

BART to Livermore Extension Project

Alternatives Evaluation Outreach Report



April 2018

BART to Livermore Extension Project Alternatives Evaluation

Outreach Report

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INTRODUCTION and PROJECT BACKGROUND

About the Public Outreach Report

The San Francisco Bay Area Rapid Transit District (BART) is evaluating whether to adopt the Proposed Project, one of three build alternatives, or to not adopt a project for the BART to Livermore Extension Project. The Proposed Project and build alternatives are described below. BART released a Draft Environmental Impact Report (EIR) on July 31, 2017 evaluating the Proposed Project and alternatives. From August 2017 through April 2018, BART implemented a public involvement process specifically to obtain feedback on the Proposed Project and alternatives. To support this process, BART released the BART to Livermore Extension Proposed Project and Build Alternatives Evaluation Report (Evaluation Report) which compared the Proposed Project and build alternatives across a variety of evaluation metrics. The evaluation report can be found on the BART to Livermore webpage <http://www.bart.gov/about/projects/liv>.

The objectives of the public outreach process were for the BART Project Team to provide information about the project alternatives and to receive input from stakeholders and the public regarding any preference for a specific alternative.

Through the public outreach process, the Project Team received input on which alternative individuals preferred the most, or preferred the least, and reaction to any perceived trade-offs. The public input received will serve to inform BART regarding preferences for one of the four alternatives (Conventional BART, DMU/EMU, Express Bus/BRT, or Enhanced Bus) to provide improved BART service to Livermore.

The Evaluation Report assesses the cost, ridership, land acquisition, equity, technological applications and other considerations for each alternative and provides comparisons between alternatives. In contrast, the environmental review process conducted for the EIR provided a framework to evaluate environmental impacts and identify mitigations for the Proposed Project and alternatives. All this information will be presented to the BART Board of Directors to assist them in deciding whether to adopt the Proposed Project, adopt one of the build alternative, or not adopt a project. This decision is tentatively expected to occur in June 2018.

This report provides a summary of the public outreach process and opportunities provided to stakeholders and the public to provide input. A summary of key findings and meetings with stakeholders is also included in the report. The report appendices provide detailed information regarding information materials and displays used, survey responses, and notes from many stakeholder and public meetings. This report is a companion piece to the BART to Livermore Extension Proposed Project and Build Alternatives Evaluation Report released February 2018 and updated in April 2018.

BART to Livermore Extension Project Overview

The BART to Livermore Extension Proposed Project is a five-mile extension using conventional BART technology from the current Dublin/Pleasanton Station to a proposed new BART Station in Livermore, just east of the Interstate 580 and Isabel Avenue interchange. The Proposed Project, also referred to as the “Conventional BART Project,” was developed in partnership with the City of Livermore.

The BART to Livermore Extension Project Draft EIR was published on July 31, 2017, and the CEQA comment period extended through October 16, 2017. The public outreach for the Alternatives Evaluation was a parallel, but separate process, that began in August 2017 and extended through April 2018. Although overlapping to some degree in timing, the two public processes had different purposes. The intent of the CEQA comment period was to solicit comments on the adequacy and completeness of the Draft EIR. The intent of the Alternatives Evaluation outreach was to encourage public input on which of the alternatives the public preferred. Comments received on the Draft EIR are included in the Response to Comments document, which is part of the Final EIR for the BART to Livermore Project. The stakeholder input received by BART in response to the meetings or the Alternative Evaluation Report have not been considered in the *Response to Comments* for the Draft EIR. Comments collected following the DEIR comment period closed are included in Appendix C.

Description of Proposed Project and Build Alternatives

The Draft EIR and the Evaluation Report evaluate the Proposed Project and three build alternatives:

- **Proposed Project** – The Proposed Project is an extension of the BART system using conventional BART technology from the existing system terminus at the Dublin/Pleasanton Station to a new station located near the Isabel Avenue/I-580 interchange in the city of Livermore.
- **DMU Alternative / EMU Option** – The Diesel Multiple Unit (DMU) Alternative uses a similar alignment as the Proposed Project but differs in vehicle technology. DMUs are self-propelled rail cars that use a diesel engine to generate power and run on a standard-gauge rail track. The Electric Multiple Unit (EMU) Option is generally the same as the DMU Alternative, except that it is electric-powered rather than diesel-powered.
- **Express Bus / Bus Rapid Transit (BRT) Alternative** – Under this alternative, new bus ramps from the I-580 express lanes to new bus transfer platforms would be constructed at the existing Dublin/Pleasanton Station to facilitate direct connections between BART and connecting buses. No rail extension would be included.
- **Enhanced Bus Alternative** – This alternative provides modest, lower-cost bus enhancements on local streets to improve access to the Dublin/Pleasanton Station, but no new bus transfer platforms or other infrastructure in the median of I-580.

OVERVIEW of PUBLIC OUTREACH PROCESS

The purpose of the public outreach process was to share information comparing the Proposed Project and build alternatives with policymakers, stakeholders, and the general public and to receive input regarding the preference for an alternative.

