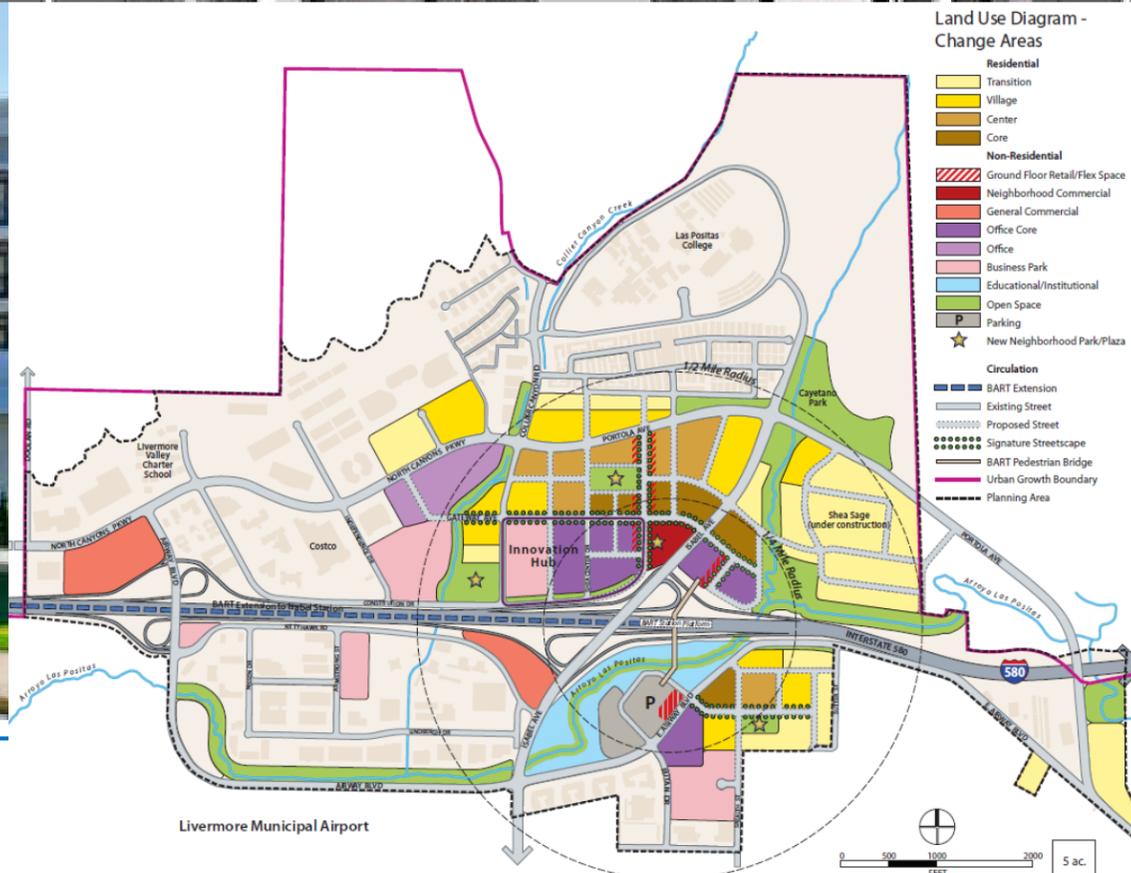


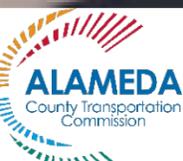
# BART to Livermore – Project Update

April 26, 2018

## Presentation to BART Board of Directors



Funding by



# Meeting Topics

- Funding Sources
- Public Outreach
- Responses to Selected Board Requests
- BART to Livermore Decision Process

# BART to Livermore (LVX) Status

- Jul 31, 2017: Released Draft EIR
- Feb 21, 2018: Released Evaluation of Alternatives Report  
[bart.gov/Livermore](http://bart.gov/Livermore)
- Apr 20, 2018: Released Alternatives Outreach Report  
[bart.gov/Livermore](http://bart.gov/Livermore)
- May 2018: Release Final EIR

## BART Board

- Mar 8, 2018: Evaluation of Alternatives to Board
- Apr 12, 2018: Isabel Neighborhood Plan (INP)
- Apr 26, 2018: LVX Update and Summary of Public Outreach
- May/June 2018: Board Consider Certifying EIR and Taking LVX Action

