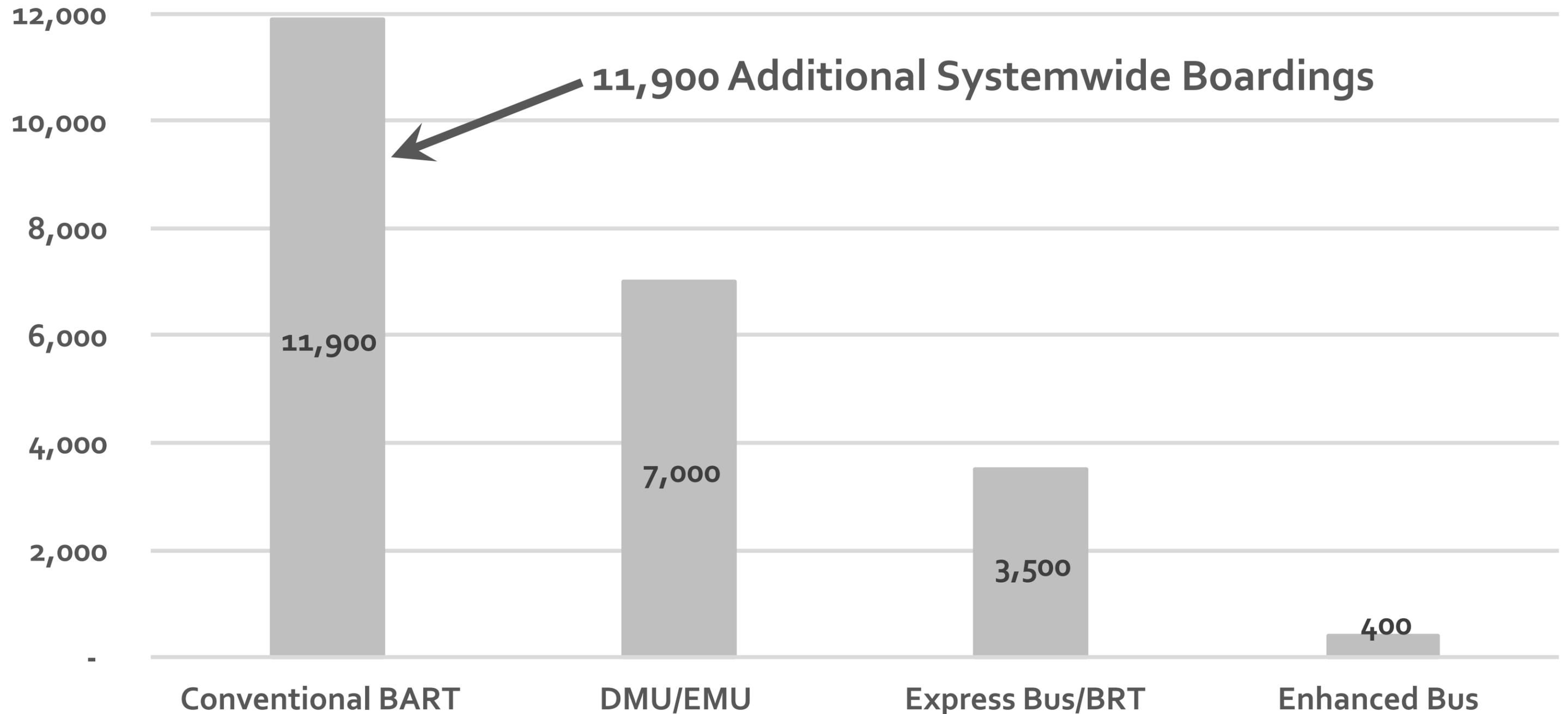


Transit Travel Time

From Downtown Oakland to Selected Locations (AM peak period)

