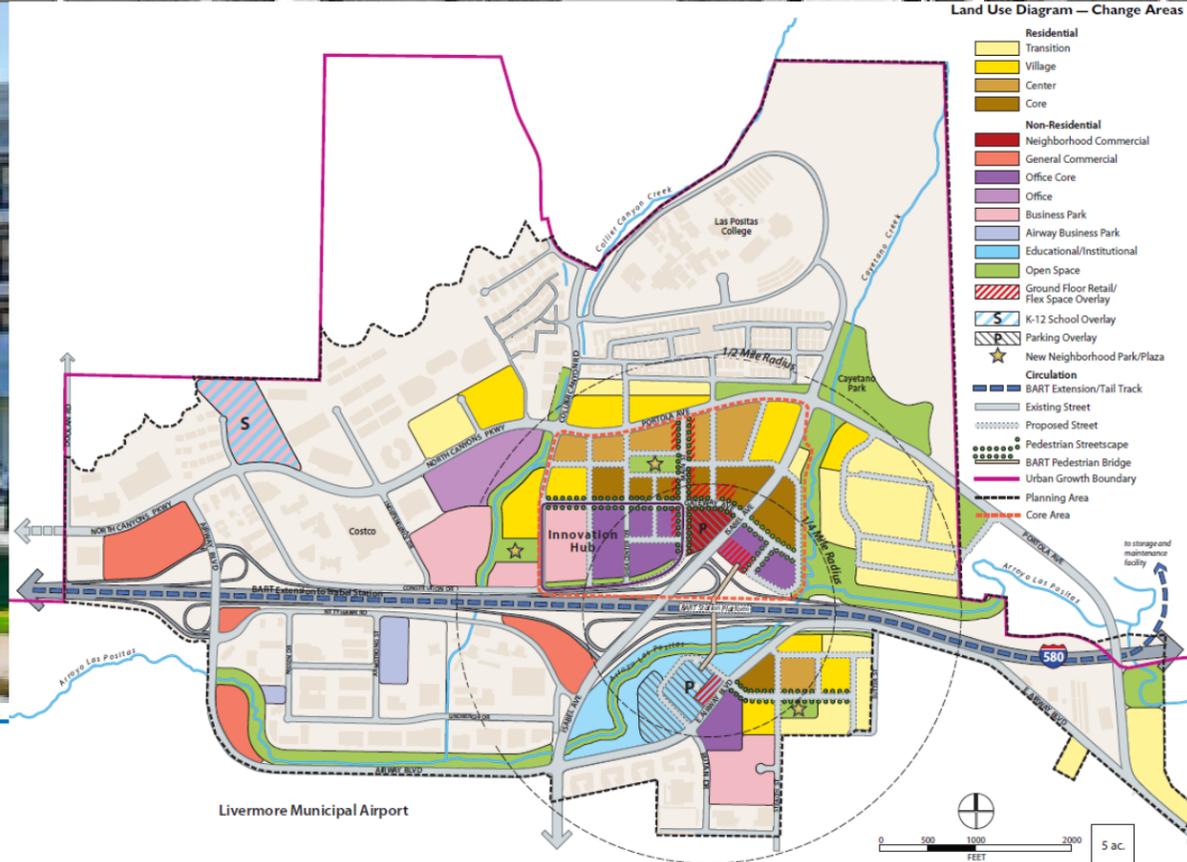


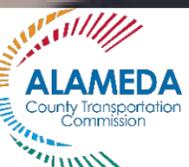
BART to Livermore – Project Update

May 10, 2018

Presentation to BART Board of Directors



Funding by



Meeting Topics

- Public Outreach Update
- 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
- Apr 20, 2018: Released Alternatives Outreach Report
bart.gov/Livermore
- May 2018: Release Final EIR

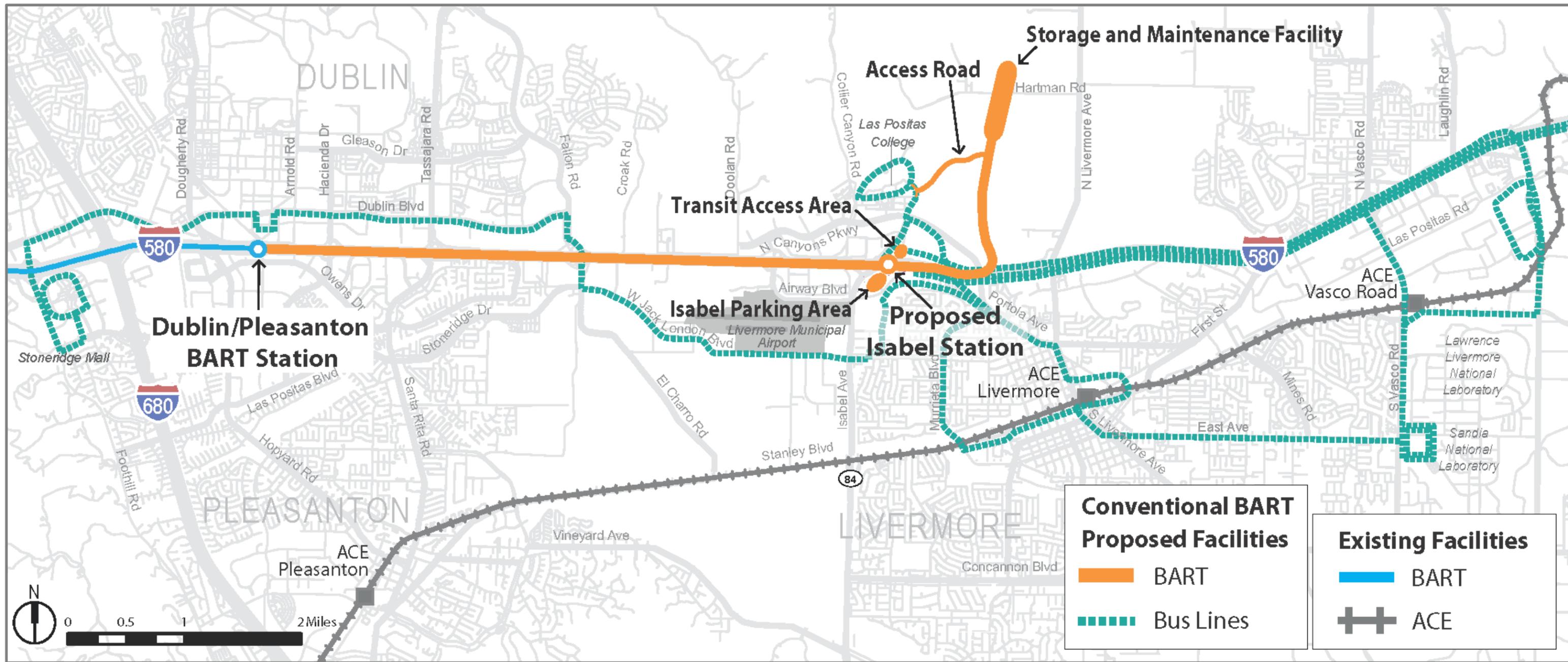
BART Board Meetings

- 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 10, 2018: LVX Update
- May 24, 2018: Board Consider Certifying EIR and Taking LVX Action