# Schedule Considerations

- AB758
  - New Tri-Valley San Joaquin Valley Regional Rail Authority may not interfere with BART's planning and delivery of an extension to Isabel
    - Unless BART fails to adopt such a project by June 30, 2018
- Livermore Isabel Neighborhood Plan (INP) adoption
  - Must occur before BART Board can adopt a rail alternative
  - Expected May 14, 2018\*

\* Tentative

# Public Outreach (Feb – May 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 29: State Senator Glazer, Assemblywoman Baker
- Apr 2: Supervisor Haggerty
- Apr 2: East Bay Leadership Council
- Apr 3: Dublin Council



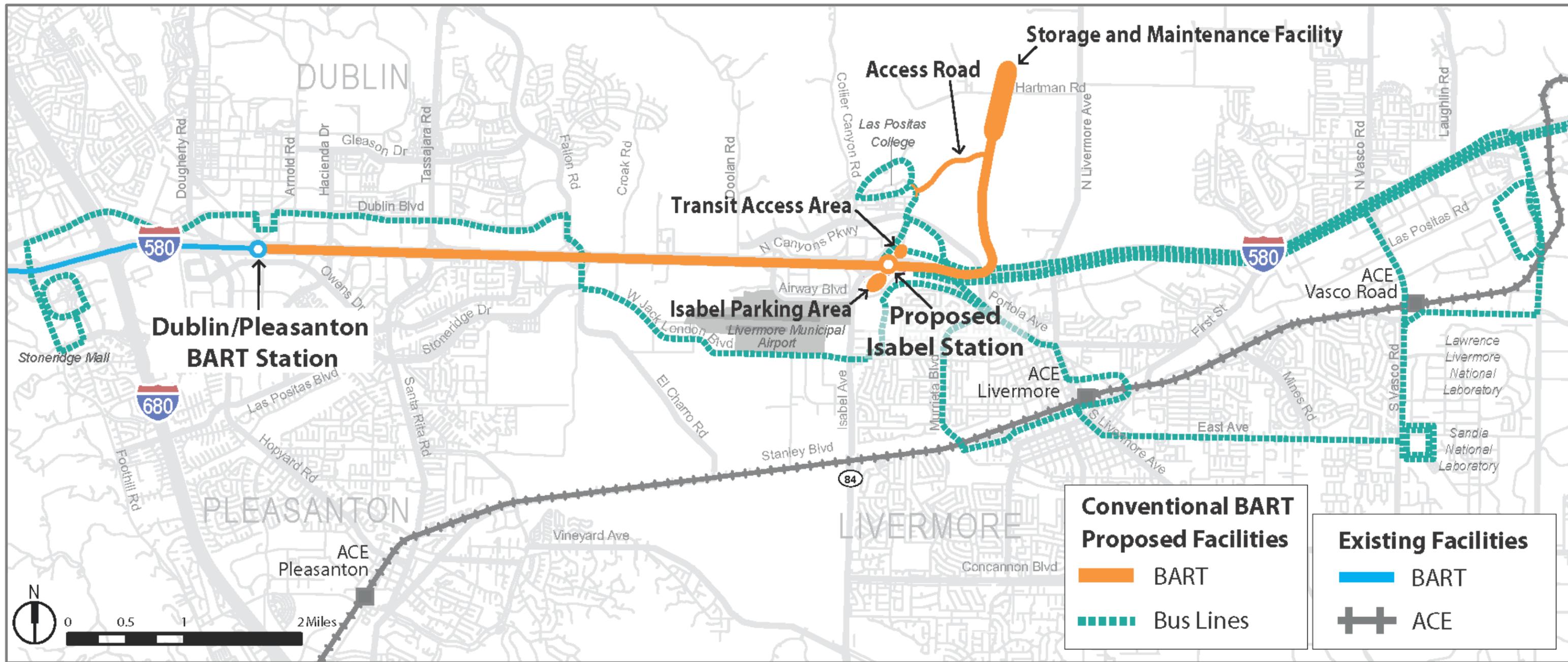
# Public Outreach (Feb – May 2018)

- Apr 18: Bay Area Council
- Apr 19: Transform, Sierra Club, Urban Habitat
- May 1: East Bay Leadership Council Transportation Task Force
- May 7: BART Title VI/EJ Advisory Committee
- Met with key neighbors
- Participate in Livermore INP events
- Received over 250 written comments stating a preference
- Received 36 verbal comments stating a preference during Aug 2017 CEQA public meetings