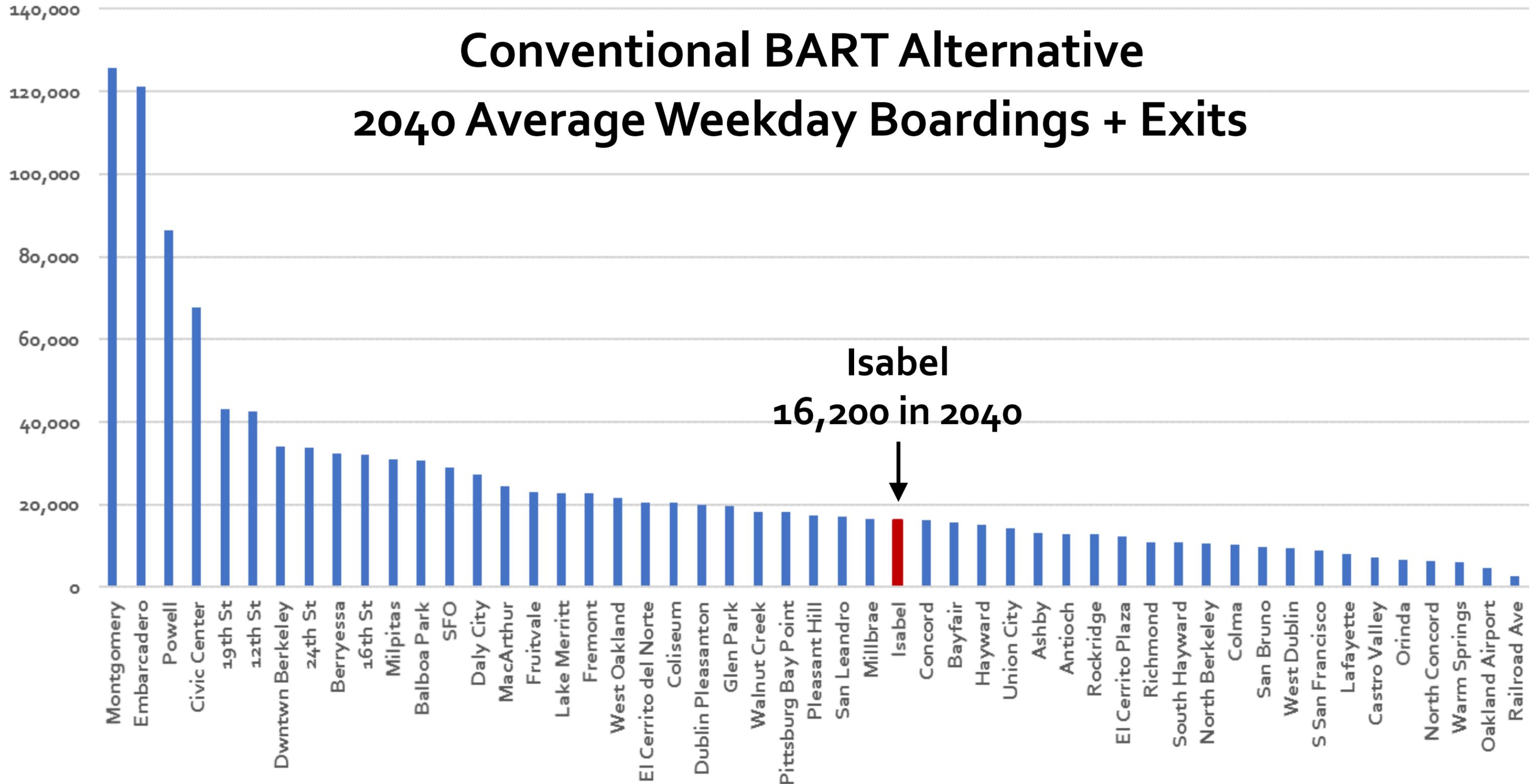


2040 Increase in BART Systemwide Boardings (average weekday)



Isabel Versus Other BART Stations

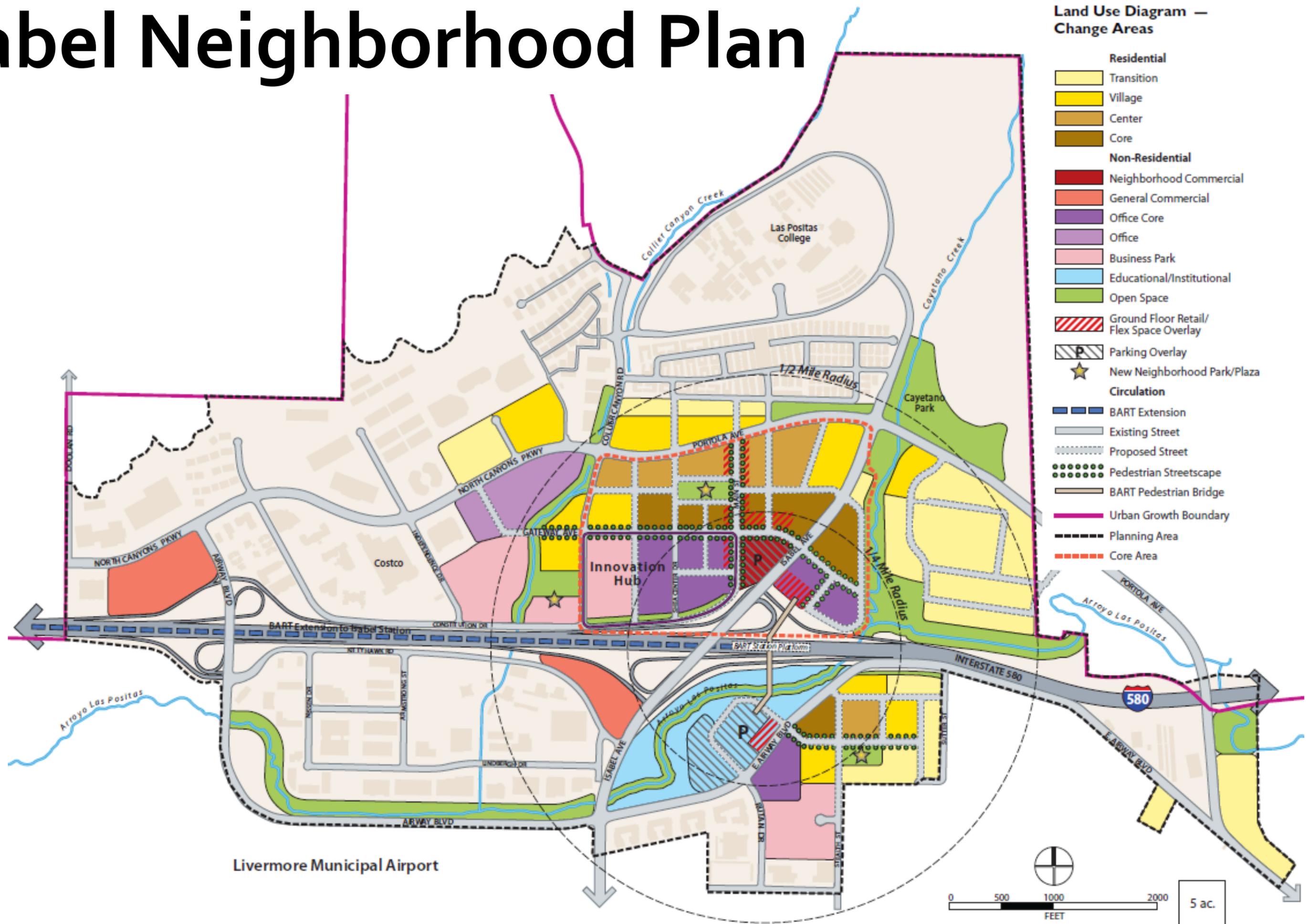
Conventional BART Alternative 2040 Average Weekday Boardings + Exits