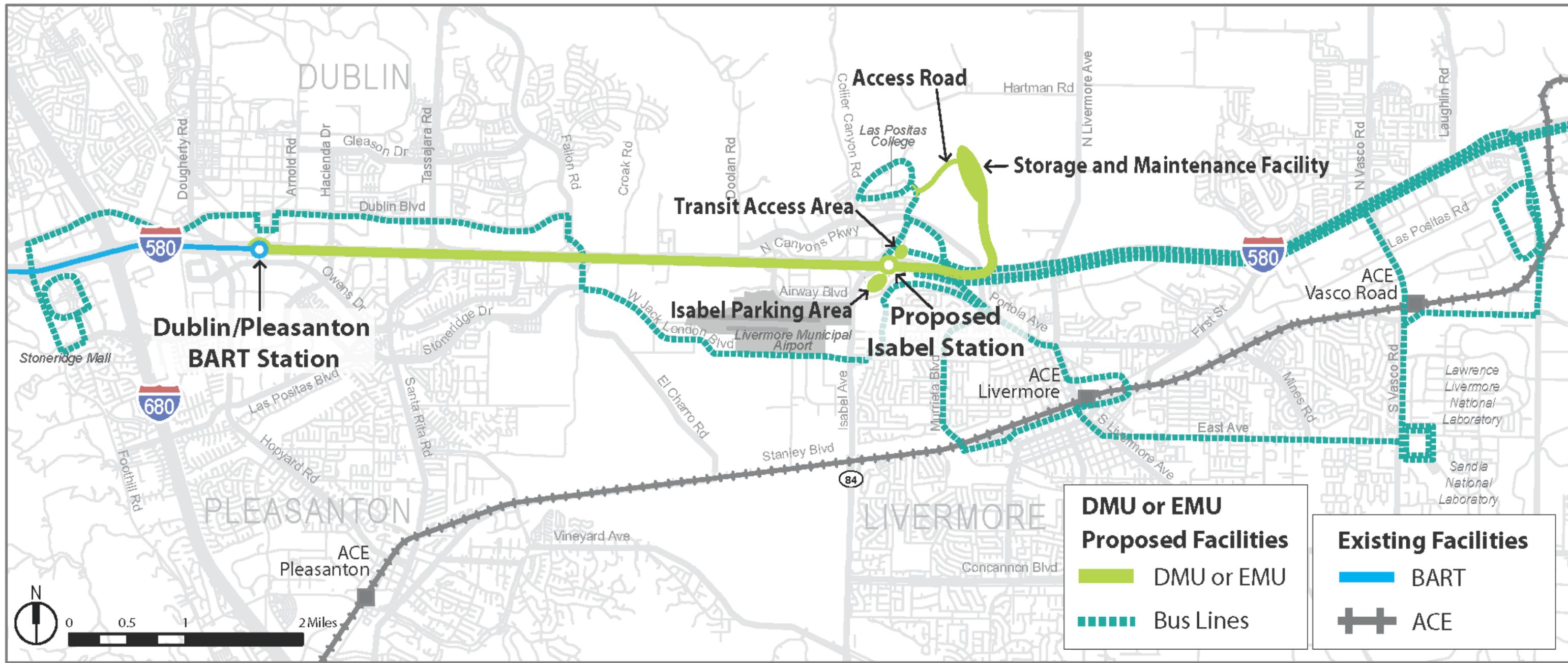
Schedule Considerations

- 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 for Conventional BART

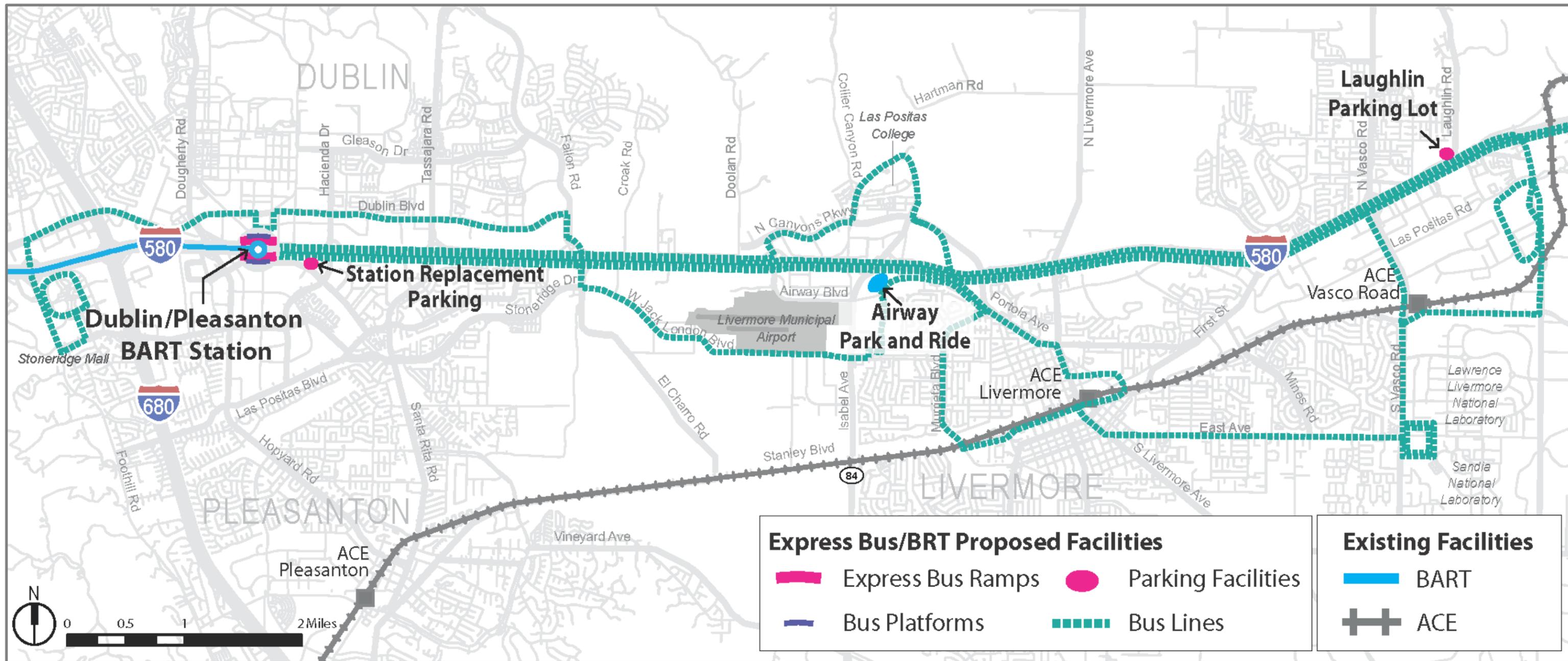
Proposed Project Conventional BART to Isabel



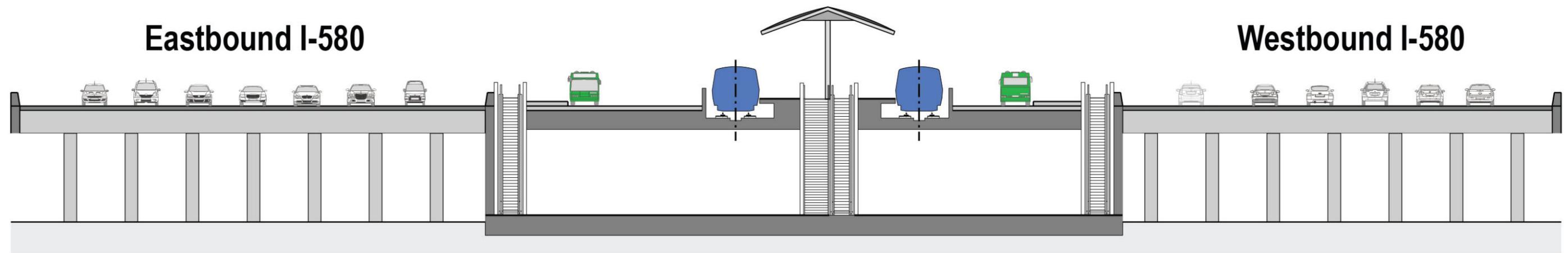
Alt 1 Diesel Multiple Unit (DMU) or Electric Multiple Unit (EMU)



Alt 2 Express Bus/ Bus Rapid Transit (BRT)



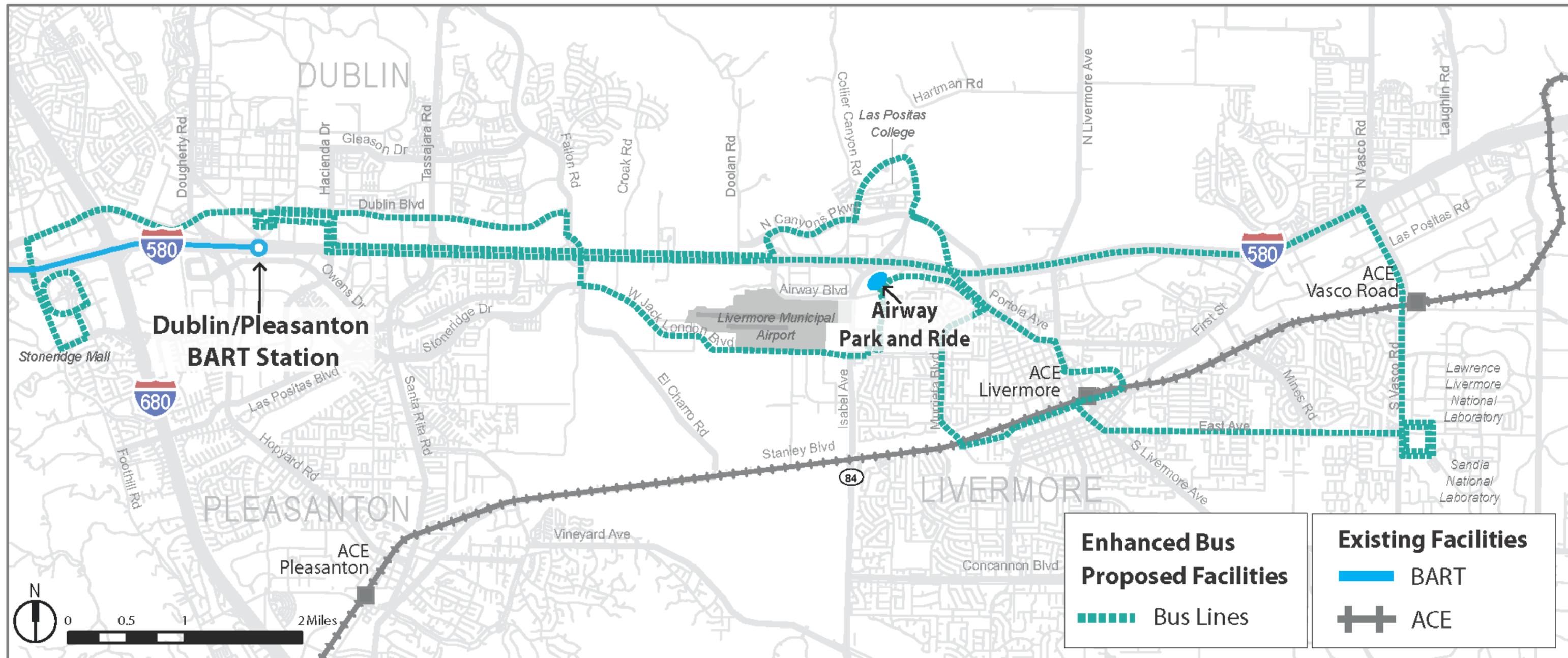
Alt 2 Express Bus/BRT at Dublin/Pleasanton Station