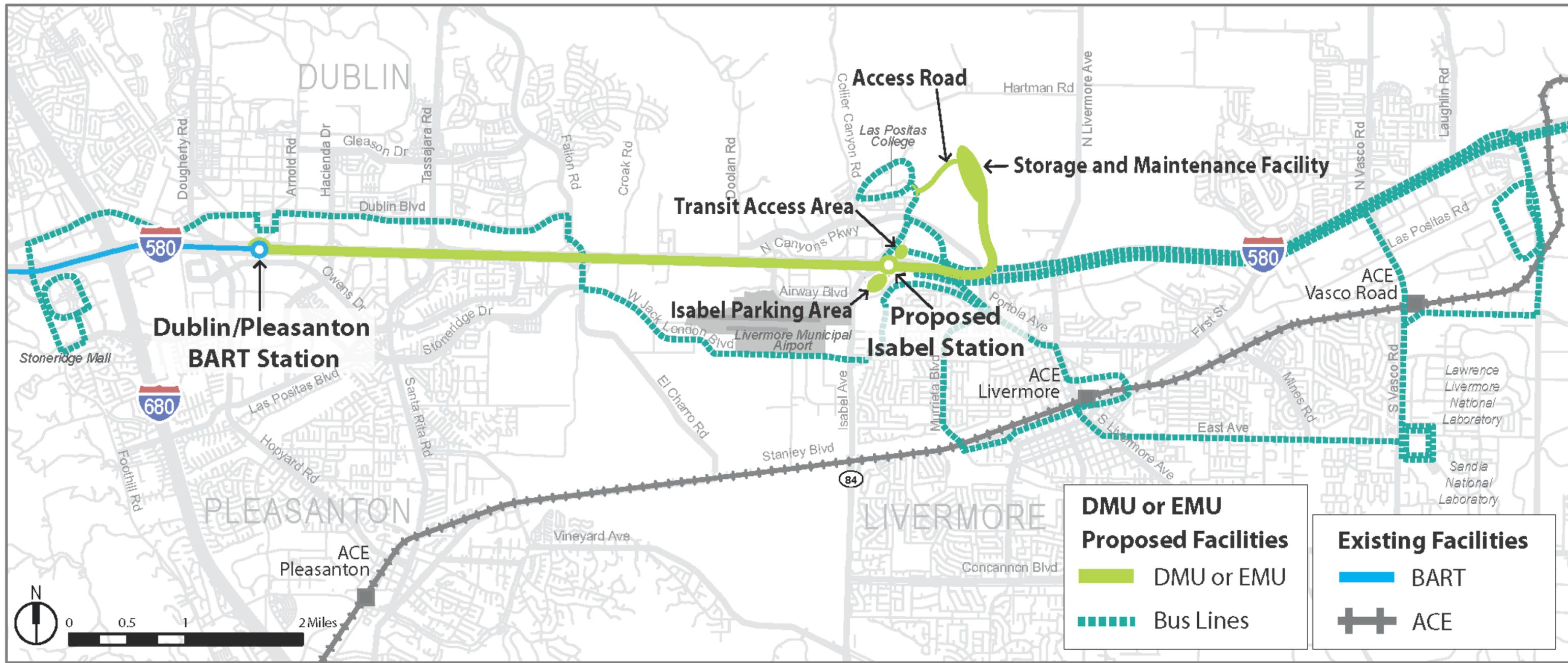
# Public Outreach (Aug – Dec 2017)

- Aug 18: Assemblywoman Baker
- Aug 22: Livermore public meeting
- Aug 23: Livermore Valley Chamber of Commerce
- Aug 29: Dublin public meeting
- Sep 6: Livermore Valley Chamber of Commerce Business Alliance
- Sep 11: LAVTA Board
- Sep 19: Dublin Council
- Sep 20: Alameda San Joaquin Regional Rail Working Group
- Oct 9: Livermore Council
- Nov 10: Elected Women's Lunch
- Dec 5: BART Title VI/EJ & LEP Advisory Committees