Source: BART Financial Planning, 2017

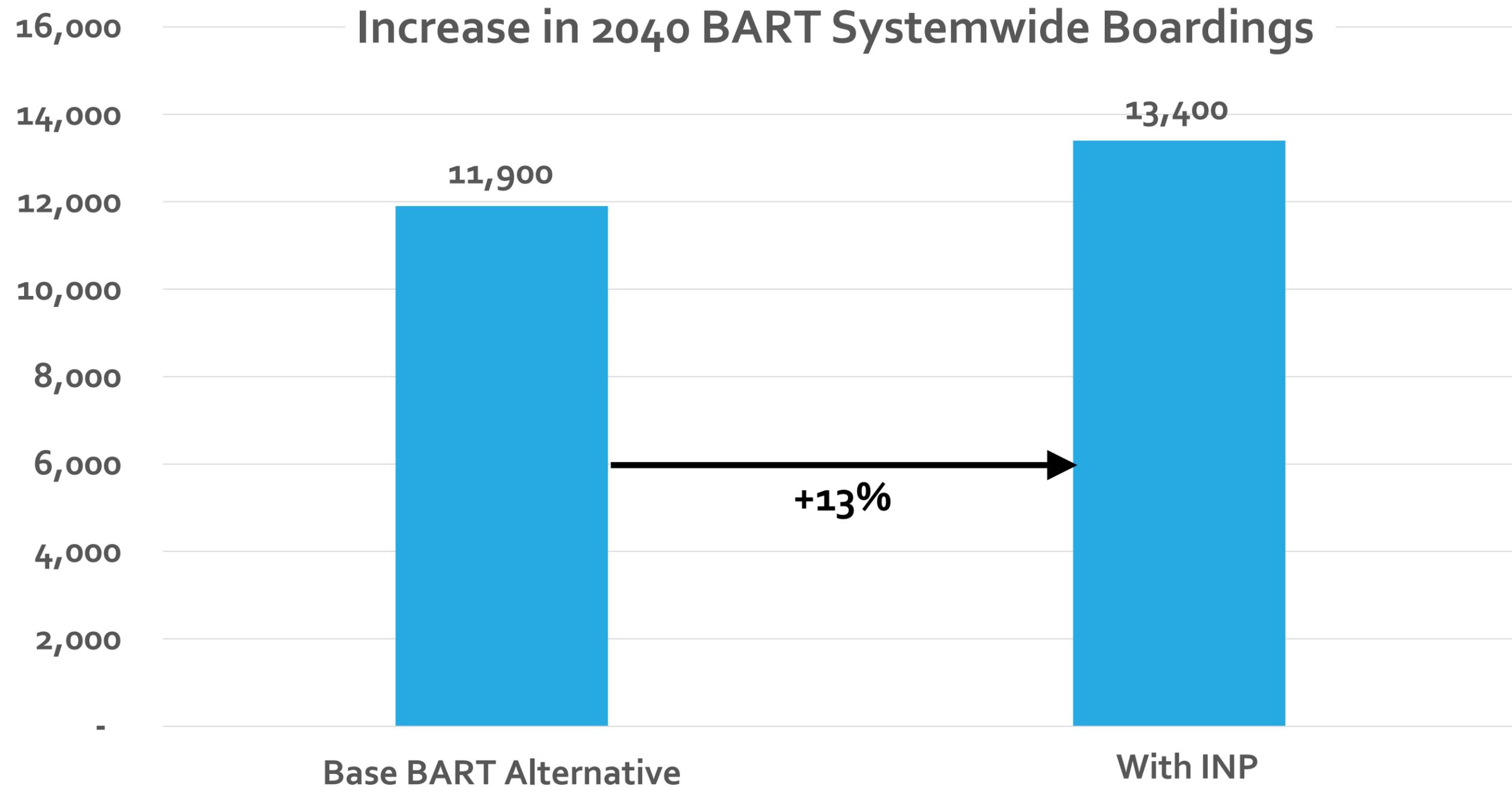


Isabel Neighborhood Plan



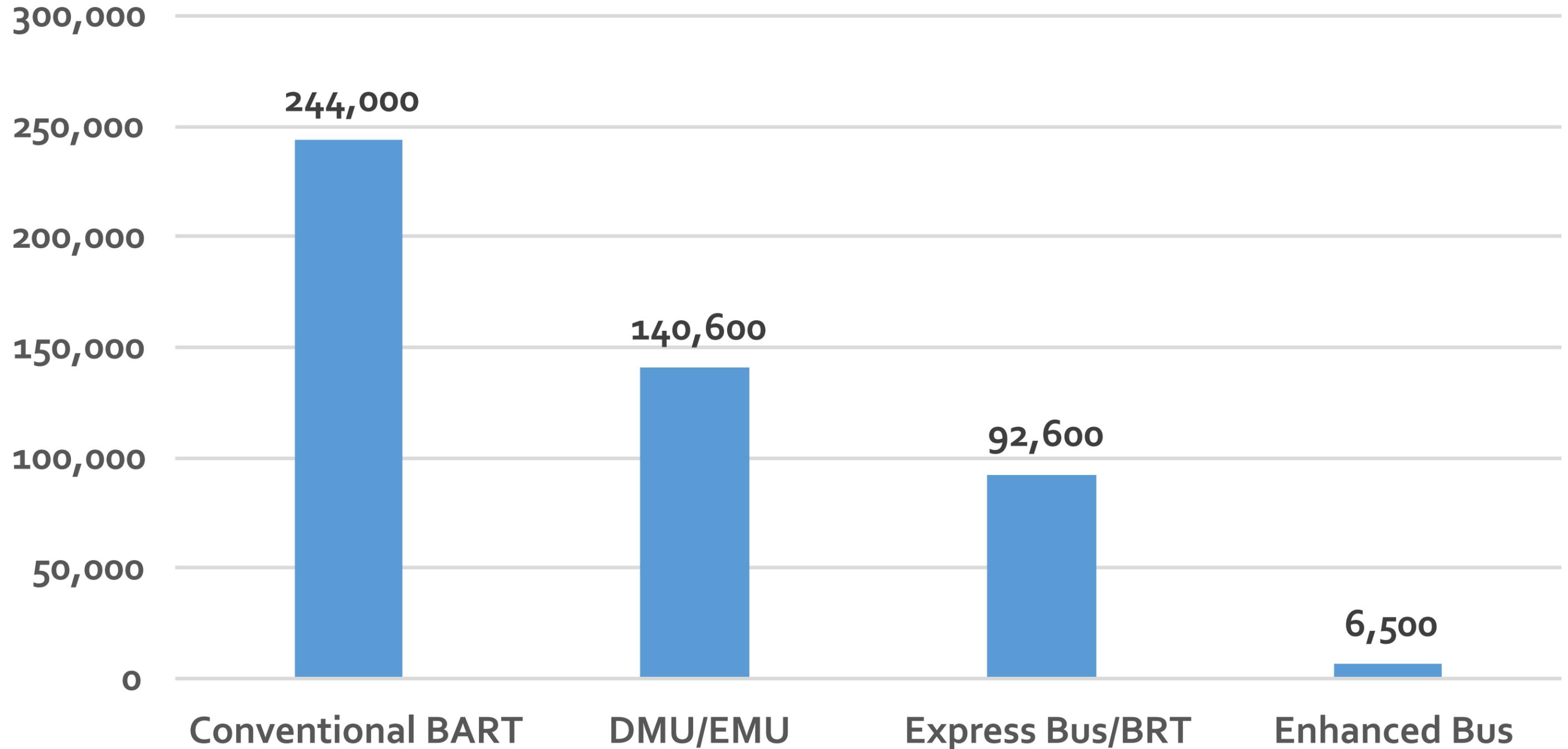
BART Systemwide Boardings

Adding Livermore Isabel Neighborhood Plan (INP)



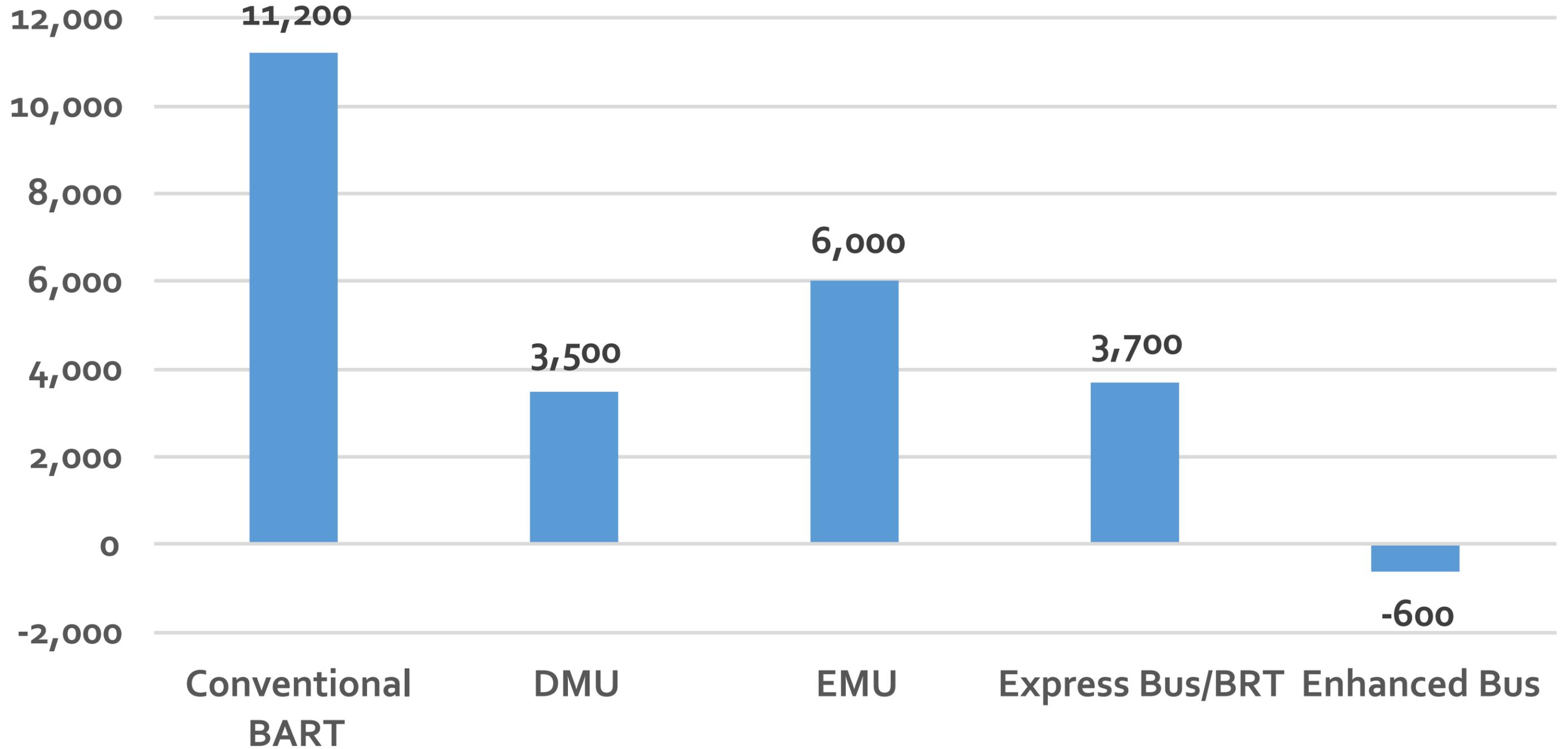
2040 Reduction in Vehicle Miles Traveled