Express Bus Cross-section

Above shows cross-section at the station

Alt 3 Enhanced Bus



Support by Organizations

	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			
Alameda County Comm Development	Support*			
Livermore Valley Chamber of Commerce	Support			
Lawrence Livermore Laboratory	Support			
IKEA Dublin	Support			
Chamberlin Associates	Support			
Hamcor, Inc.	Oppose	Oppose	Oppose	
Shea Homes	Support			
Livermore Valley Winegrowers Assoc	Support			

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



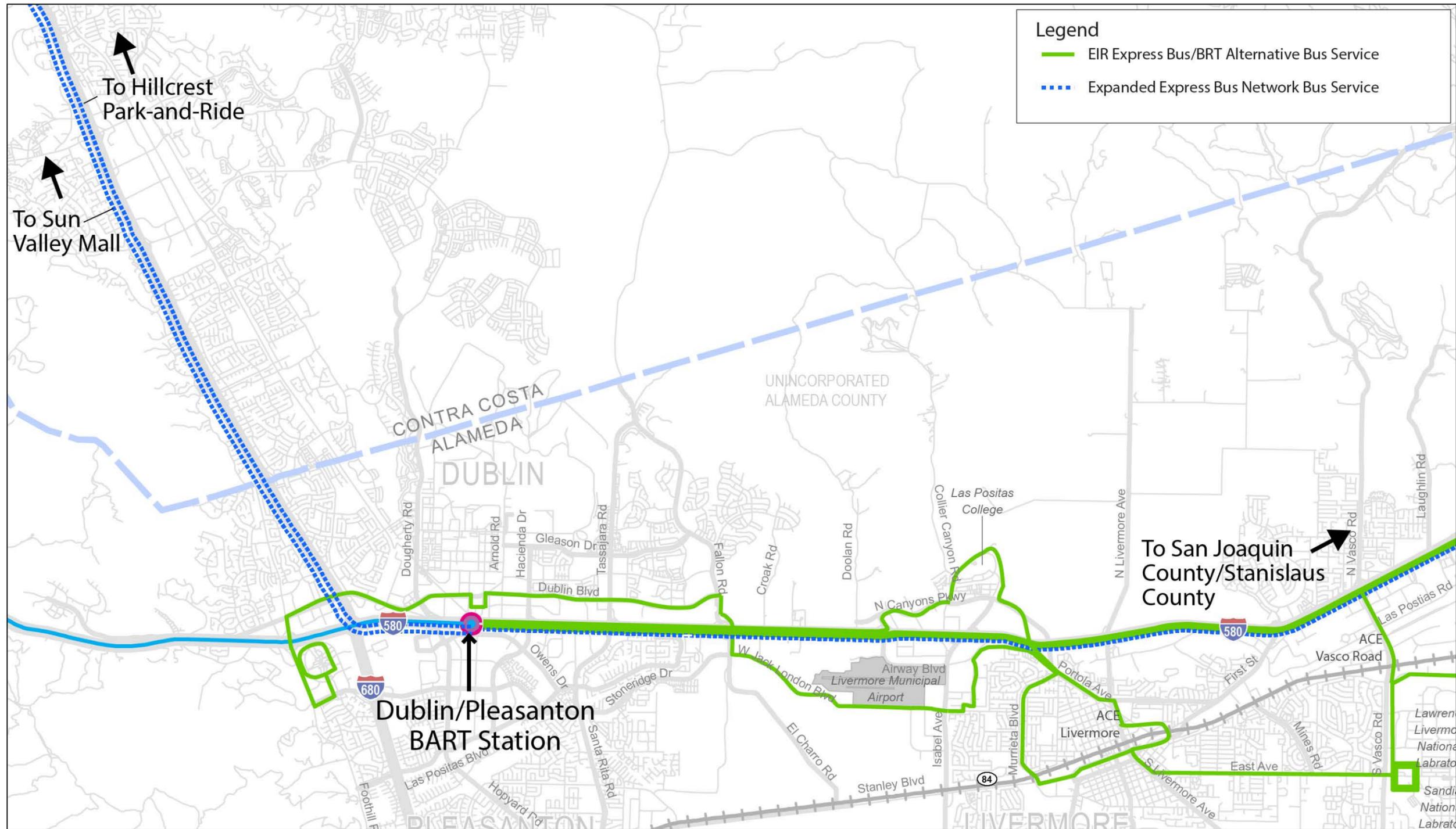
Support by Organizations, cont.

	Conv BART	DMU/ EMU	Exp Bus/ BRT	Enh Bus
Visit Tri-Valley	Support			
BART2Livermore Coalition	Support			
East Bay Leadership Council	Support			
Alameda County Bldg & Const Trades	Support			
SEIU Local 1021, BART Chapter	Support			
Eden Housing	Support			
Housing Consortium of East Bay	Support			
Transform	Oppose		Support	
Urban Habitat	Oppose		Support	
Bay Area Transportation Working Group	Oppose		Support	
Transdef	Oppose			
East Bay for Everyone	Oppose			

Support by Policymakers

	Conv BART	DMU/ EMU	Exp Bus/ BRT	Enh Bus
US Representative Swalwell	Support			
Alameda County Supervisor Haggerty	Support			
Livermore Mayor Marchand	Support			
Pleasanton Council	Support		Oppose	Oppose
Dublin Mayor Haubert	Support			