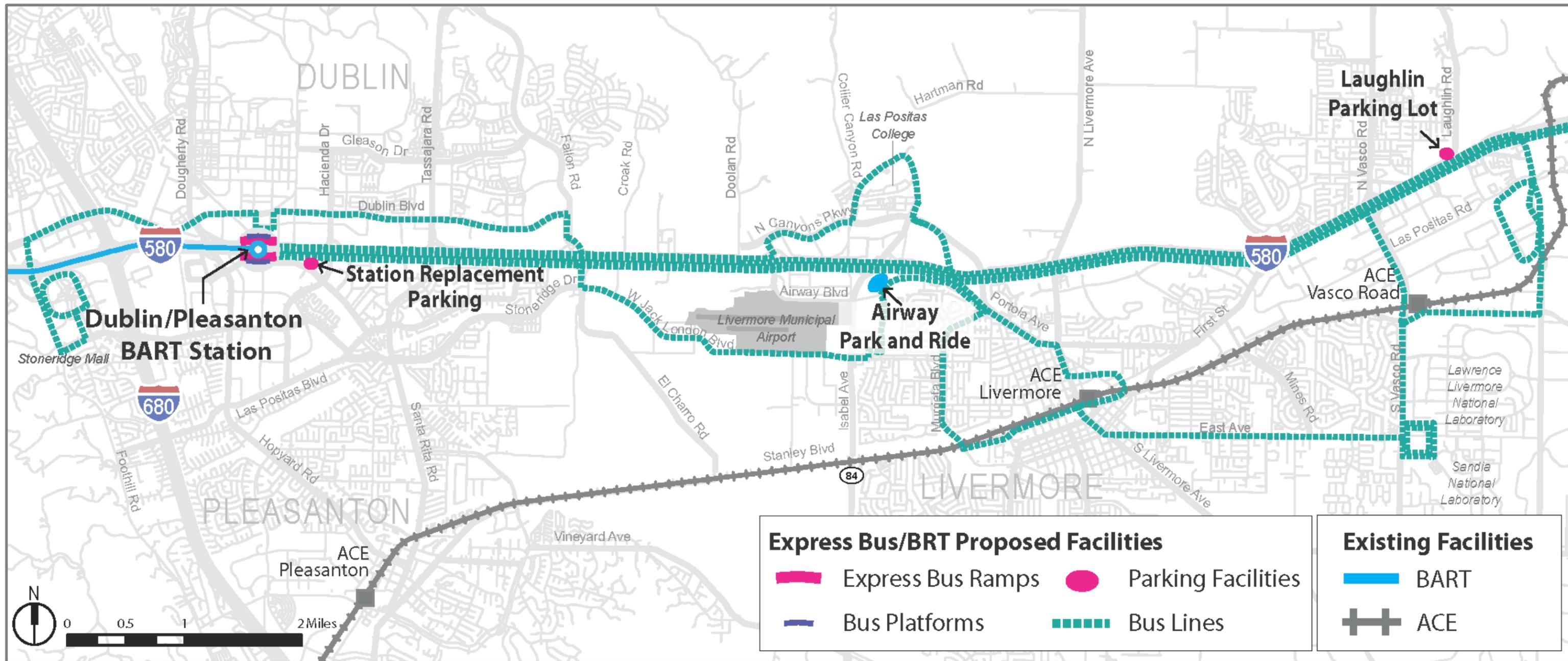
# Proposed Project Conventional BART to Isabel



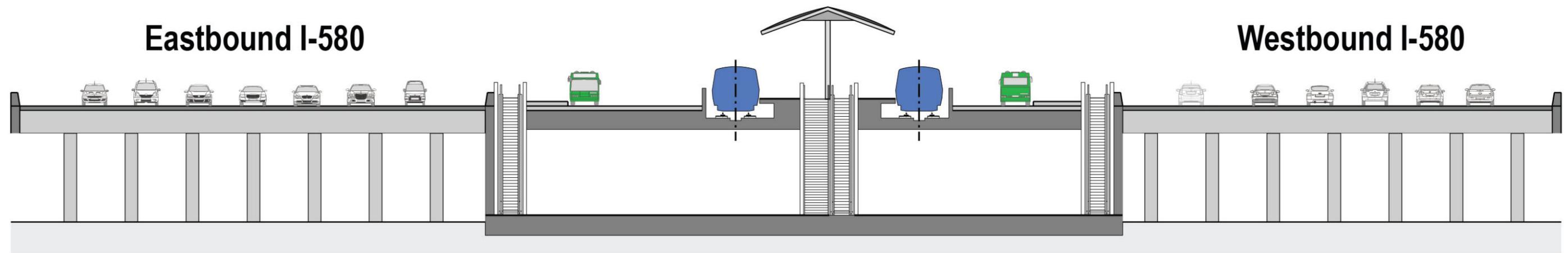
# Alt 1 Diesel Multiple Unit (DMU) or Electric Multiple Unit (EMU)