Average Weekday



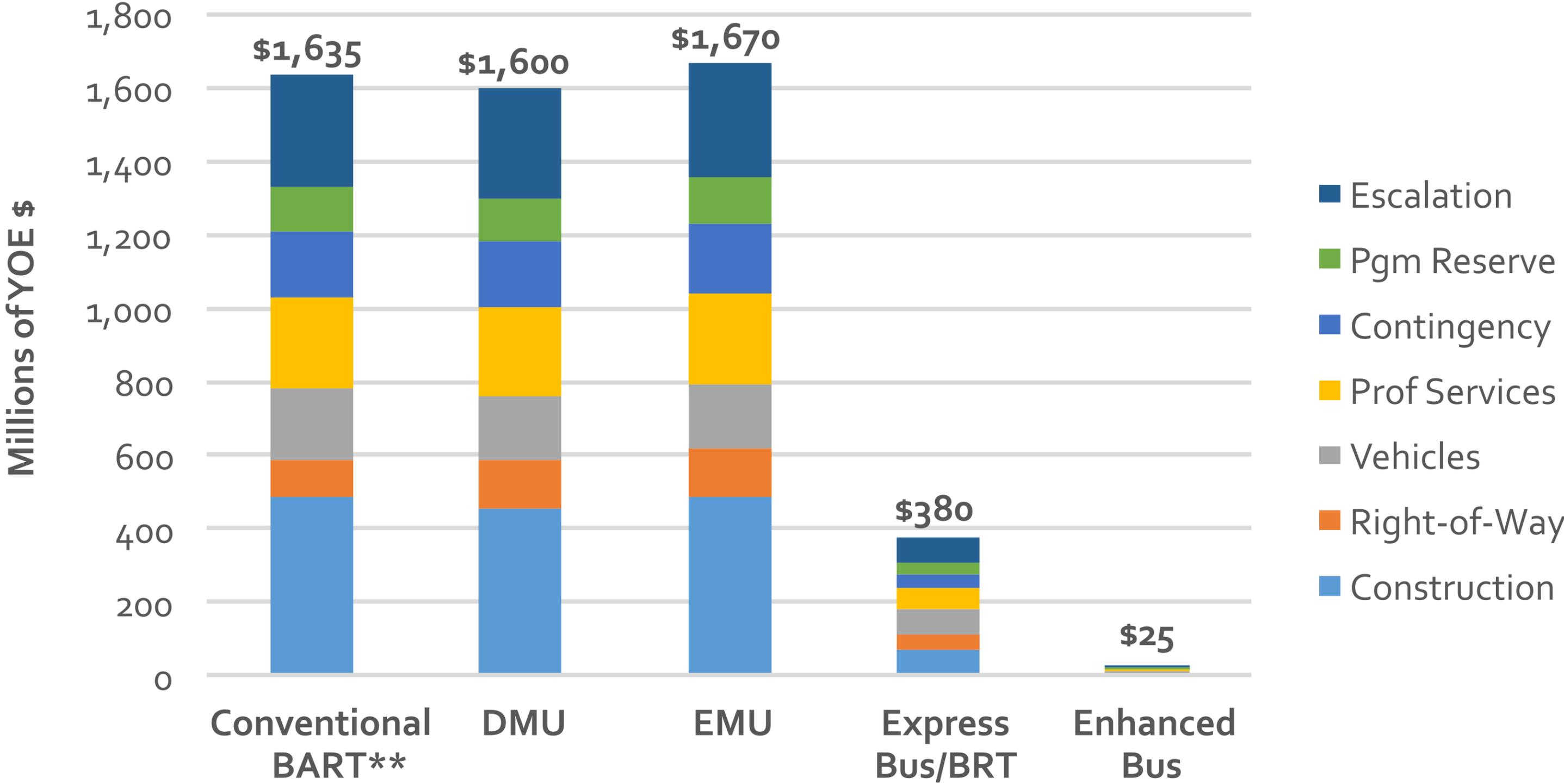
2040 Reduction in GHG Emissions

Metric Tons of CO₂e per Year



LVX Project Cost (YOE\$*)