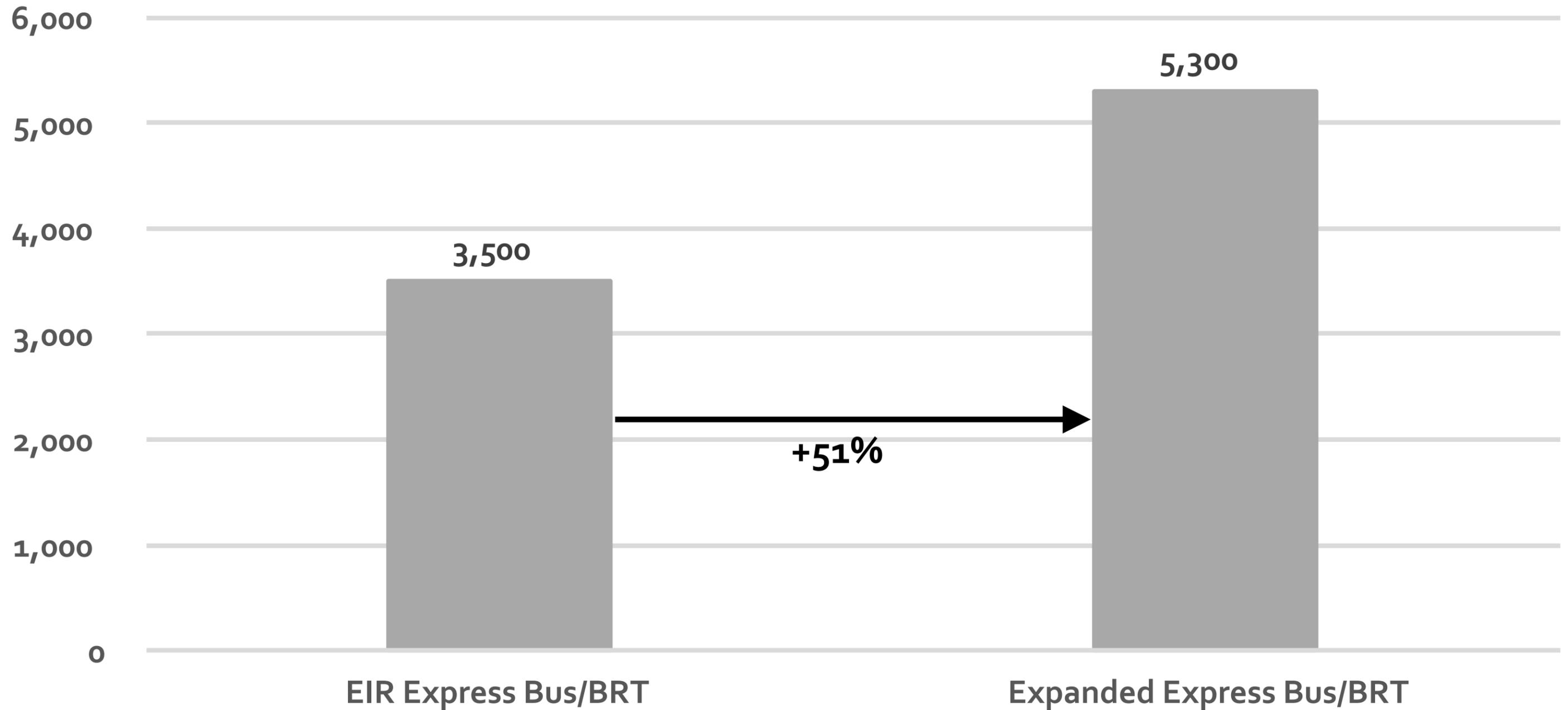
Expanded Express Bus/BRT Network



- Assumes I-580 to I-680 connection possible without using local roads

Expanded Express Bus/BRT Network

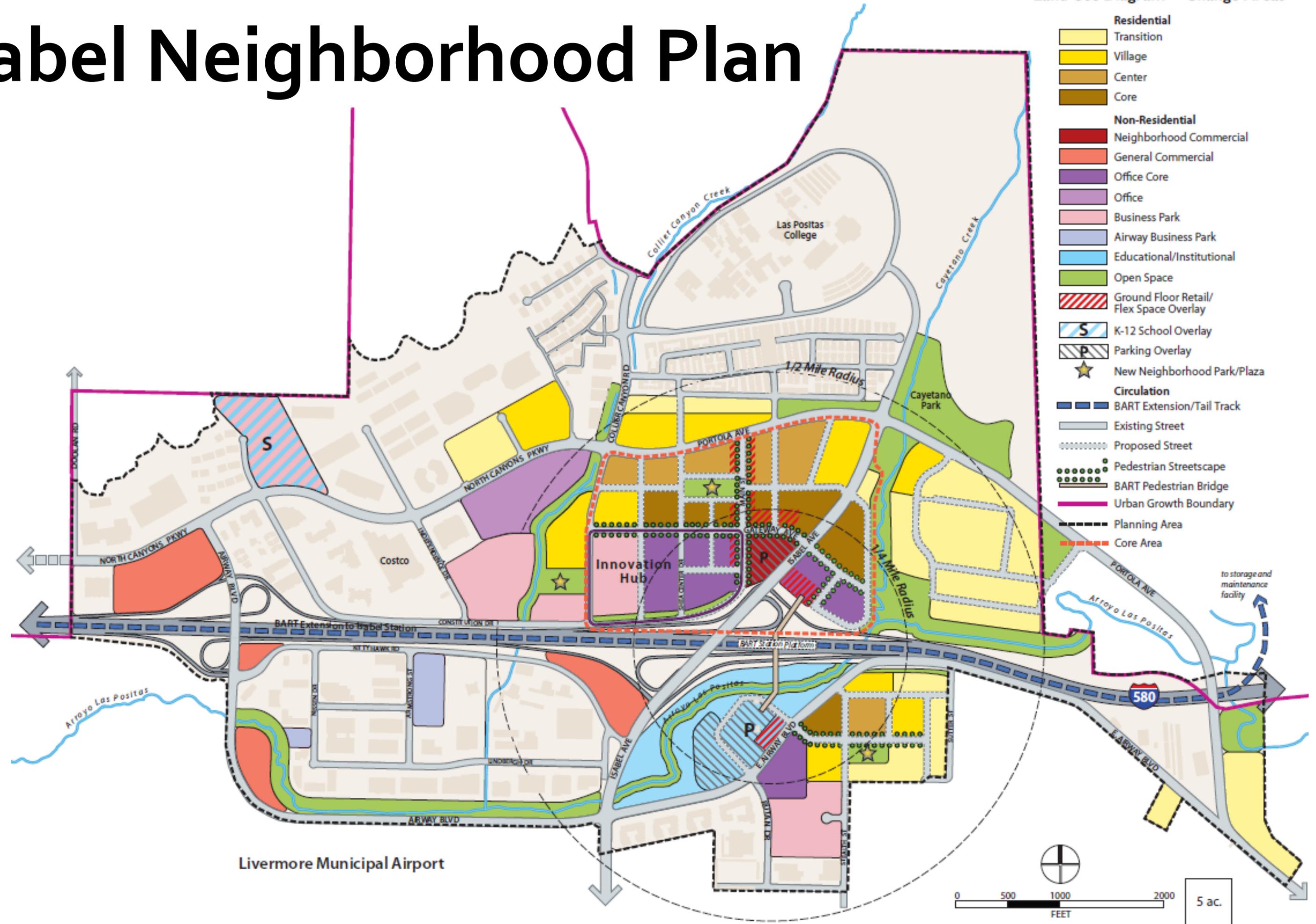
2040 Increase in BART Systemwide Boardings (average weekday)



- Unclear if financially viable

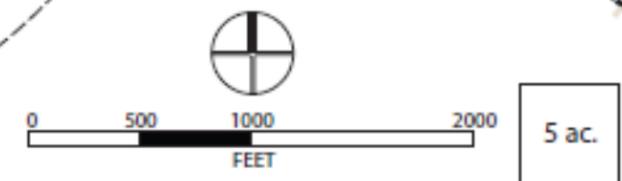
Isabel Neighborhood Plan

Land Use Diagram — Change Areas



- Residential**
- Transition
- Village
- Center
- Core
- Non-Residential**
- Neighborhood Commercial
- General Commercial
- Office Core
- Office
- Business Park
- Airway Business Park
- Educational/Institutional
- Open Space
- Ground Floor Retail/
Flex Space Overlay
- K-12 School Overlay
- Parking Overlay
- New Neighborhood Park/Plaza
- Circulation**
- BART Extension/Tail Track
- Existing Street
- Proposed Street
- Pedestrian Streetscape
- BART Pedestrian Bridge
- Urban Growth Boundary
- Planning Area
- Core Area

Livermore Municipal Airport



INP and LVX Alternatives

Alternative	Isabel Station Area Land Use
Conventional BART	INP being developed for this alternative
DMU/EMU	INP likely need to be re-assessed
Express Bus/BRT	Likely no change to existing General Plan
Enhanced Bus	Likely no change to existing General Plan

Land Use Scenarios – Isabel Station Area

	Existing	GP Build Out (increase over Existing)	PBA, year 2040 (increase over Existing)	INP Build Out (increase over Existing)
Housing Units	1,400	0	2,200	4,100
Jobs	8,700	5,900	1,800	9,100

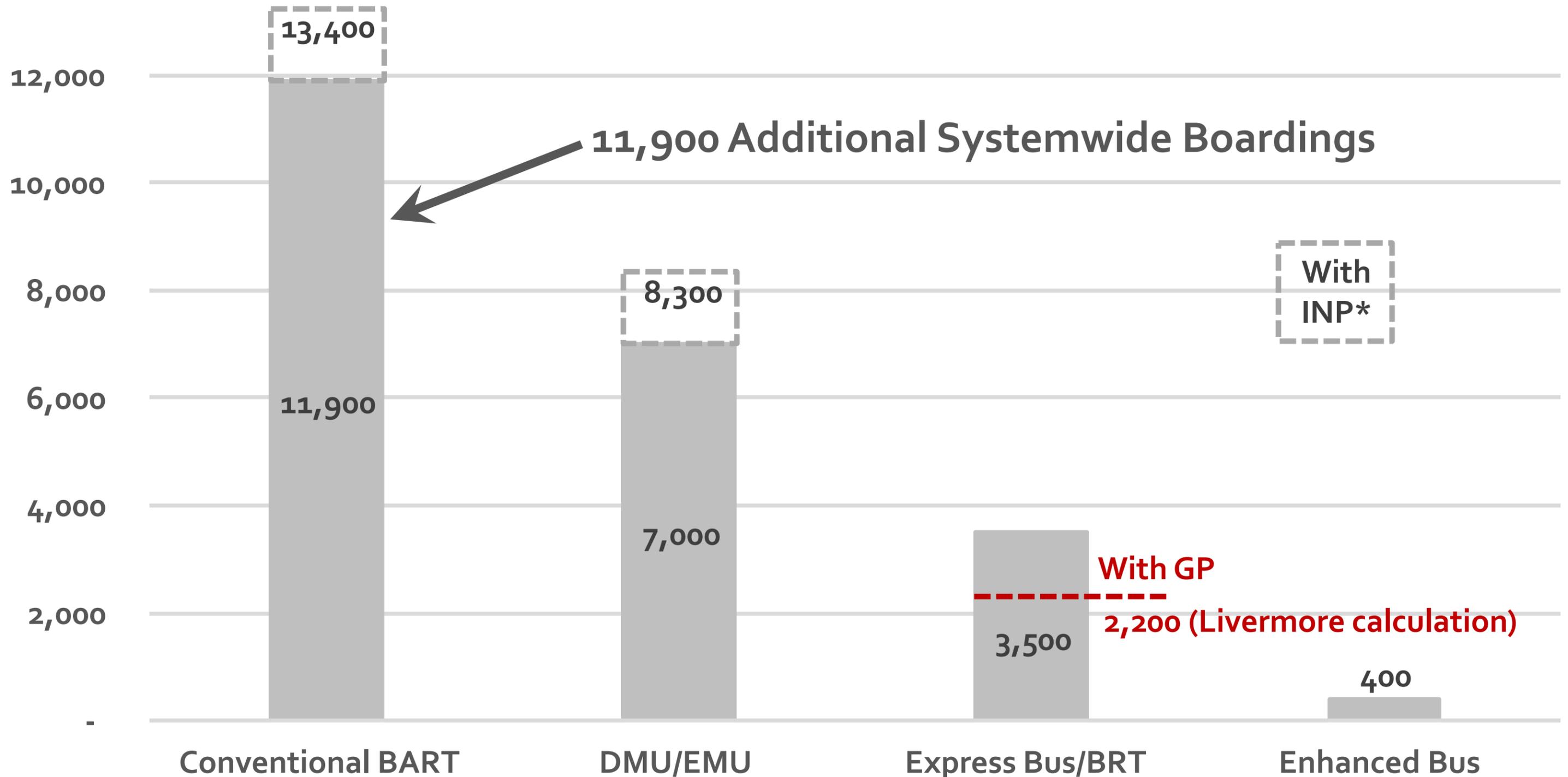
Land Use Scenarios – Rest of Livermore

	GP Build Out (increase over Existing)	PBA, year 2040 (increase over Existing)	INP Build Out (increase over Existing)
Housing Units	~4,500	~4,500	~4,500
Jobs	~13,000	~13,000	~13,000