From August 2017 through April 2018, the Project Team developed, hosted and attended community-wide public information meetings/open houses about the project, attended small group meetings with stakeholder groups throughout the Tri-Valley region and made presentations at City Council meetings and committee meetings in Pleasanton, Dublin and Livermore. In-person surveys, a telephone information line and email were methods in which the BART Project Team continued to hear from stakeholders, including property owners, businesses and residents. In addition, Project Team members attended the City of Livermore sponsored events for the Isabel Neighborhood Plan (INP), and in turn City of Livermore staff attended BART to Livermore information meetings. The INP is the land use plan for the area around the proposed Isabel station.

The Project Team developed public information materials, such as fact sheets, website updates, footprint map books, project simulations and PowerPoint presentations to provide accessible and understandable information.

The various public involvement activities provided a variety of methods by which stakeholders and the public were able to interact with the Project Team and share their preferences for the Proposed Project or the build alternatives. They were also able to identify which project goals best supported their own values and desires for the BART to Livermore Extension Project.

About the Evaluation Report and Public Outreach

The Evaluation Report evaluates various project goals for the Proposed Project and build alternatives and provides a series of metrics that allow comparisons of the alternatives with each other. In addition to those criteria, the Evaluation Report also assesses how each alternative performs on the five specific goals for the BART to Livermore Extension Project. The goals are listed in a table below.

Project Goal
Provide a cost-effective transit extension
Provide an intermodal link between BART, inter-regional rail and priority development areas
Support integrating transit and land use policies to create transit-oriented development (TOD) opportunities
Provide alternative to I-580 congestion
Improve air quality, reduce greenhouse gases (GHGs)

Because the Evaluation Report showed that there are clear tradeoffs between the Proposed Project and three build alternatives, BART wanted to ensure community members and other stakeholders in the affected communities had an opportunity to understand them and provide input on them.

The following is a list of the public presentations made by BART. Appendix A provides further information, including presentation materials, comments and meeting summaries.

City Council Meetings (Dublin, Pleasanton and Livermore):

At least one presentation was made to each of the City Councils, all of which are accessible by television broadcast through local access or web cast through individual city websites.

- Livermore City Council (October 2017 and February 2018)
- Dublin City Council Meeting (September 2017 and April 2018)
- Pleasanton City Council (March 2018)

Stakeholder Meetings

- Livermore Valley Chamber of Commerce (August 2017)
- Alameda – San Joaquin Regional Rail Working Group (September 2017)
- Livermore Valley Chamber of Commerce Business Alliance (September 2017)
- Elected Women’s Lunch (November 2017)
- BART Office of Civil Rights Title VI/Environmental Justice and Limited English Proficiency Advisory Committees (December 2017)
- Livermore INP public meeting (February 2018)
- East Bay Leadership Council (April 2018)
- Bay Area Council (April 2018)
- Sierra Club (April 2018)
- Transform (April 2018)
- Urban Habitat (April 2018)
- East Bay Leadership Council Transportation Task Force (planned, 2018)

Elected Officials

- Assemblywoman Catherine Baker (August 2017)
- Assemblywoman Catherine Baker and State Senator Steve Glazer (March 2018)
- Alameda County Supervisor Scott Haggerty (April 2018)

Property Owners

- Meetings with four property owners living near project site

OVERVIEW of PUBLIC MEETINGS

Proposed Project and Build Alternatives Open House/Information Meetings

The general public, stakeholders, public officials and others were invited to participate in evaluating the alternatives and expressing a preference for an alternative at one of two Open House/Information Meetings that BART hosted on Monday, February 26 and Tuesday, February 27, 2018. The Monday evening meeting was held at the BART Metro Center Auditorium in Oakland. The Tuesday evening meeting was held at the Robert Livermore Community Center in Livermore. More than 105 individuals attended the two meetings. At least 95 people attended the meeting in Livermore.

Meeting Notice Distribution Method

The meeting notification was distributed to the BART to Livermore mailing list which is comprised of over 2,000 email contacts. The meeting was also publicized on the BART to Livermore webpage, bart.gov/Livermore. The City of Livermore also distributed meeting announcements to its Isabel Neighborhood Plan mailing list. During the public meetings, participants were asked about how they received notification of the public meeting. Based on the survey results, BART's notification methods were leveraged by other community groups and organizations, who distributed the meeting announcements to their respective mailing lists and through social media such as Facebook, and Nextdoor.

Meeting Format

The February 26th and 27th meetings were identical in format and presentation. The meetings were designed with information stations and boards focusing on the different evaluation criteria in the Evaluation Report. Meeting attendees visited each station at their own pace to review the information and have an opportunity to interact one-on-one with Project Team members.

During each meeting, Andrew Tang, BART to Livermore Project Manager, provided opening remarks and explained the purpose of the evening, background on the project and timeline, and how attendees' participation at the meeting would contribute to the BART decision-making process.

There were eight information stations in the room:

Station 1 – Welcome and Orientation.

Station 2 – Project Overview and Background. A continuous looping 3-minute presentation giving a brief overview of the Proposed Project and the three build alternatives.

Station 3 – Goals and Values. Using a set of dots, attendees were asked to identify the project goals that were most meaningful or most important for them.

Station 4 – Alternatives. Proposed Project and the Alternatives are highlighted at this station. Information boards, graphs and charts showing information about cost, ridership, travel times reduction in auto travel, greenhouse gas reduction and other information.