Design & Construction



* Year of expenditure dollars

** Conventional BART includes 25% of a BART shop

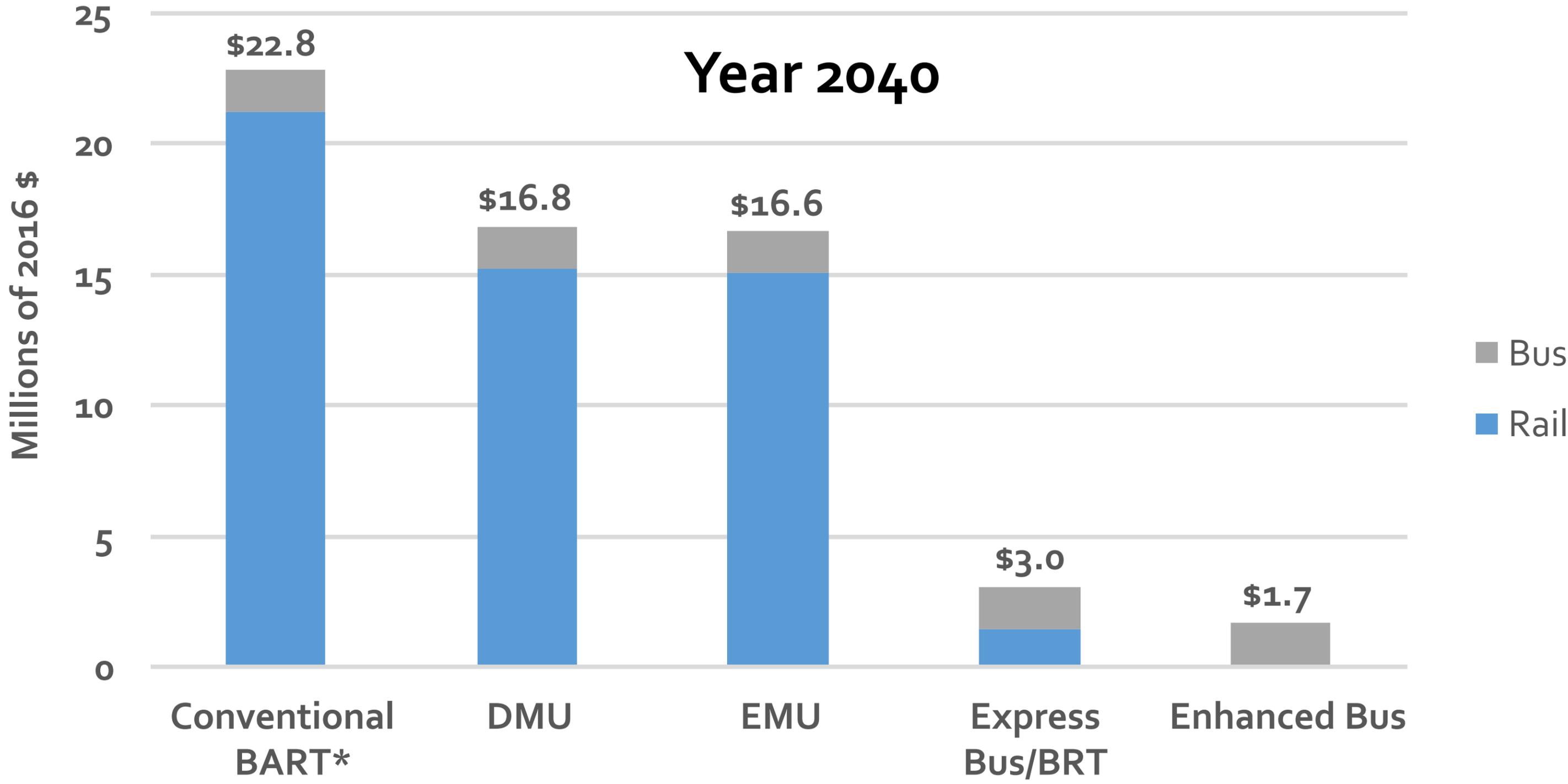


LVX Project Funding

Design & Construction

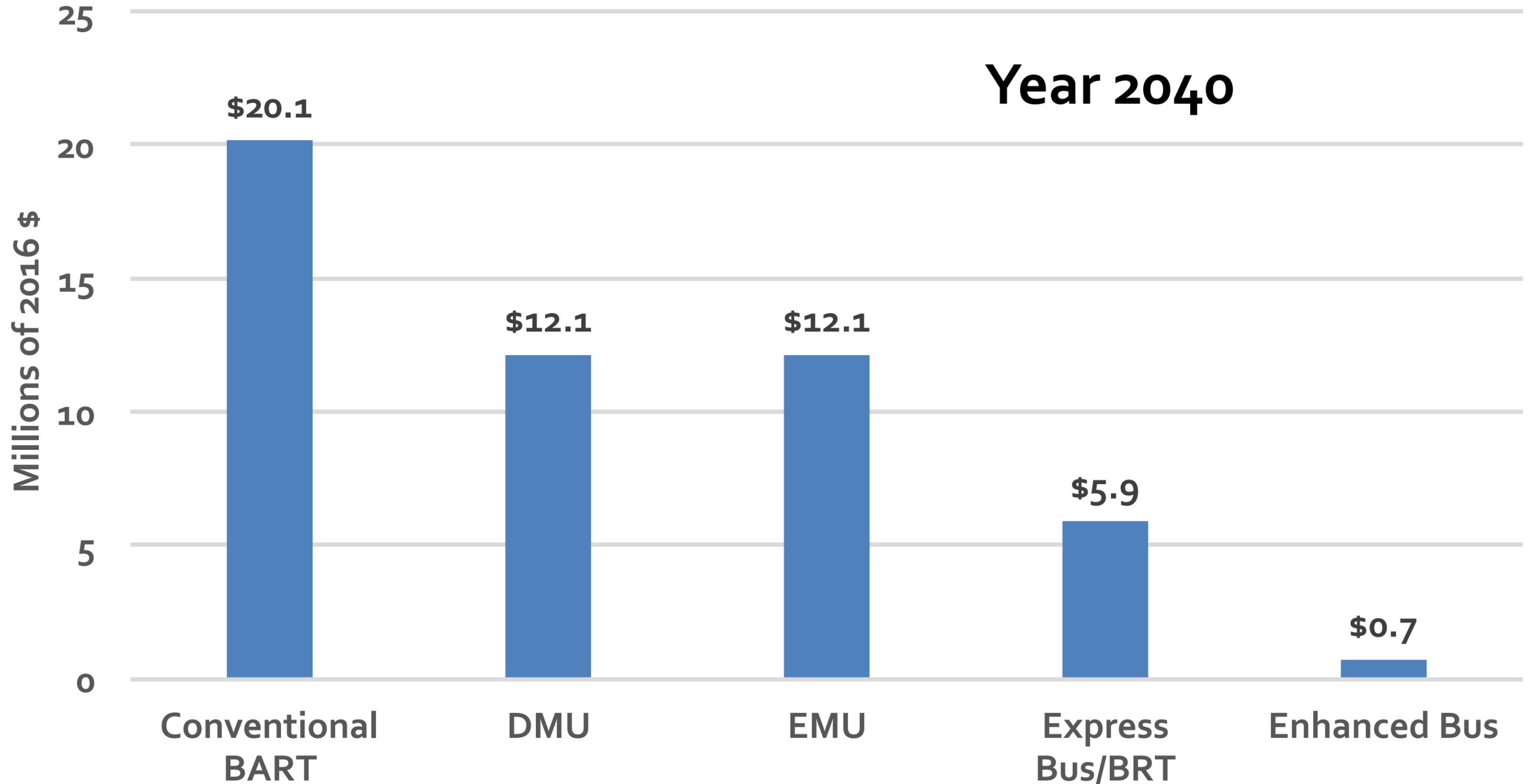
- \$533 million total committed design & construction funding
 - \$398 million Alameda County Measure BB
 - \$80 million AB1171 (bridge tolls)
 - \$15 million RM1 (bridge tolls)
 - \$40 million Livermore Traffic Impact Fees