INP Phasing

	Phase 1	Phase 2	Phase 3	TOTAL
Trigger	BART adoption of Conventional BART	Full funding for LVX secured	LVX construction starts	
Housing Units	1,247	529	2,319	4,095

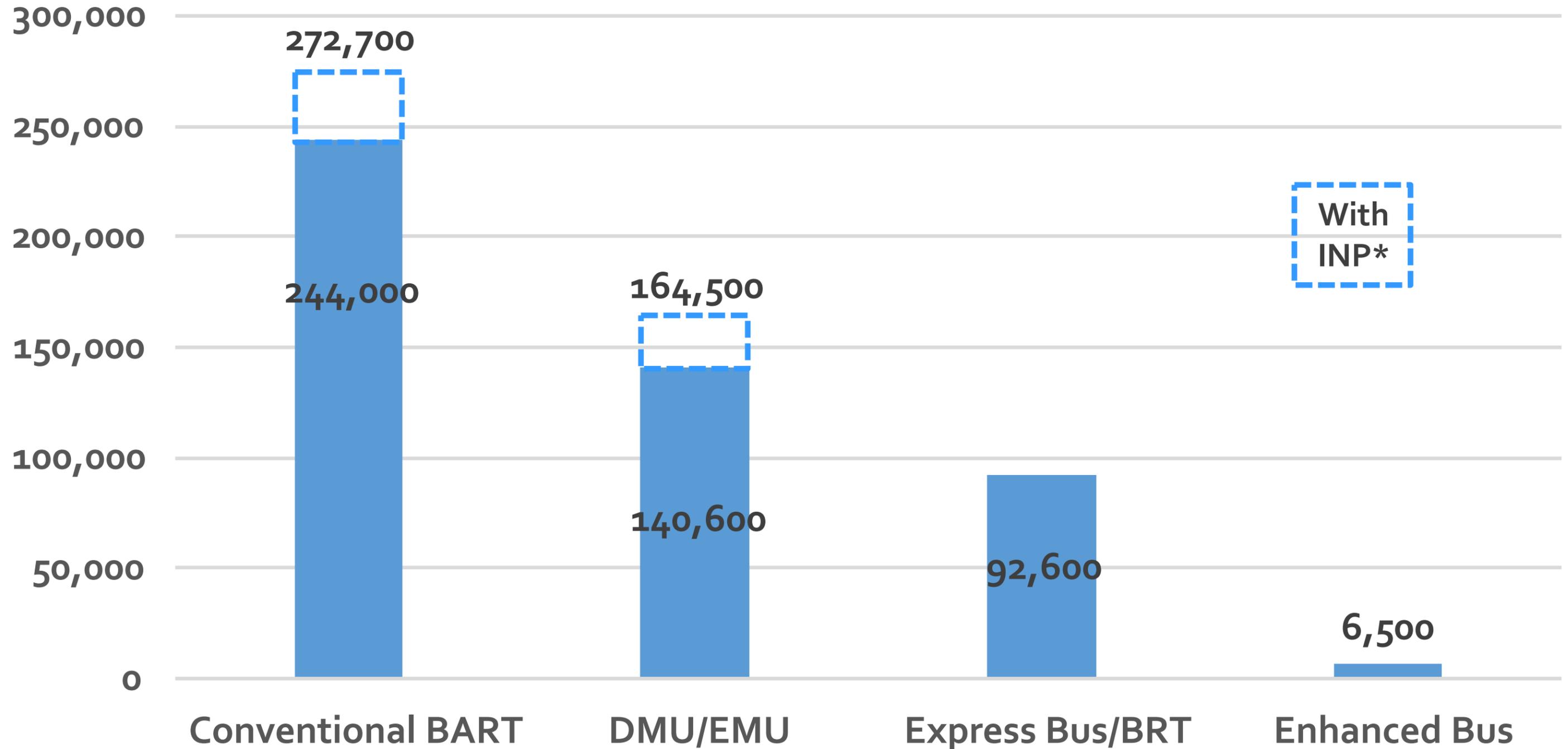
2040 Increase in BART Systemwide Boardings (average weekday)



* Also adds parking expansion at Dublin/Pleasanton

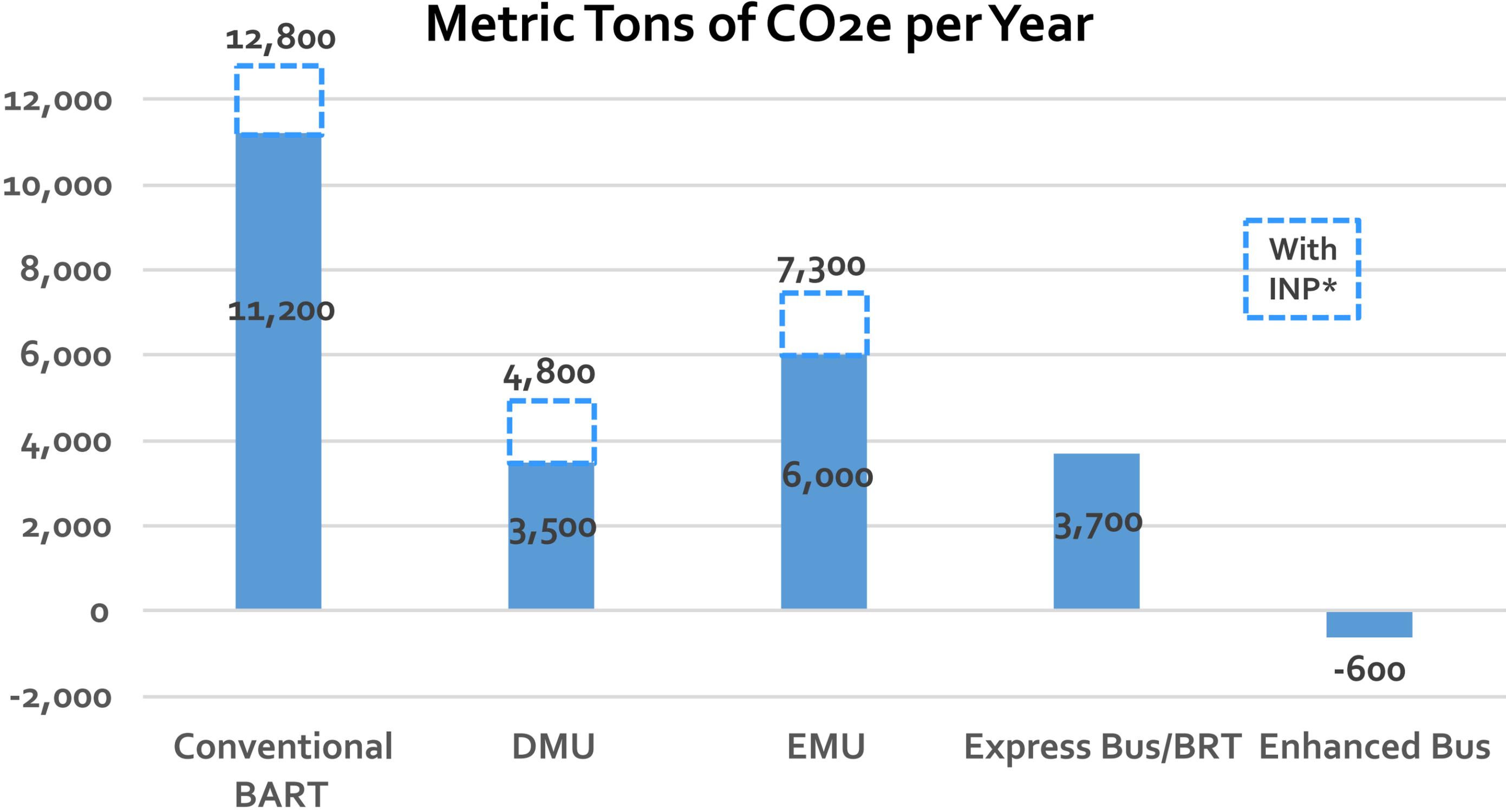
2040 Reduction in Vehicle Miles Traveled