Station 5 – Storage and Maintenance Facility. This station focuses on describing the BART Storage Yard and Maintenance Facility that will be needed for the Proposed Project and the DMU/EMU alternative.

Station 6 – Isabel Neighborhood Plan. The City of Livermore staff presented information on the City’s Isabel Neighborhood Plan.

Station 7 – Reference Table. This table provided a work space and reference table for those who wanted to review the Evaluation Report, Draft EIR, footprint map books and other documents about the Proposed Project and build alternatives.

Station 8 – Comment Table. The last table in the room served as the place where people could leave completed survey and written public comments.

Public Survey: Selecting preferences and alternatives

Upon arrival to the meeting, participants were provided with a room orientation and sticky dots that would be used for a goal prioritization exercise at Station 3. In addition, all attendees were provided with a comment sheet and survey. The survey was divided into two parts, the first asked participants to respond to two questions identifying their preferred alternative and three (3) most important project goals. A copy of the survey is available in Appendix B.

The second part of the survey asked participants basic demographic questions, such as how often they ride BART, trip purpose, race/ethnicity, language ability and income. Detailed survey results and analysis are available in Appendix B

SUMMARY of PUBLIC MEETING GOALS EXERCISE AND SURVEY FINDINGS

During the public meeting participants rotated through various stations. At Station 3, participants were given three sticky dots each and were asked to place the sticky dots near the project goals that were the most meaningful or most important to them.

The results from the project goal exercise is included below.

Project Goal	Responses at Oakland Meeting	Responses at Livermore Meeting
Provide a cost-effective transit extension	4	15
Provide an intermodal link between BART, inter-regional rail and priority development areas	2	55
Support integrating transit and land use policies to create transit-oriented development (TOD) opportunities	3	10
Provide alternative to I-580 congestion	2	58
Improve air quality, reduce greenhouse gases (GHGs)	3	24

Summary of Public Meeting Survey Findings

The February 26th and 27th public meetings resulted in 80 completed surveys. A summary of the public meeting survey findings is included below. A detailed analysis is available in Appendix B

Conventional BART was ranked as the first preference by 85 percent of survey respondents. DMU/EMU alternative was ranked first by 4 percent and second by 62 percent of respondents. Nine percent ranked Express Bus/BRT as their first preference, and 59 percent of respondents identified Express Bus/BRT as their third preference. The Enhanced Bus was the least preferred alternative: 1 percent ranked this alternative as their first preference and 72 percent ranked this alternative as their least preferred. These survey results are consistent with other findings from outreach activities hosted by the Project Team, including written and email correspondence received from the public, included in Appendix C.

Meeting participants were also asked to identify the three most important factors when considering the BART to Livermore connection. The results are in the table below. Of the factors, the following three were most often indicated as important:

- Reduce travel time
- Reduce automobile travel
- Convenient, easy to use

Factors	n	Percentage
Cost to build	18	7.9%
Ability to attract riders	19	8.4%
Reduce travel time	45	19.8%
Convenient, easy to use	36	15.9%
Easy access by auto or bus	15	6.6%
Ability to connect with bike or walking	11	4.8%
Reduce automobile travel	41	18.1%
Reduce greenhouse gas emissions	28	12.3%
Other	14	6.2%
Total Responses	227	100.0%

SUMMARY OF MEETINGS WITH STAKEHOLDER GROUPS

City Council Meetings and Stakeholder Meetings

At least one presentation was made to each of the City Councils, all of which are accessible by television broadcast through local access or web cast through individual city websites.

- Livermore City Council (October 2017 and February 2018)
- Dublin City Council Meeting (September 2017 and April 2018)
- Pleasanton City Council (March 2018)
- Livermore Valley Chamber of Commerce (August 2017)
- Alameda – San Joaquin Regional Rail Working Group (September 2017)
- Livermore Valley Chamber of Commerce Business Alliance (September 2017)
- Elected Women’s Lunch-an organization of current and former elected and appointed officials in the Livermore Valley (Livermore, San Ramon, Dublin, Danville and Pleasanton) (November 2017)
- BART Office of Civil Rights Title VI/Environmental Justice and Limited English Proficiency Advisory Committees (December 2017)
- Livermore INP public meeting (February 2018)
- East Bay Leadership Council (April 2018)
- Bay Area Council (April 2018)
- Sierra Club (April 2018)
- Transform (April 2018)
- Urban Habitat (April 2018)
- East Bay Leadership Council Transportation Task Force (May 2018)

Members of the Project team met with stakeholder groups for the purpose of providing information about the proposed project, responding to questions and receiving input regarding the alternatives.

Andrew Tang, BART to Livermore Project Manager, provided details regarding each of the alternatives, including the alignment of each alternative, parking availability or displacement as riders shifted east to Livermore for the origin of their trip, and the need to obtain right-of-way for some of the alternatives. Robust discussion occurred with almost every group regarding the cost and funding, farebox recovery and ridership, and parking.

While a broad project overview was presented to each group, at the same time, each presentation was tailored for the specific audience. For example, in Dublin, while engaged in a broader discussion of the alignment and project footprint, time was spent clarifying the right-of-way impacts in that city. In comparison, for those individuals and entities in Livermore, a conversation point was the need for and location of the maintenance yard and repair shop.