Annual Operations & Maintenance Cost

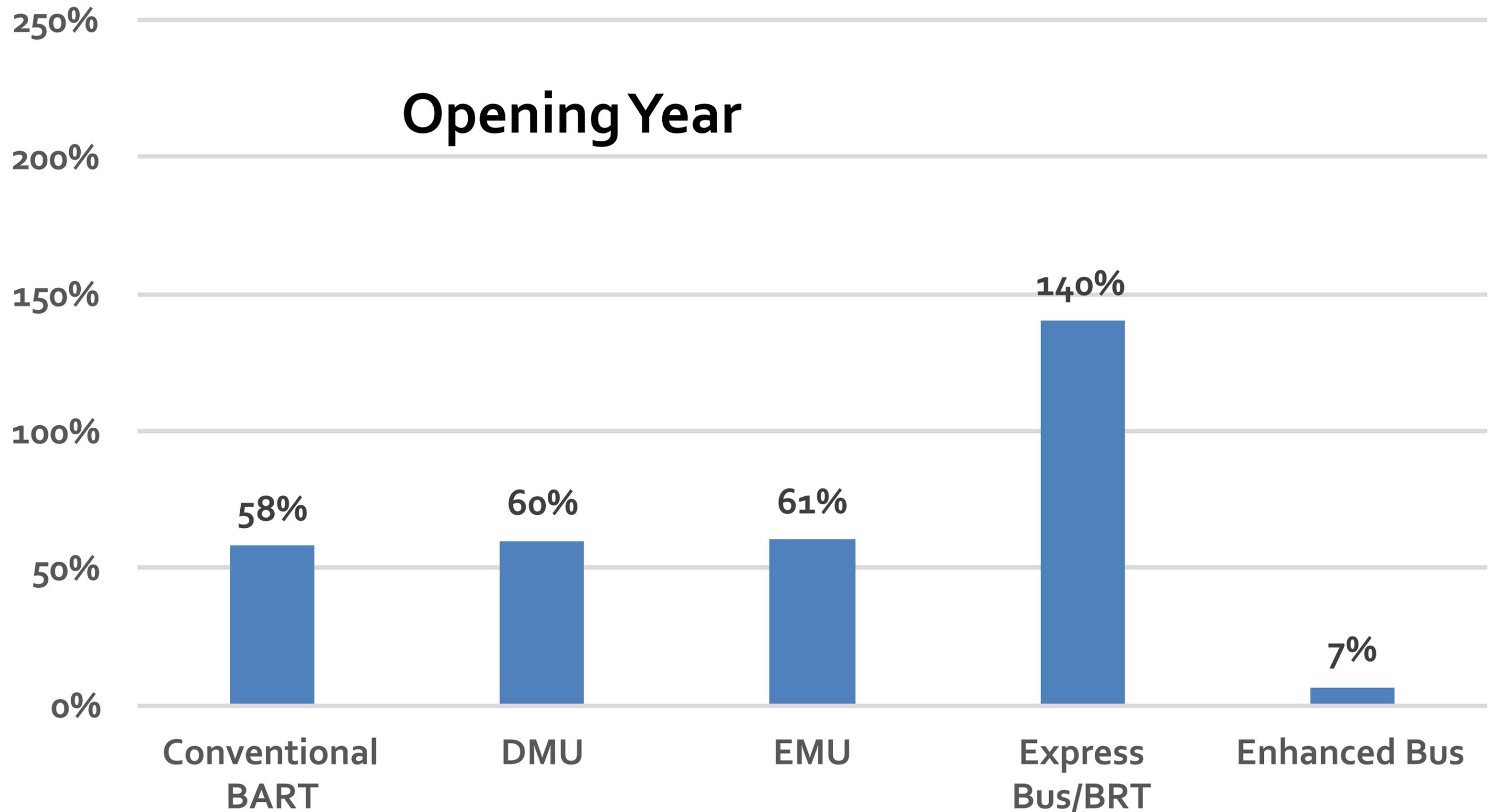


*Conventional BART includes 25% of a BART shop

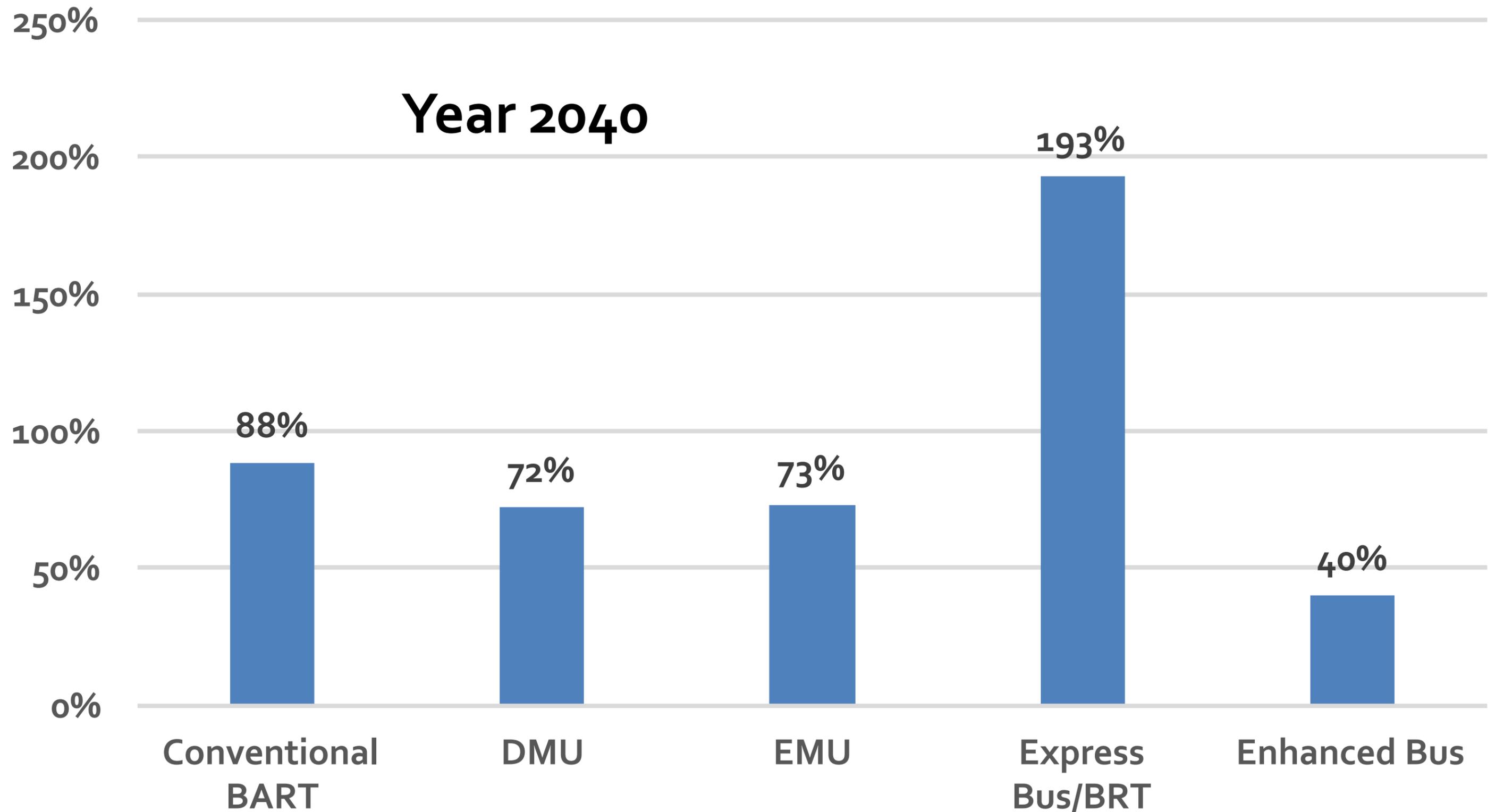
Operating Revenue



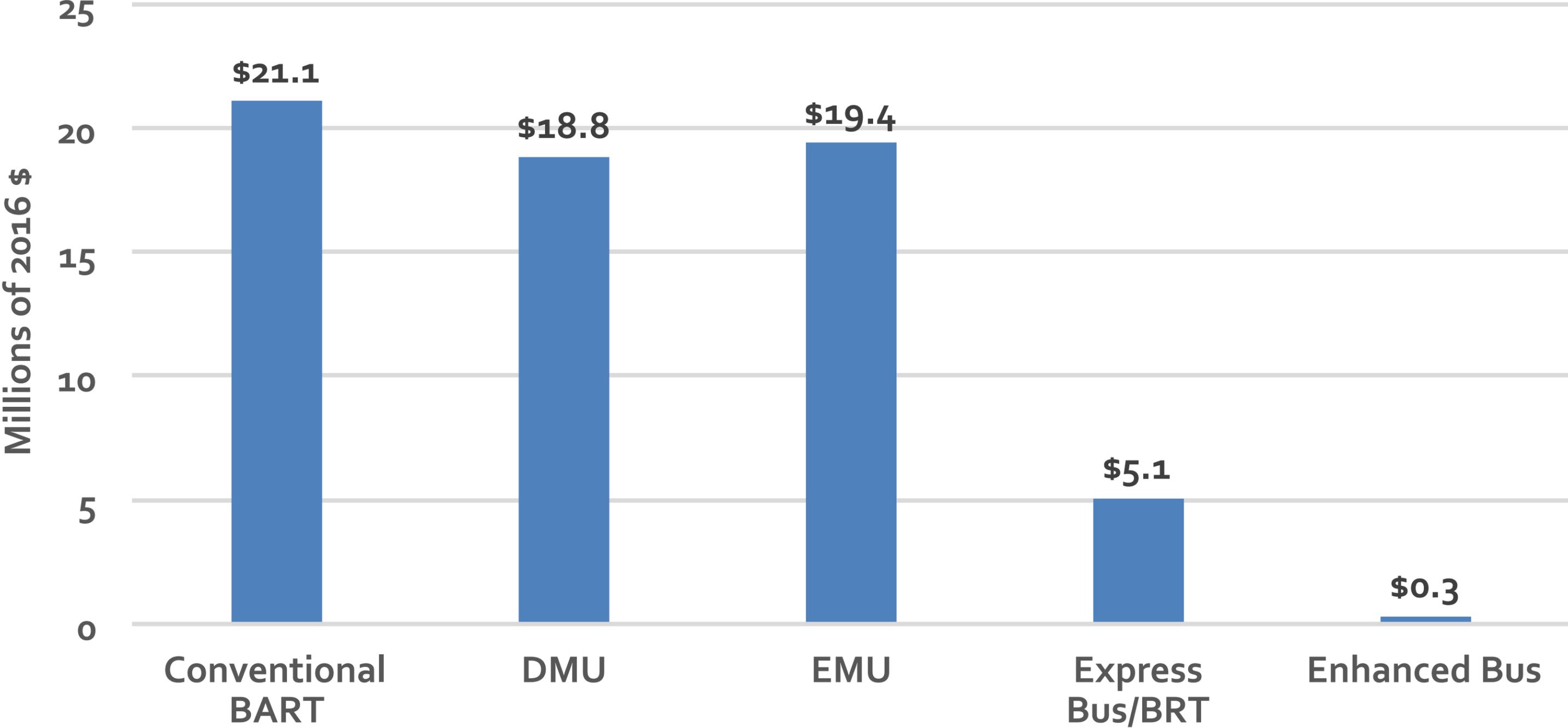
Farebox Recovery



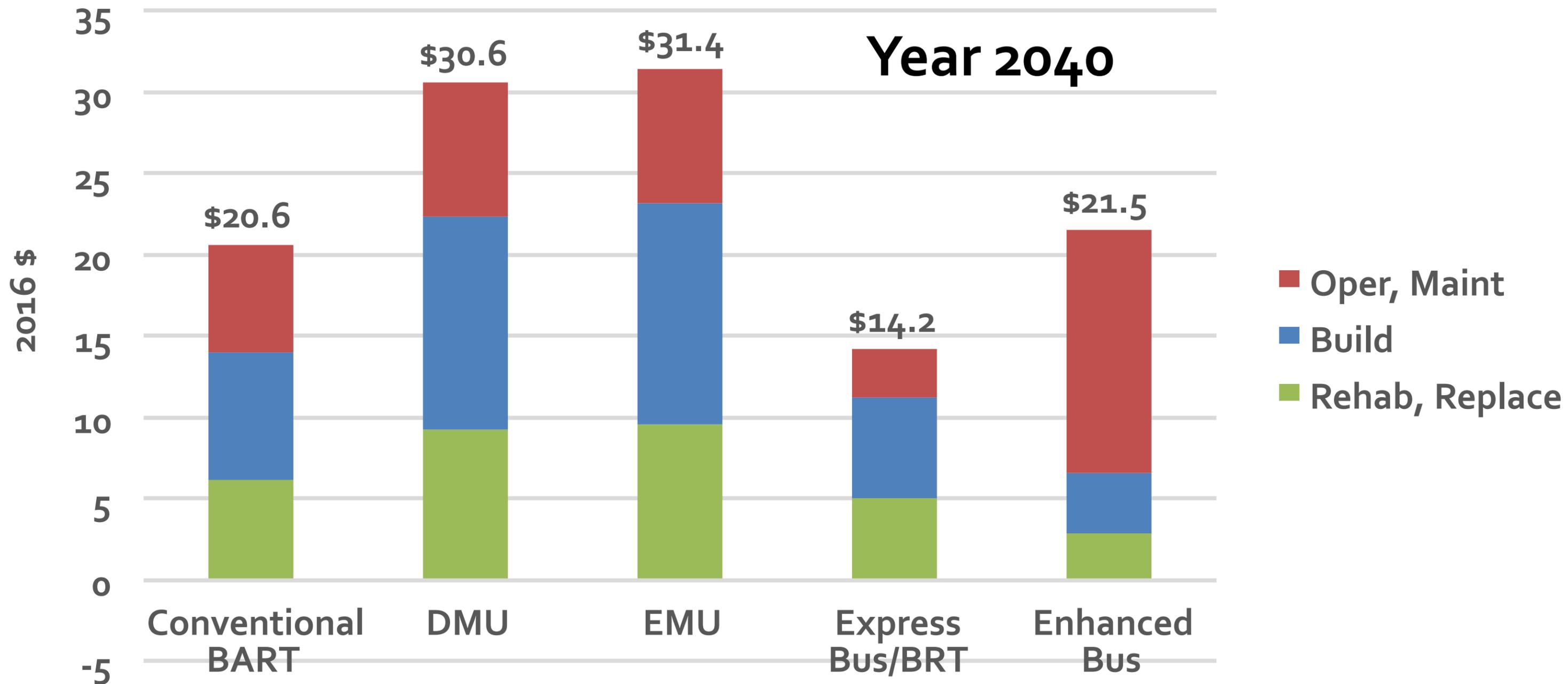
Farebox Recovery



Annual Capital Rehabilitation/ Replacement Cost

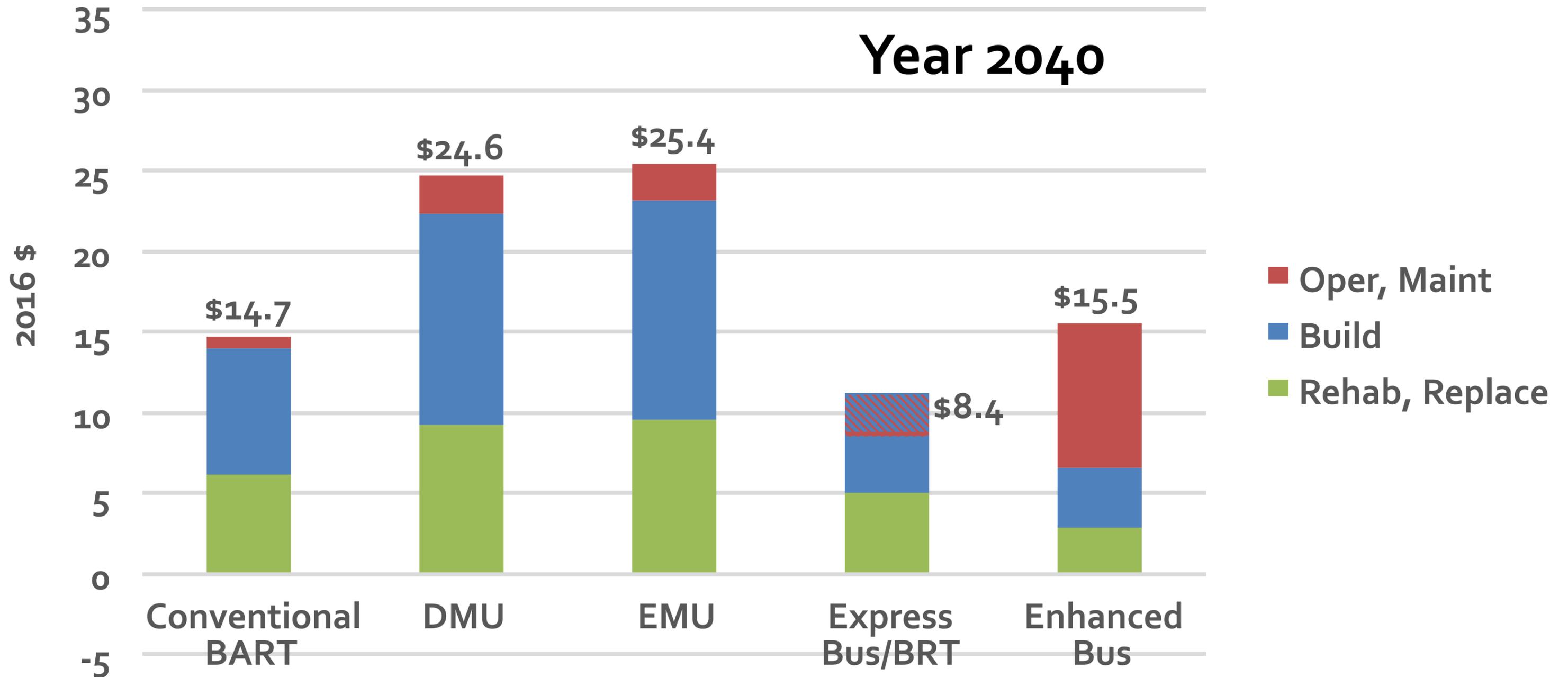


Cost* per New BART Boarding



* Cost to build, operate, maintain, rehabilitate, and replace

Cost* per New BART Boarding (net of fares)



* Cost to build, operate, maintain, rehabilitate, and replace

BART System Expansion Policy (SEP)

- Process and criteria required for all BART system expansion projects
- Criteria adopted 2002

System Expansion Policy

(info only)

Alternative	Conventional BART	DMU/EMU	Express Bus/BRT	Enhanced Bus
<i>Transit Supportive Land Use and Access</i>				
Existing Land Use: Residential and/or Employment				
Existing Intermodal Connections				
Land Use Plans and Policies				
<i>Ridership Development Plan</i>				
Ridership Threshold			N/A	N/A
Station Context			N/A	N/A
<i>Cost Effectiveness</i>				
Cost per New Rider – Base Case				
Cost per New Rider – with TOD			N/A	N/A



Low



Low-Medium



Medium



High-Medium



High

System Expansion Policy

(info only)