# Alt 2 Express Bus/ Bus Rapid Transit (BRT)



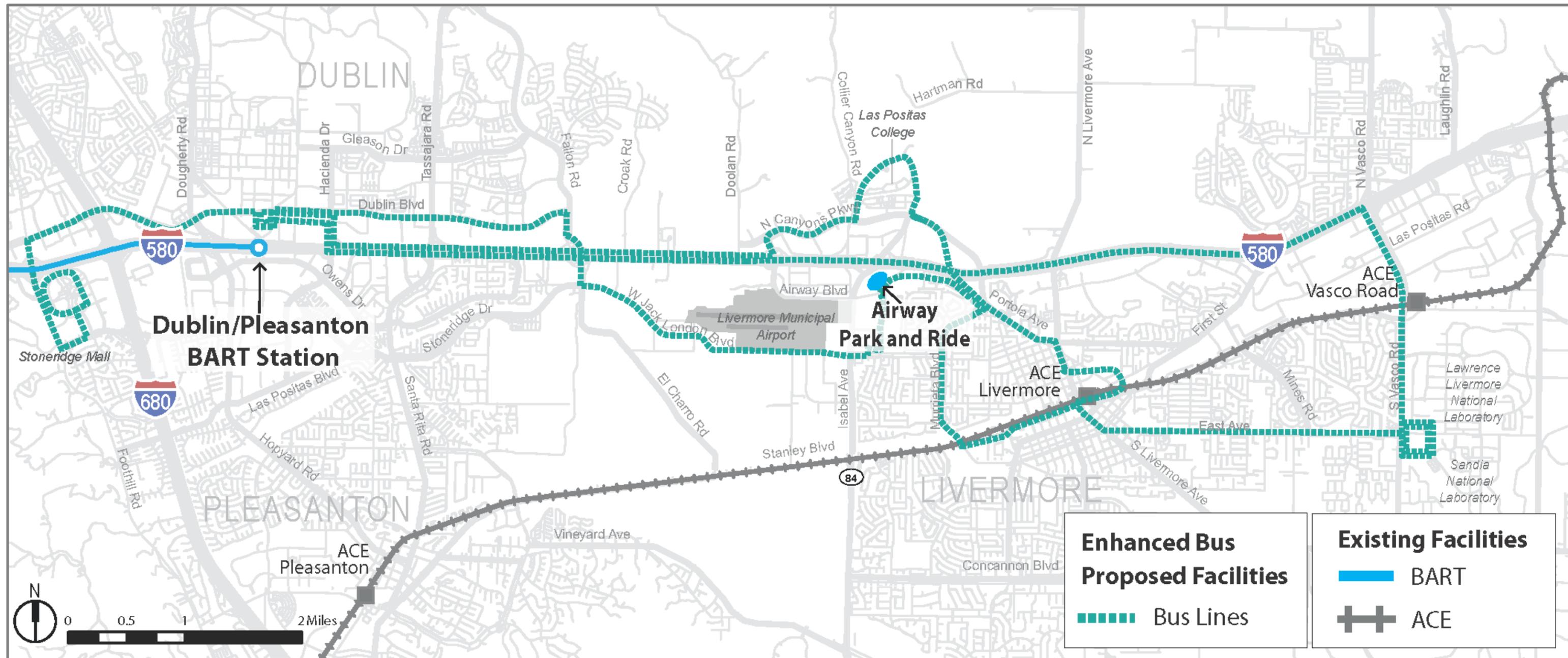
# Alt 2 Express Bus/BRT at Dublin/Pleasanton Station



Express Bus Cross-section

**Above shows cross-section at the station**

# Alt 3 Enhanced Bus



# Evaluation of Alternatives

	Conv BART	DMU	EMU	Exp Bus/ BRT	Enh Bus
New BART Systemwide Weekday Boardings (2040)	11,900	7,000	7,000	3,500	400
Project Cost* (YOE\$)	\$1,635M	\$1,600M	\$1,670M	\$380M	\$25M
Farebox Recovery (2040)	88%	72%	73%	193%	40%
Cost** per New BART Boarding (2040)	\$20.6	\$30.6	\$31.3	\$14.1	\$21.2

\* Cost to design and construct

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

# LVX Project Funding

## *Design & Construction*

- \$533 million total committed design & construction funding
  - \$400 million\* Alameda County Measure BB
  - \$80 million AB1171 (bridge tolls)
  - \$15 million RM1 (bridge tolls)
  - \$40 million Livermore Traffic Impact Fees

\* \$398 million for design & construction, \$2 million for environmental

# Possible Other Funding Sources

Source	Completes with Other BART Needs?
<i><b>Federal</b></i>	
Capital Investment Grant	Yes
STP/CMAQ	Yes
President's Infrastructure Bill	Yes
Jobs Access and Reverse Commute	Yes
<i><b>State</b></i>	
SB1	Yes
Cap and Trade	Yes
STIP	Yes
Active Transportation Program	Yes