Other concerns shared by the stakeholders included the need for coordination of the long-range BART plans with future Caltrans construction plans on I-580. In addition, some individuals remain concerned that they have contributed to BART service for the Tri-Valley for several years through the local tax base, but they do not have the service.

Most local stakeholders seemed supportive of a conventional BART extension to Livermore. Other regional stakeholders did not have the same support for conventional BART, but rather supported alternatives such as Express Bus/BRT. One factor that tempered some support is the establishment of the new Tri-Valley San Joaquin Valley Regional Rail Authority by AB 758 and what its impact might be. During the stakeholder meetings, some stakeholders expressed support of a connection to the San Joaquin Valley.

Elected Officials

- Assemblywoman Catherine Baker (August 2017)
- Assemblywoman Catherine Baker and State Senator Steve Glazer (March 2018)
- Alameda County Supervisor Scott Haggerty (April 2018)

The Project Team met with elected officials to discuss the relative merits of the Proposed Project and build alternatives. At each of these meetings, BART staff presented information on the benefits, costs, funding and impacts for the Proposed Project and build alternatives, answered questions, and solicited feedback from the elected officials on the information and their preferences for a course of action for the BART to Livermore Extension Project. The following topics came up during the meetings: travel time benefits, ridership, cost, funding, reduction in auto travel, reduction in energy usage, reduction in greenhouse gas emissions, farebox recovery, and benefit to cost metrics. The elected official also discussed their preferences and possible paths forward for the BART to Livermore Extension Project.

Property Owners

The Project Team met with four property owners living near the proposed Storage Yard and Maintenance Facility to discuss the proposed Project and potential impacts of the Storage Yard and Maintenance Facility (SMF). At these meetings, BART staff shared visual simulations and results from a noise analysis. The following concerns came up during the meetings: impact of the SMF on views from property owners' homes, noise impacts from moving trains, reduction in home value, and impact on wild life. The Project Team also invited property owners to participate in the February 26th and 27th Public Meetings.

SUMMARY OF COMMUNITY and STAKEHOLDER SUPPORT

Comments from the local community and stakeholders have been collected and compiled into Appendices C-D.

Community members were able to provide their comments through the BART to Livermore website, email, USPS and during public meetings.

Appendix C written comments received from the community during the Alternatives Evaluation Process.

Appendix D includes written comments from the agency stakeholders including Cities, County Agencies, Local Business Associations and Advocacy organizations during the comment period for the Draft Environmental Impact Report.

Appendix E includes written comments from community/individuals received during the comment period of the Draft Environmental Impact Report.

Summary of Comments

Conventional BART

- **Strong support from local community**
 - The vast majority of community comments and feedback expressing an opinion among the LVX alternatives support Conventional BART
 - Although they support Conventional BART, many expressed opposition to the yard and shop in North Livermore
 - Although they support Conventional BART, many express a preference for a conventional BART extension all the way to Greenville Road
 - 85% of open house survey respondents selected Conventional BART as their 1st preference
- **Local stakeholders support Conventional BART**
- **One local stakeholder opposes**
- **Some non-local stakeholders oppose Conventional BART**

DMU/EMU

- **Low support from local community**
 - Low support from community members
 - Some opposition from community members
 - 4% of open house survey respondents selected DMU/EMU as their 1st preference
 - 62% of open house survey respondents selected DMU/EMU as their 2nd preference

No support from local stakeholders

- No stakeholder expressed support

- **One local stakeholder opposes**
- **One non-local stakeholder opposes DMU/EMU**

Express Bus/BRT

- **Little support from local community**
 - Very few of community comments and feedback expressing an opinion among the LVX alternatives support Express Bus/BRT
 - 9% of open house survey respondents selected Express Bus/BRT as their 1st preference
- **Local stakeholders oppose Express Bus/BRT**
- **One local stakeholder opposes**
- **Some non-local stakeholders support**

Enhanced Bus

- **No support from local community**
 - No community comments and feedback expressing an opinion among the LVX alternatives support Enhanced Bus
 - 1% of open house survey respondents selected Enhanced Bus as their 1st preference
- **Local stakeholders oppose Express Bus/BRT**
 - Opposition from Cities of Livermore and Pleasanton

Appendix A

**Public Meeting Flyers,
Meetings Materials, Display Boards and
Presentations**

Public Meeting Flyers

Public Meeting Flyers

BART wants to hear from you.
Tell us which BART to Livermore Extension alternative you prefer.



Proposed Project and Alternatives
The Proposed Project, which is being developed in partnership with the City of Livermore, consists of a 5.5-mile conventional BART extension along I-580 to a station at the Isabel Avenue/I-580 interchange. The three build alternatives are:
• Diesel Multiple Unit (DMU) with Electric Multiple Unit (EMU) Option
• Express Bus/Bus Rapid Transit
• Enhanced Bus
The Proposed Project and all the build alternatives include new or modified bus services linking BART to the Altamont Corridor Express (ACE) stations and activity centers in Livermore such as downtown Livermore, Las Positas College, and Lawrence Livermore National Laboratory.
Additional information on the build alternatives is available at: www.bart.gov/about/projects/livalternatives