Average Weekday



* Also adds parking expansion at Dublin/Pleasanton

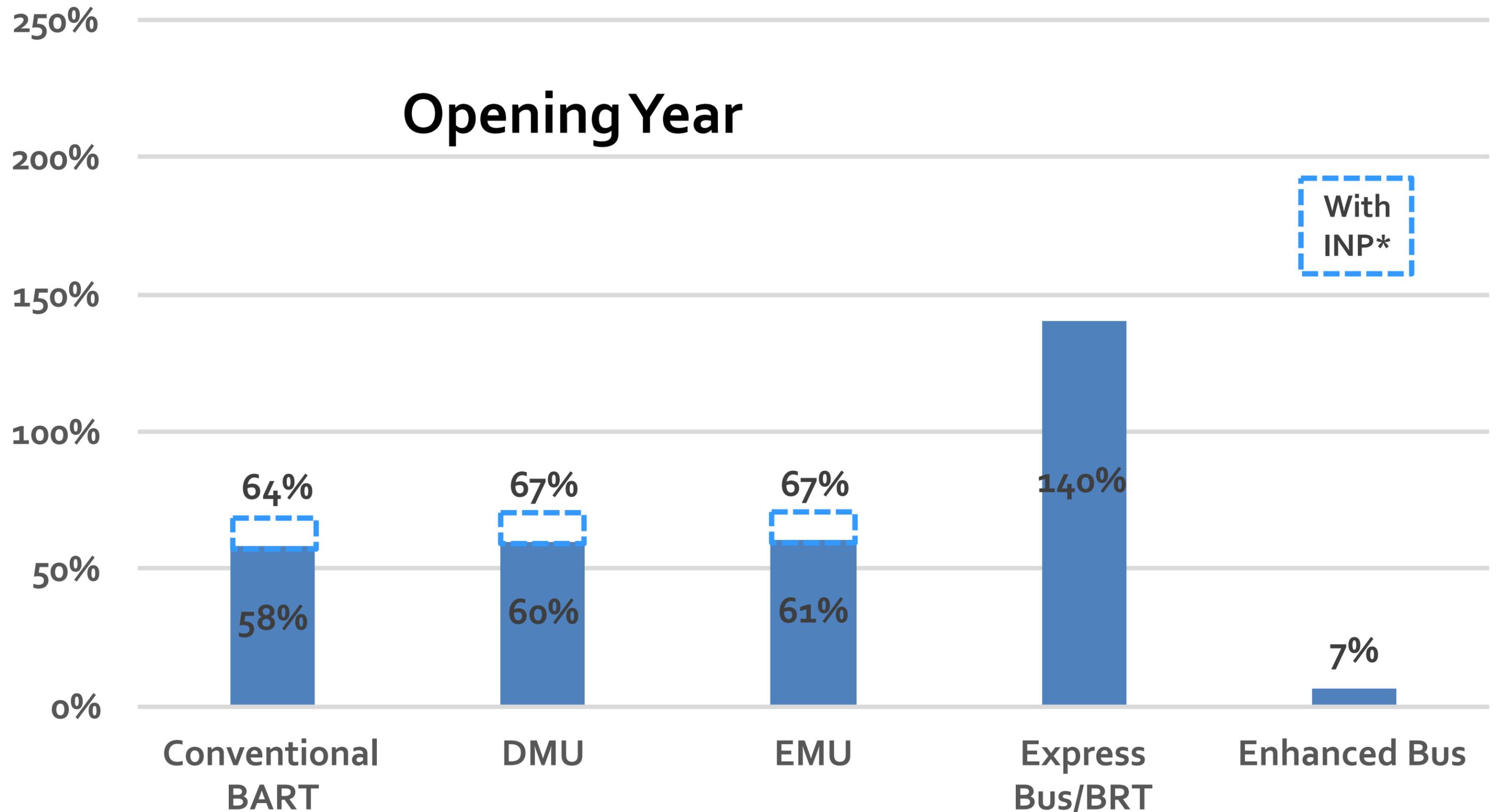
2040 Reduction in GHG Emissions



* Also adds parking expansion at Dublin/Pleasanton

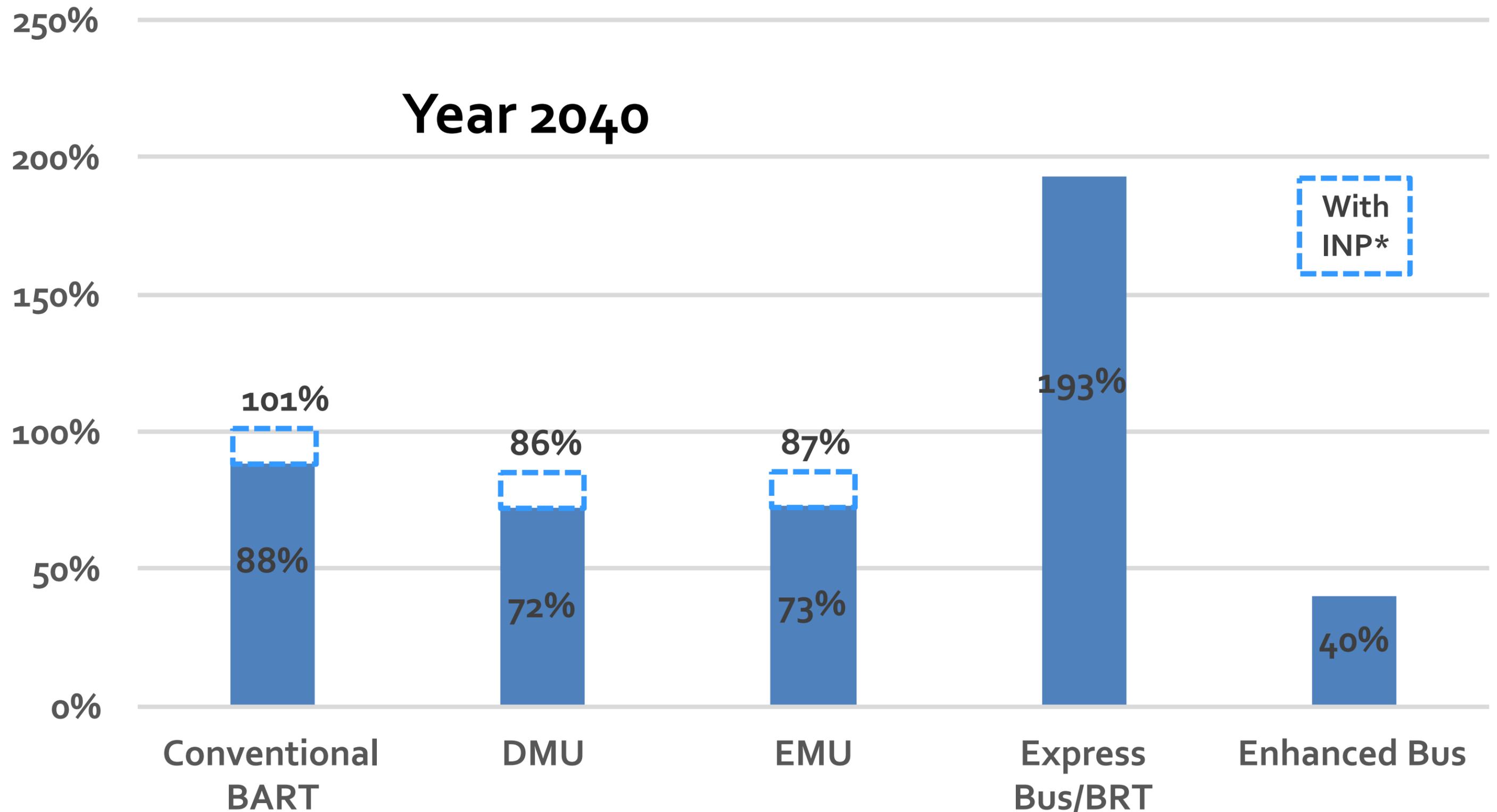


Farebox Recovery



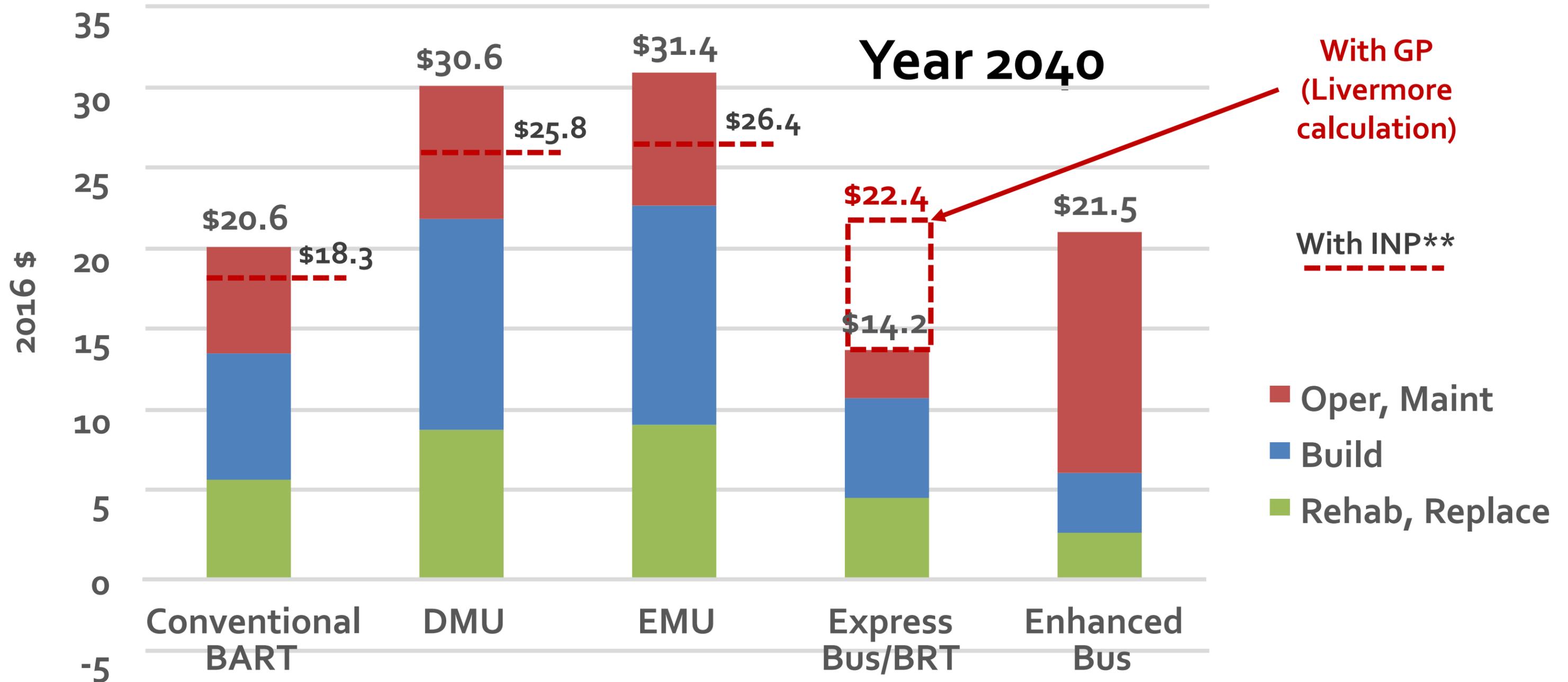
* Also adds parking expansion at Dublin/Pleasanton

Farebox Recovery



* Also adds parking expansion at Dublin/Pleasanton

Cost* per New BART Boarding



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

** Also adds parking expansion at Dublin/Pleasanton



2040 Change in Roadway Volume

AM Westbound Peak Hour

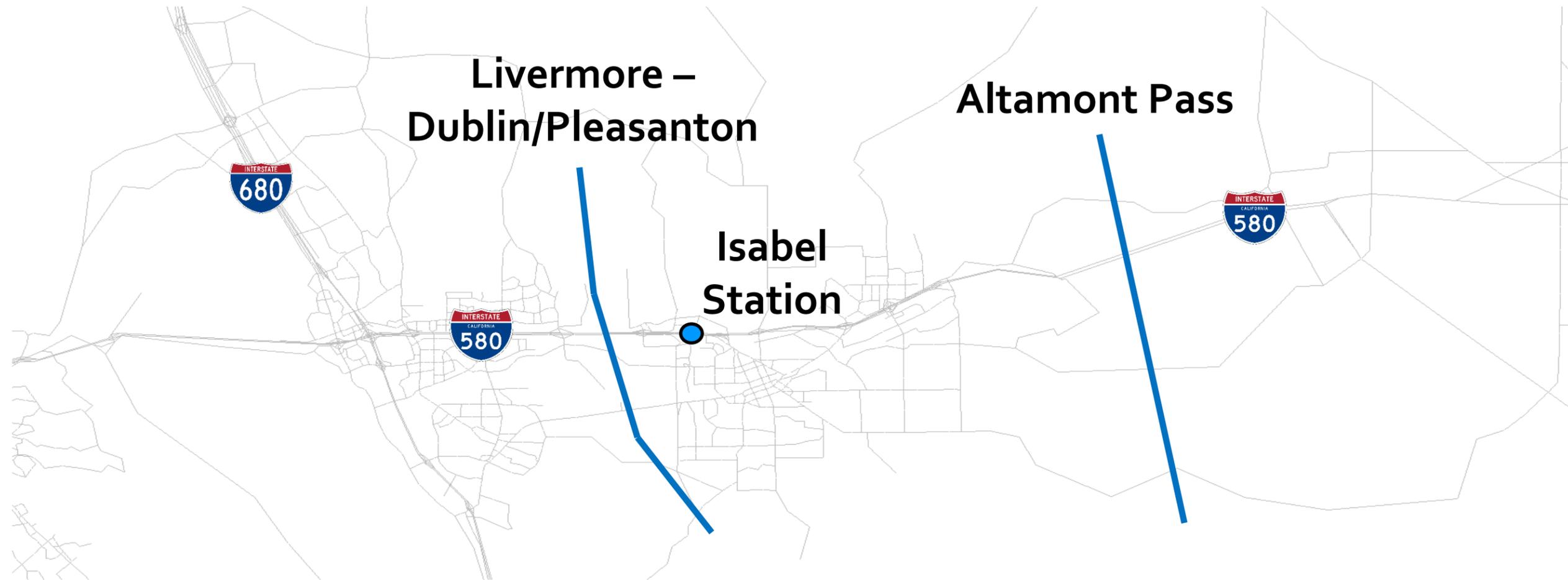


TOTAL*	19,560	11,620