# Possible Other Funding Sources, cont.

Source	Completes with Other BART Needs?
<i>Regional</i>	
RM-1, RM-2	Yes
RM-3	No
BAAQMD – various	Yes
<i>County</i>	
Measure BB	Yes
I-580 Express Lanes	No
CCTA Funds	Yes
San Joaquin County Funds	No
<i>Tri-Valley</i>	
Tri-Valley Transportation Development Fund	No

# February Open House Results

- Over 105 attendees, over 95 at Livermore

Important or Meaningful Goal	Oakland Responses	Livermore Responses
Provide cost-effective transit extension	4	15
Provide link between BART, inter-regional rail and PDAs	2	55
Integrate transit and land use policies to create TOD opportunities	3	10
Provide alternative to I-580 congestion	2	58
Improve air quality, reduce greenhouse gases (GHGs)	3	24

# 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

# February Open House Results, cont.

	Conv BART	DMU/ EMU	Exp Bus/ BRT	Enh Bus	Total
1 <sup>st</sup> Preference	<b>85%</b>	4%	9%	1%	100%
2 <sup>nd</sup> Preference	6%	<b>62%</b>	28%	5%	100%
3 <sup>rd</sup> Preference	4%	17%	<b>59%</b>	20%	100%
4 <sup>th</sup> Preference	9%	15%	4%	<b>72%</b>	100%

# Support by Organization

	Conv BART	DMU/ EMU	Exp Bus/ BRT	Enh Bus
City of Livermore	Support*		Oppose	Oppose
City of Dublin	Support			
City of Pleasanton	Support		Oppose	Oppose
City of Tracy	Support			
County of Alameda	Support*			
Lawrence Livermore Laboratory	Support			
IKEA Dublin	Support			
Chamberlin Associates	Support			
Hamcor, Inc.	Oppose	Oppose	Oppose	

\* Do not support recommended location for the storage and maintenance facility

# Support by Organization, cont.

	Conv BART	DMU/ EMU	Exp Bus/ BRT	Enh Bus
Livermore Valley Winegrowers Assoc	Support			
Visit Tri-Valley	Support			
BART2Livermore Coalition	Support			
East Bay Leadership Council	Support		Oppose	
Transform	Oppose		Support	
Urban Habitat	Oppose		Support	
Bay Area Transportation Working Group	Oppose		Support	
Transdef	Oppose			

# Support – Conventional BART

- Strong support from local community
  - Many express opposition to location of storage and maintenance facility
  - Many express preference for conventional BART extension to Greenville Road
- 11 Tri-Valley organizations support
  - One opposes
- Four regional organizations oppose
  - One supports

# Support – DMU/EMU

- Local community's 2<sup>nd</sup> preference
- One Tri-Valley organization opposes

# Support – Express Bus/BRT

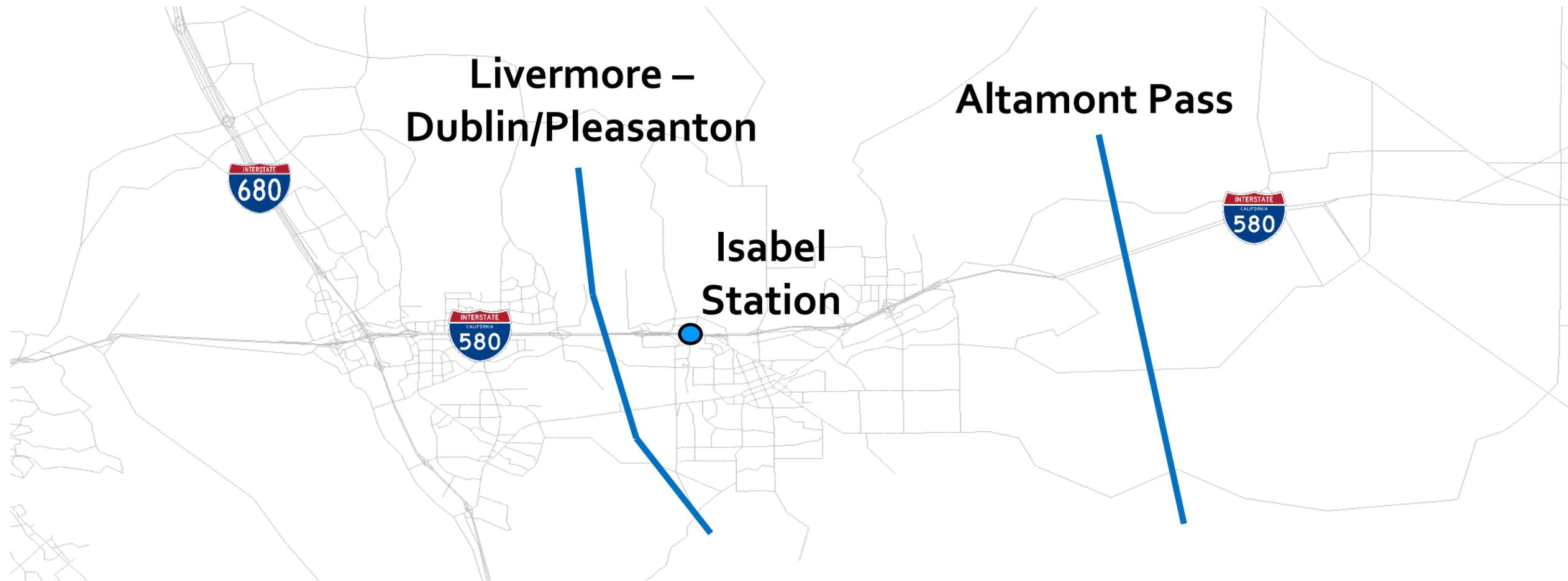
- Little support from local community
- Three Tri-Valley organizations oppose
- Three regional organizations support
  - One opposes