Public Meetings: We Want to Hear from You
BART wants to hear from you! Discuss the pros and cons of the Proposed Project and build alternatives. Tell us which alternative you prefer. Staff will be available during the public meeting to discuss the Proposed Project and build alternatives with you. You can identify the BART alternative you prefer by attending one of these public meetings. If you need language assistance services, please call (510) 464-6752 at least 72 hours prior to the date of the meeting.
Monday, February 26th 2018
Metro Center Auditorium
101 8th St, Oakland, CA
5:00 pm - 8:00 pm Open House
Tuesday, February 27th 2018
Robert Livermore Community Center, Cresta Blanca Ballroom
4448 Loyola Way, Livermore, CA 94550
6:00 pm - 9:00 pm Open House
You can also submit your preferred alternative by mail, email or website. To submit your preferred alternative by mail, or to add your name to the mailing list, write to the BART to Livermore Extension Project, 300 Lakeside Dr., 21st Fl., Oakland, CA 94612 or email barttolivemore@bart.gov. You may also comment via the website www.bart.gov/livemore.

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Proposed Project and Alternatives
The Proposed Project, which is being developed in partnership with the City of Livermore, consists of a 5.5-mile conventional BART extension along I-580 to a station at the Isabel Avenue/I-580 interchange. The three build alternatives are:
• Diesel Multiple Unit (DMU) with Electric Multiple Unit (EMU) Option
• Express Bus/Bus Rapid Transit
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The Proposed Project and all the build alternatives include new or modified bus services linking BART to the Altamont Corridor Express (ACE) stations and activity centers in Livermore such as downtown Livermore, Las Positas College, and Lawrence Livermore National Laboratory.
Additional information on the build alternatives is available at: www.bart.gov/about/projects/livalternatives

Introduction
The San Francisco Bay Area Rapid Transit District (BART) has released the Evaluation of Proposed Project and Build Alternatives Report (Evaluation Report) for the BART to Livermore Extension Project. This report considers the proposed project and build alternatives studied in the Draft Environmental Impact Report.
Report Available
• Online — Visit www.bart.gov/about/projects/liv
• Request a CD-Rom or Print Copy — Please email barttolivemore@bart.gov or call the BART to Livermore information request number at (888) 441-0434 or (510) 464-6401 and leave a message.
Public Meetings: We Want to Hear from You
BART wants to hear from you! Discuss the pros and cons of the Proposed Project and build alternatives. Tell us which alternative you prefer. Staff will be available during the public meeting to discuss the Evaluation Report. You can identify the BART alternative you prefer by attending one of these public meetings. If you need language assistance services, please call (510) 464-6752 at least 72 hours prior to the date of the meeting.
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A BART le gustaria enterarse de lo que usted piensa.
Diganos cual alternativa de extension de BART a Livermore prefiere.



Proyecto propuesto y alternativas
El proyecto propuesto, el cual está siendo desarrollado en asociación con la Ciudad de Livermore, consiste en una extensión convencional de 5.5 millas de BART a lo largo de la carretera I-580 a una estación cercana a la intersección de Isabel Avenue con I-580. Las tres alternativas de construcción son:
• Unidad de múltiple (DMU) con opción de unidad múltiple eléctrica (EMU)
• Autobús expreso/Autobús de transporte rápido
• Autobús mejorado
El proyecto propuesto y todas las alternativas de construcción incluyen servicios de autobús tanto nuevos como modificados vinculando las estaciones del Altamont Corridor Express (ACE) y los centros de actividades en Livermore, tales como el centro de Livermore, Las Positas College y el Lawrence Livermore National Laboratory.
Se dispone de información adicional sobre las alternativas de construcción en: www.bart.gov/about/projects/livalternatives

Introducción
El San Francisco Bay Area Rapid Transit District (BART) ha dado a conocer el Informe de Evaluación del Proyecto Propuesto y las Alternativas de Construcción para el Proyecto de Extensión de BART a Livermore. Este informe considera el Informe Propuesto y las alternativas de construcción estudiadas en el Informe Preliminar del Impacto Ambiental.
El Informe está disponible
• Por Internet — Visite www.bart.gov/about/projects/liv
• CD-Rom o copia impresa — Envíe un email a barttolivemore@bart.gov o llame al número de solicitud de información de BART a Livermore al (888) 441-0434 o al (510) 464-6401 y deje un mensaje.
Reuniones Públicas: Deseamos saber su opinión
A BART le gustaría enterarse de lo que usted piensa. Discuta los pros y los contras del Proyecto Propuesto y las alternativas de construcción. Indíquenos qué alternativa prefiere. Habrá personal disponible durante la reunión pública para discutir con usted el Proyecto Propuesto y las alternativas de construcción. Puede identificar la alternativa BART que prefiere asistiendo a una de estas reuniones públicas. Si necesita servicios de asistencia de idiomas, por favor llame al (510) 464-6752 al menos 72 horas antes de la fecha de la reunión.
Lunes, 26 de febrero de 2018
Metro Center Auditorium
101 8th St., Oakland, CA
Vista abierta al público de 5:00 pm a 8:00 pm.
Martes, 27 de febrero de 2018
Robert Livermore Community Center, Cresta Blanca Ballroom
4448 Loyola Way, Livermore, CA 94550
Vista abierta al público de 6:00 pm a 9:00 pm.