Alternative	Conventional BART	DMU/EMU	Express Bus/BRT	Enhanced Bus
<i>Regional Network Connectivity</i>				
Regional Transportation Gap Closure				
<i>System and Financial Capacity</i>				
Core System Improvements				
Capital Finance Plan				
Operating Finance Plan				
<i>Partnerships</i>				
Community and Stakeholder Support	TBD	TBD	TBD	TBD
RECOMMENDATION	TBD	TBD	TBD	TBD



Low



Low-Medium



Medium



High-Medium



High

BART to Livermore Project Goals

- 1A) Provide a cost-effective link
- 1B) Provide an intermodal link between BART, inter-regional rail, and PDAs
- 2) Support integrating transit and land use policies to create transit-oriented development (TOD) opportunities
- 3) Provide alternative to I-580 congestion
- 4) Improve air quality, reduce greenhouse gases (GHG)

Meeting Project Goals

Goal	Conventional BART	DMU/EMU	Express Bus/BRT	Enhanced Bus
1A. Provide a cost-effective link	Medium	Low-Medium	Medium-High	Medium
1B. Provide link between BART, inter-regional rail, and PDAs	Medium	Low-Medium	Low-Medium	Low
2. Support policies to create TOD opportunities	Medium-High	Medium	Low-Medium	Low-Medium
3. Provide alternative to I-580 congestion	Medium-High	Medium	Low-Medium	Low
4. Improve air quality, reduce GHG	Medium-High	Medium	Medium	Low

Low
 Low-Medium
 Medium
 Medium-High
 High

MTC Project Performance Assessment