# Support – Enhanced Bus

- Little support from local community
- Two Tri-Valley organizations oppose

# 2040 Change in Roadway Volume

## *AM Westbound Peak Hour*



TOTAL*	19,560	11,620
Conventional BART	-1,020	310
DMU/EMU	-530	230
Express Bus/BRT	-50	-10
Enhanced Bus	-10	-5

\* No Project conditions

# BART Rider Travel Direction (2040)

	Dublin/Pleasanton		Isabel	
	Peak Direction	Reverse	Peak Direction	Reverse
No Project	79%	21%	n/a	n/a
Conventional BART	78%	22%	83%	17%
DMU/EMU	78%	22%	81%	19%
Express Bus/BRT	78%	22%	n/a%	n/a
Enhanced Bus	79%	21%	n/a	n/a

# MTC Project Performance Assessment

- MTC assessed 90 transportation projects for Plan Bay Area 2013
  - 13 prioritized for regional funding
  - All of these had Benefit/Cost ratio of at least 5
- BART to Isabel and DMU to Isabel Benefit/Cost ratio = 1
- I-580 Express Bus Benefit/Cost ratio = 2

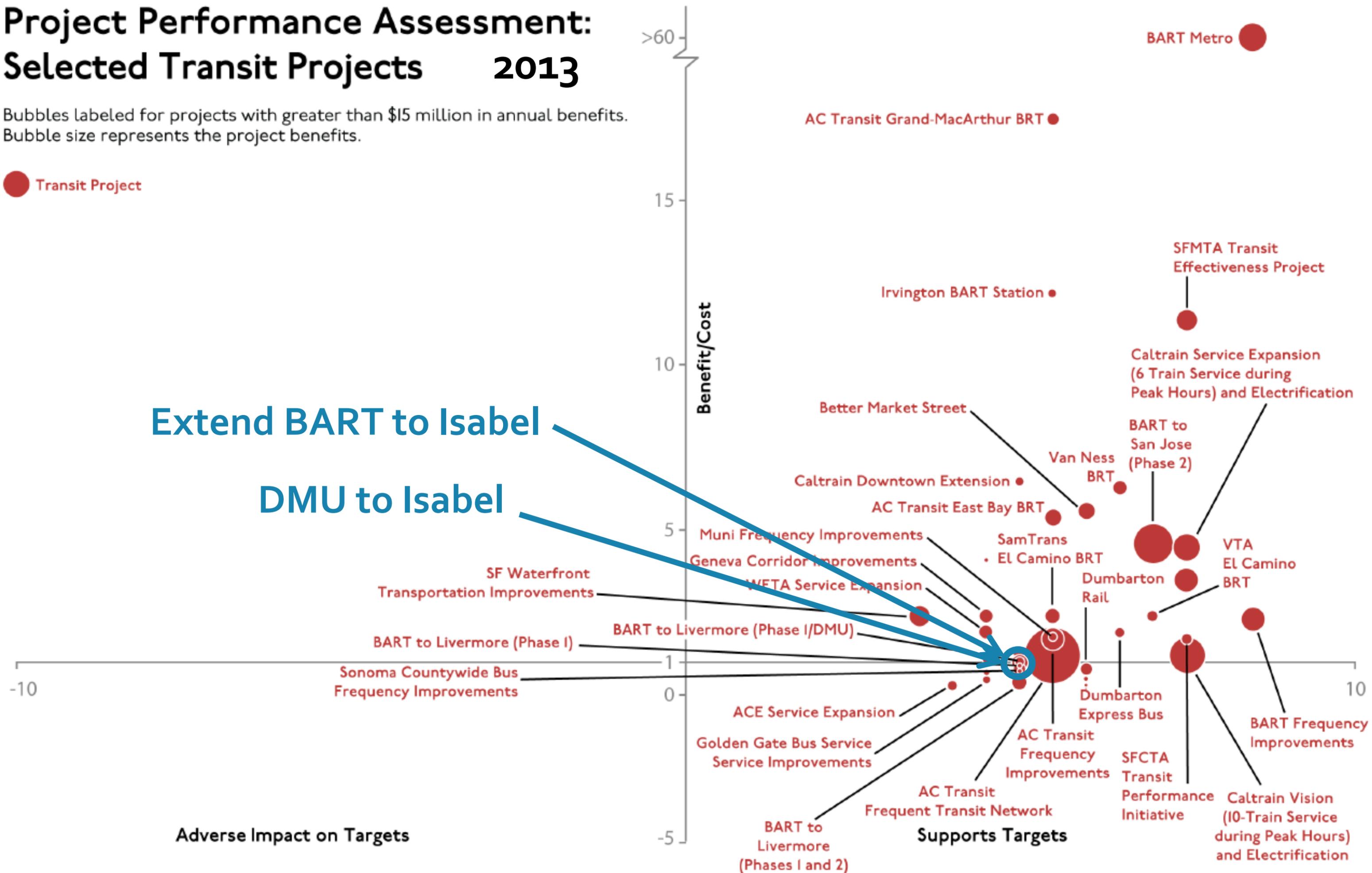
# Project Performance Assessment: Selected Transit Projects 2013

Bubbles labeled for projects with greater than \$15 million in annual benefits. Bubble size represents the project benefits.

● Transit Project

Extend BART to Isabel

DMU to Isabel



# Isabel Station Area Land Use Scenarios

	<b>Existing (2013)</b>	<b>GP Build Out (increase over Existing)</b>	<b>PBA, year 2040 (increase over Existing)</b>	<b>INP Build Out (increase over Existing)</b>
Housing Units	1,400	+0	+2,200	+4,100
Jobs	10,500	+5,900	+1,800	+9,100