También puede enviar la información sobre su alternativa preferida por correo postal, correo electrónico o por el sitio web.
Para presentar sus comentarios por correo postal o agregar su nombre a la lista de envío postal, envíe un correo a barttolivemore@bart.gov. También puede hacer comentarios a través del sitio web: www.bart.gov/livemore



BART 希望聽取您的意見！
請告訴我們，您喜歡哪一個通往 Livermore 的 BART 延伸線選擇方案。



計劃提案及選擇方案
這項計劃提案是與 Livermore 市政府共同開發，專案內容為著 I-580 長達 5.5 英里的 BART 傳統延伸線，連接 Isabel Avenue 與 I-580 交會處附近的車站。三個選擇方案為：
• 附屬機車 (DMU) 連接的列車車廂 (EMU)
• 快速公車/快速公車
• 增強式公車
這項計劃提案和所有選擇方案都包括了新的或修改過的公車服務，將 BART 與下列地點：Altamont Corridor Express (ACE) 各車站以及 Livermore 的活動中心，即 Livermore 中心、Las Positas 學院和 Lawrence Livermore National Laboratory (LLNL)。
其他有關選擇方案的資訊可在以下網頁查詢：www.bart.gov/about/projects/livalternatives

簡介
舊金山灣區捷運處 (BART) 已針對通往 Livermore 的 BART 延伸線計劃，發佈計劃提案及興建選擇方案評估報告。本報告考慮了環境影響報告草案所研究的計劃提案及興建選擇方案。
報告提供方式
• 線上 — 請瀏覽 www.bart.gov/about/projects/liv
• 光碟或印刷版 — 請寄電子郵件至 barttolivemore@bart.gov 或撥打「BART 通往 Livermore」資訊熱線電話 (888) 441-0434 或 (510) 464-6401 並留言。
公開會議：我們希望聽取您的意見
BART 希望聽取您的意見！討論計劃提案的利弊與興建選擇方案。請出席我們專家舉辦的公開會議。工作人員將在公開會議與您討論計劃提案及興建選擇方案。您也可以親身參加這些公開會議，確定您喜愛的 BART 選擇方案。如您需要更詳盡的資訊，請於會議日期前至少 72 小時撥打 (510) 464-6752 提出請求。
2018 年 2 月 26 日星期一
Metro Center 禮堂
101 8th St, Oakland, CA
下午 5:00 - 晚上 8:00 開放介紹
2018 年 2 月 27 日星期二
Robert Livermore 社區中心
Cresta Blanca 宴會廳
4448 Loyola Way, Livermore, CA 94550
下午 6:00 - 晚上 9:00 開放介紹



您也可以透過郵件、電子郵件或網站提交您喜愛的選擇方案。
如欲透過郵件提交您喜愛的選擇方案，或將您的姓名添加到寄件名單，請致電 BART 到 Livermore Extension Project, 300 Lakeside Dr., 21st Fl., Oakland, CA 94612 或寄電子郵件至 barttolivemore@bart.gov。您也可以透過網站提交意見：www.bart.gov/livemore。

Si necesita servicios de asistencia de idiomas, llame al (510) 464-6752.

如需語言協助服務，請致電 (510) 464-6752。

Public Meeting Materials

Public Meeting Display Boards



Station 1

Welcome

Welcome to the BART to Livermore Extension Project Open House. Please sign in and collect open house materials so that you can begin your tour around the room. The purpose of this meeting is to:

- Share information comparing the Conventional BART (Proposed Project) and Alternatives for the BART to Livermore Extension
- Inform the public of the Proposed Project and Build Alternatives Evaluation Report
- Collect input on the public's preferred alternative and concerns

Thank you for attending.



Station 2

Project Background

This station provides participants with background on the BART to Livermore Extension Project. Please have a seat and enjoy the short slide show.



Station 3

Project Goals

Please place a sticky dot next to the project goals that are the most important to you. Each person gets two dots.



Station 4

Proposed Project and Alternatives

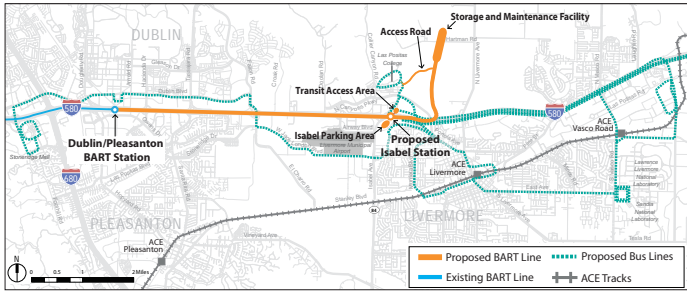
This station provides participants with background on the Proposed Project and Build Alternatives.