- Projects seeking regional discretionary funding need a High Performer rating
- MTC assessed 69 projects for Plan Bay Area 2017
 - 11 received regional discretionary funding
- MTC assessed 90 projects for Plan Bay Area 2013
 - 13 received regional discretionary funding

MTC Resolution 3434 TOD Policy

Conventional BART Alternative with INP

BART to Livermore not subject to MTC Resolution 3434 TOD Policy

Station	Type	Residential Units Within ½ Mile of Station
Isabel	Current (2015)	565
	Future (2040)	4,831
Dublin/Pleasanton	Current (2015)	924
	Future (2040)	5,003
Average for Two Stations (2040)		4,917
MTC Threshold		3,850

Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)

- Created by AB758
- Purpose: Deliver transit connectivity between BART and ACE in the Tri-Valley
 - Feasibility study by July 1, 2019
- 15 member Board
- Authorized to plan, acquire, develop, own, control, use, design, procure, and build the connection

Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)

- LAVTA to provide administrative support for 18-months
- Can not infringe on BART's process to plan, develop, and deliver a BART extension to Isabel
- Restriction expires July 1, 2018 if the BART does not adopt a BART extension to Isabel by June 30, 2018

TVSJVRRRA Project Concept

- EMU/DMU
- 30-min headway
- San Joaquin Valley to BART Tri-Valley terminus