# Isabel Station Area Land Use Scenarios

## *Conventional BART Alternative*

	PBA, year 2040*	INP Build Out**
BART Systemwide Weekday Boardings Increase	11,900	13,400
VMT Weekday Reduction	244,000	272,700
GHG Annual Reduction	11,200 tons CO <sub>2</sub> e	12,800 CO <sub>2</sub> e
Farebox Recovery	88%	101%
Cost per New BART Boarding (2016\$)	\$20.56	\$18.26

\* Also assumes no parking expansion at Dublin/Pleasanton

\*\* Also assumes parking expansion at Dublin/Pleasanton

# Isabel Station Area Land Use Scenarios

## *Express Bus/BRT Alternative*

	PBA, year 2040	GP Build Out
BART Systemwide Weekday Boardings Increase	3,500	2,200*
Cost per New BART Boarding (2016\$)	\$14.11	\$22.44*

\* Calculated by City of Livermore

# Proposed Decision Process

## Two-part decision

1. Certify the EIR
2. Take action on a project
  - a. Adopt Conventional BART\*
  - b. Adopt DMU/EMU\*\*
  - c. Adopt Express Bus/BRT
  - d. Adopt Enhanced Bus
  - e. Do not adopt a project

Preferably completed by June 30, 2018

\* Requires Livermore to first adopt their INP

\*\* Requires Livermore to first develop and adopt an INP for DMU/EMU

# LVX Project Development Next Steps

	Conv BART	DMU/ EMU	Exp Bus/ BRT	Enh Bus	No Project
Livermore adopt INP*		●			
Submit for Alameda County Transportation Plan, PBA	●	●	●	●	
Request funds from ACTC, MTC for 30% design, initial ROW work	●	●	●	●	
Request funds for NEPA	●	●	●		
Begin NEPA	●	●	●		
Fill \$1.1B funding gap	●	●			

\* Assuming BART does not waive System Expansion Policy