Proposed Project - Conventional BART

- 5.5-mile extension of the BART system using conventional BART technology from the existing terminus at the Dublin/Pleasanton Station to a new station near the Isabel Avenue/I-580 interchange in the city of Livermore

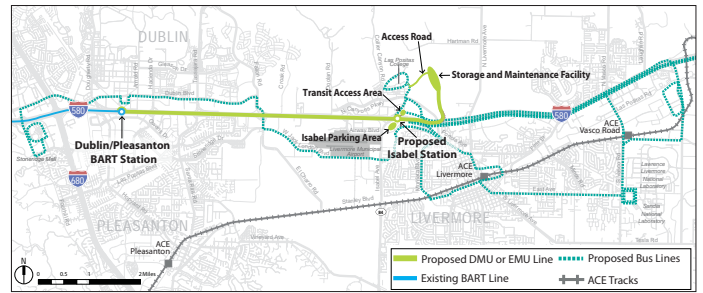
Capital Cost: \$1,635 M
Ridership: 11,900 BART systemwide weekday boardings



DMU Alternative / EMU Option

- 5.5-mile extension to a new Isabel Station (similar to Proposed Project), using different vehicle technology
- Diesel Multiple Units (DMUs) are self-propelled rail cars that use a diesel engine to generate power and run on a standard-gauge rail track
- Electric Multiple Unit (EMU) Option is generally the same as the DMU Alternative, except that it is electric-powered rather than diesel-powered

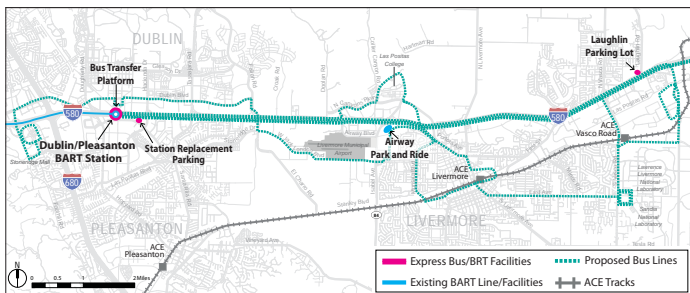
Capital Cost: DMU \$1,599 M / EMU \$1,665 M
Ridership: 7,000 BART systemwide weekday boardings



Express Bus / Bus Rapid Transit (BRT) Alternative

- New bus ramps from the I-580 express lanes to new bus transfer platforms at the existing Dublin/Pleasanton Station to facilitate direct connections between BART and connecting buses
- No rail extension would be included

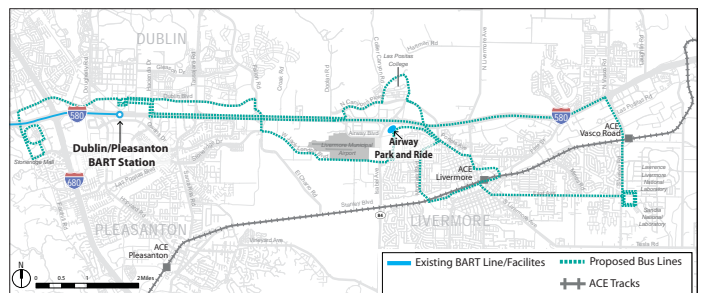
Capital Cost: \$376 M
Ridership: 3,500 BART systemwide weekday boardings



Enhanced Bus Alternative

- Modest, lower-cost bus enhancements on local streets to improve access to the Dublin/Pleasanton Station
- No new bus transfer platforms or other infrastructure in the median of I-580

Capital Cost: \$25 M
Ridership: 400 BART systemwide weekday boardings





Station 5

Evaluation Report Metrics

This station provides participants with an overview of key metrics analyzed for the Proposed Project and Build Alternatives in the Evaluation Report.

- Achievement of Project Goals
- Cost Metrics / Committed Funding
- Increased BART Ridership in 2040 Reduces Vehicle Miles Traveled and Greenhouse Gases
- Transit Travel Times

Achievement of Project Goals

Project Goals and Objectives	Proposed Project - Conventional BART	DMU Alternative	EMU Option	Express Bus/BRT Alternative	Enhanced Bus Alternative
Provide a cost-effective intermodal link	Medium	Medium-low	Medium-low	Medium-high	Medium
Link existing BART, inter-regional rail, Priority Development Areas (Isabel, Downtown, East Side)	Medium	Medium-low	Medium-low	Medium-low	Low
Create transit-oriented development (TOD) opportunities	Medium	Medium	Medium	Medium-low	Medium-low
Provide alternative to I-580 congestion	Medium-high	Medium	Medium	Medium-low	Low
Improve air quality, reduce greenhouse gases (GHGs)	Medium-high	Medium	Medium	Medium	Low

▲ Medium-high
 ● Medium
 ▼ Medium-low
 ⬇️ Low

Cost Metrics

Metrics	Proposed Project - Conventional BART	DMU Alternative	EMU Option	Express Bus / BRT Alternative	Enhanced Bus Alternative
Total Capital Cost (Millions, in Year of Expenditure \$)	\$1,635 M	\$1,599 M	\$1,665 M	\$376 M	\$25 M
Total O&M Cost in 2040 (Millions, in 2016 \$)	\$22.8 M	\$16.8 M	\$16.6 M	\$3 M	\$1.7 M
Farebox Recovery Ratio	88%	72%	73%	196%	42%

Note: O&M = operations and maintenance.