Conventional BART	-1,020	310
DMU/EMU	-530	230
Express Bus/BRT	-50	-10
Enhanced Bus	-10	-5

* No Project conditions

2040 Change in Roadway Volume

AM Westbound Peak Hour With INP**



TOTAL*	19,560	11,620
Conventional BART	-560	470
DMU/EMU	-500	400
Express Bus/BRT	30	20
Enhanced Bus	30	15

* No Project conditions

** Also adds parking expansion at Dublin/Pleasanton

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

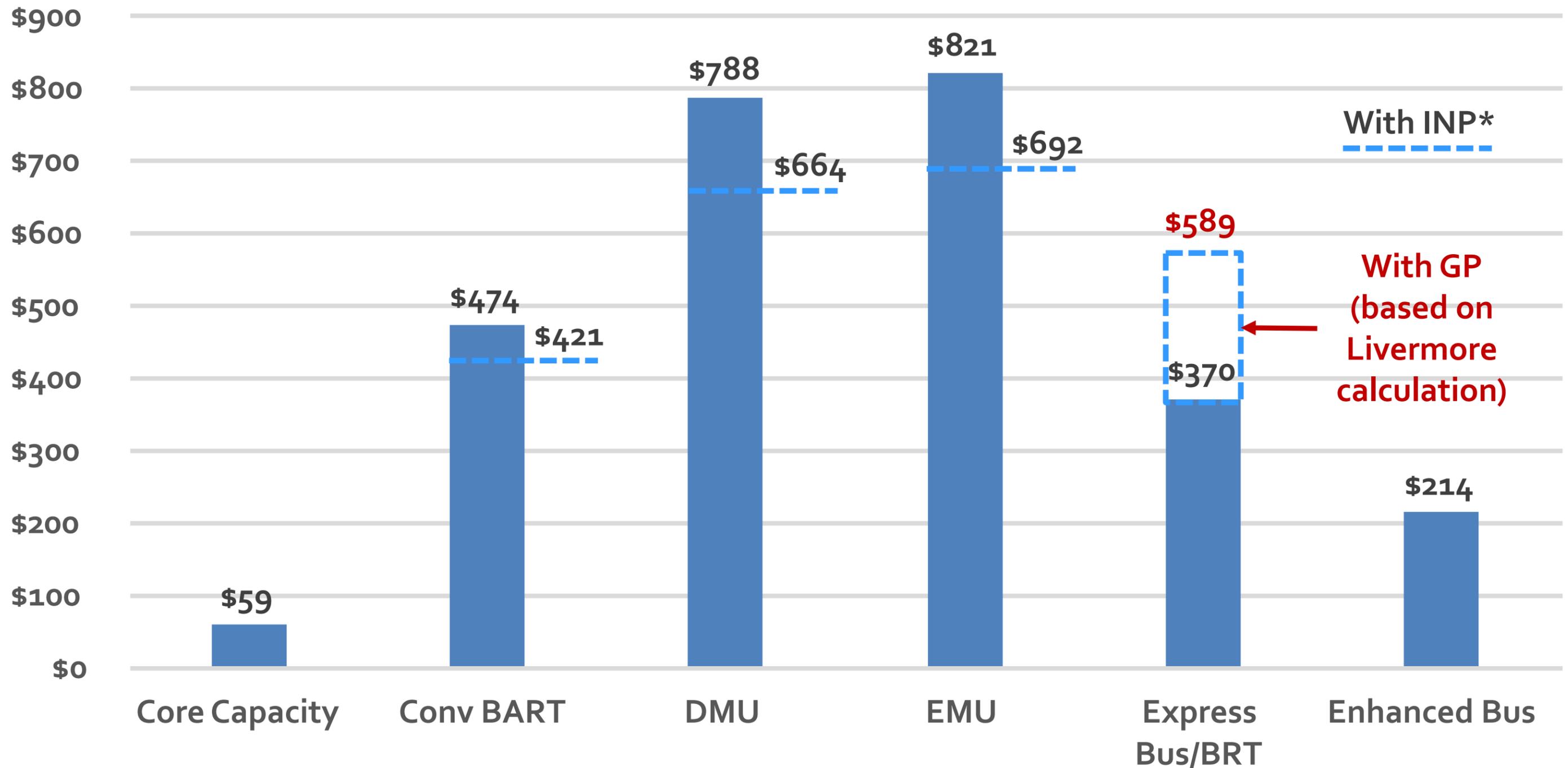
* Cost to design and construct

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

Core Capacity Project

- 306 BART vehicles
- Communication-based train control
- HMC Phase II
- Traction power
- \$3.5 billion

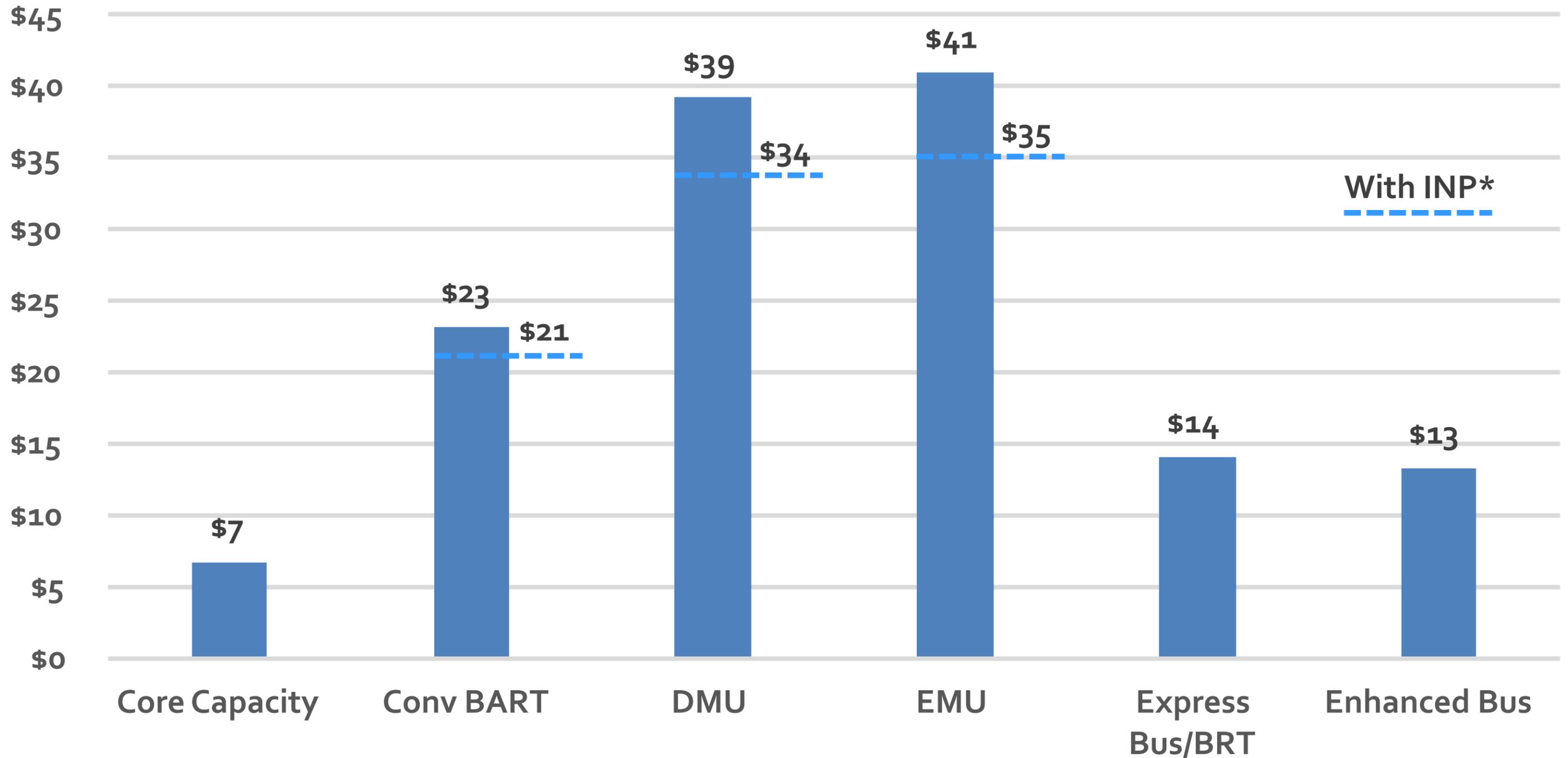
Capital Cost per New Annual BART Boarding



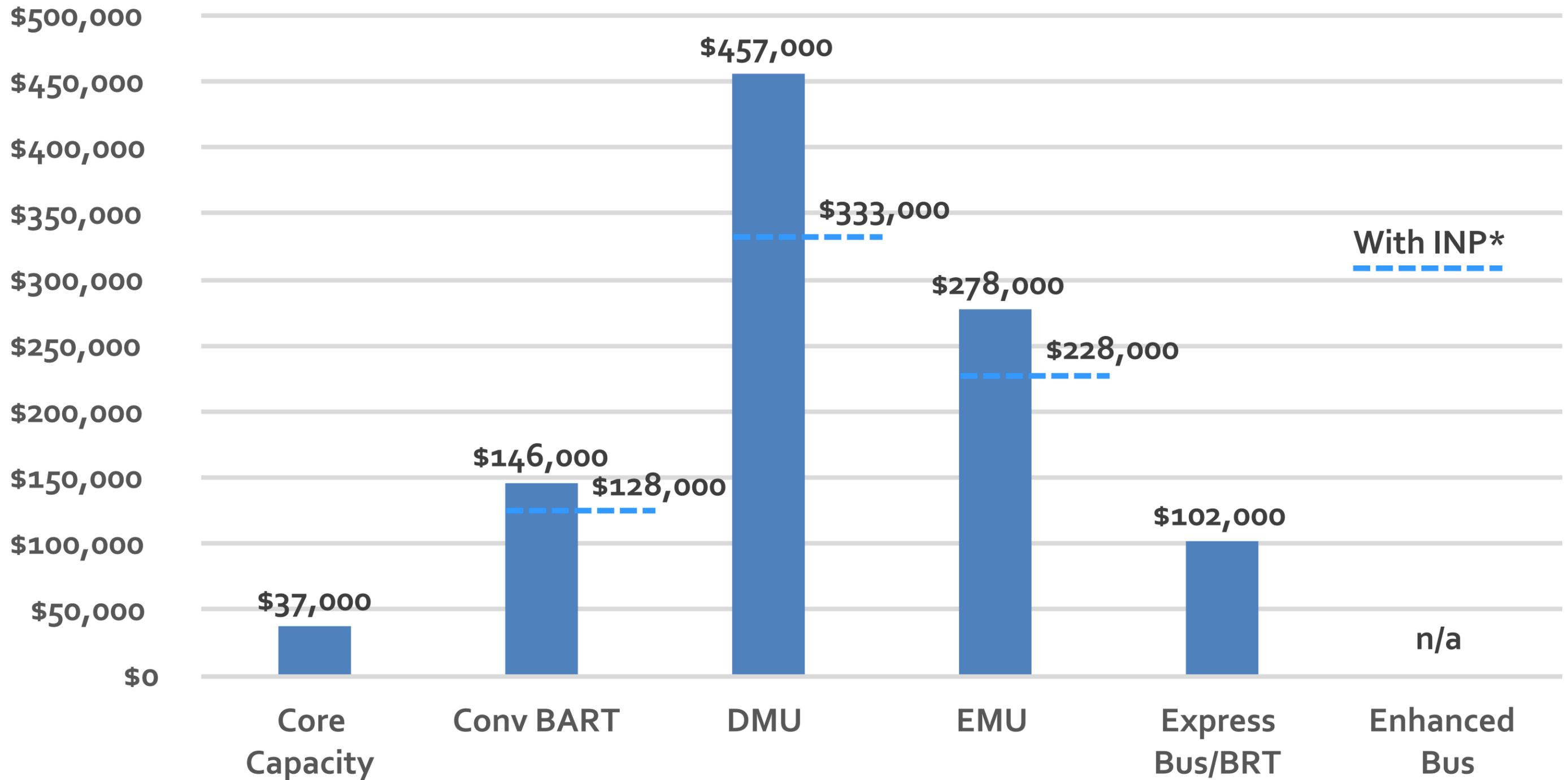
** Also adds parking expansion at Dublin/Pleasanton



Capital Cost per Annual VMT Reduction



Capital Cost per Annual Ton of CO₂e Reduction



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

Goal to complete by June 30, 2018

* Requires Livermore to first adopt their INP

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