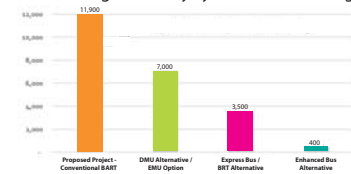
Committed Funding Identified to Date

\$533 million total committed design & construction funding

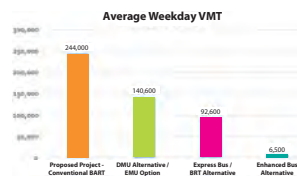
- \$398 million Alameda County Measure BB (transactions and use tax)
- \$80 million Assembly Bill 1171 (bridge tolls)
- \$15 million Regional Measure 1 (bridge tolls)
- \$40 million Livermore Traffic Impact Fees

Increased BART Ridership in 2040 Reduces Vehicle Miles Traveled and Greenhouse Gases

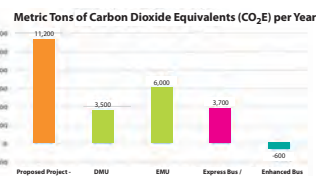
BART Average Weekday Systemwide Boardings



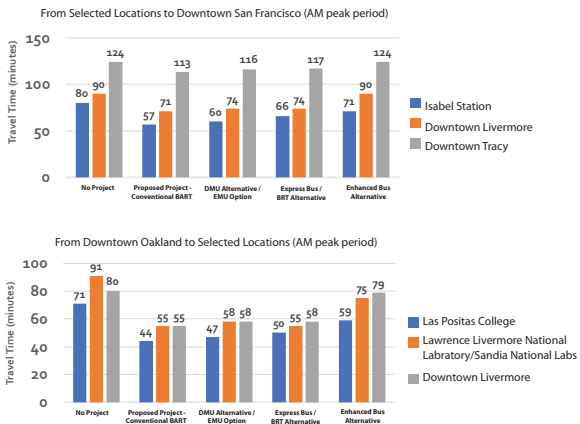
Reduction in Vehicle Miles Traveled (VMT)



Reduction in Greenhouse Gas Emissions



Transit Travel Times



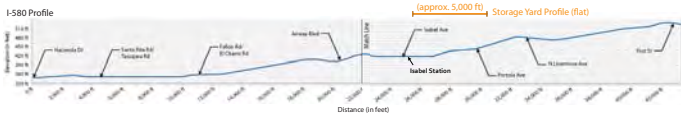
Station 6

Storage and Maintenance Facility

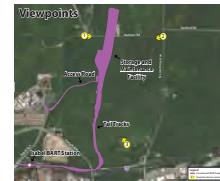
This station provides participants with background on the proposed storage yard and maintenance facility.

Need for Storage and Maintenance Facility

- Storage Yard - Need to store 172 cars
 - 90 cars displaced from Dublin/Pleasanton Station
 - 36 needed for Proposed Project
 - 36 needed to improve train frequency from every 15 minutes, to every 12 minutes and lengthen trains from 9-cars, to 10-cars
 - One 10-car ready reserve train
- Maintenance Facility
 - No spare maintenance capacity at existing facilities
 - Proposed facility would be full-sized with 10 service bays; 2 to 3 bays would service the 36 cars for Proposed Project
 - Project only "pays" for 2 to 3 bays
- Storage yards should be near the beginning of the line
- Maintenance facilities should also be near the beginning of the line
- Storage yards need to be flat



Visual Simulations of Storage Yard and Maintenance Facility



Current Conditions

With Project



End of Hartman Road

End of Hartman Road

Visual Simulations of Storage Yard and Maintenance Facility

Current Conditions

With Project



2 North Livermore Avenue and Hartman Road

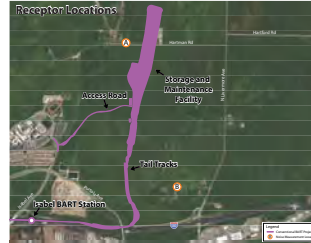
2 North Livermore Avenue and Hartman Road



3 Private road off North Livermore Avenue

3 Private road off North Livermore Avenue

Noise Levels from Storage Yard and Maintenance Facility



Existing Noise Levels

Receptor A

- 53 dBA, day-night average noise level (L_{dn})
- 32 dBA, minimum hourly L_{eq} (average of 5 quietest nighttime hours)

Receptor B

- 56 dBA, day-night average noise level (L_{dn})
- 47 dBA, minimum hourly L_{eq} (average of 5 quietest nighttime hours)

Typical BART Yard and Maintenance Facility Activity Noise Levels at Receptors

Source(s) (containing(s))	Approximate Duration of Activity	Approximate Frequency of Activity	Average Noise Level over Duration of Event at Receptor A (dBA, L_{eq})	Average Noise Level over Duration of Event at Receptor B (dBA, L_{eq})
Rail Trains				
Train movement over tracks in yard (0-30 mph)	5 per hour	30	24	24
Train movement over tracks in yard (0-30 mph with standard horn)	5 per hour	30	29	29
Train movement over tracks in yard (0-30 mph with yard horn)	5 per hour	42	33	33
High-cube, a-haul garbage vehicles to transport BART stuff to the yard (Car coupling (single event per hour))	5 per hour	42	38	38
Mechanical Sources				
Blow pit operation*	15 minutes	Intermittent**	37	34
50 ft fans	15 minutes	Intermittent**	32	32
1500000 gal wheel per wheel (per wheel)	15 minutes	Intermittent**	36	34
50 ft fans	15 minutes	Intermittent**	36	32
Wheel turning*	15 minutes	Intermittent**	36	32

Notes: ** Events with no sound tracking. ** Frequency from 8 a.m. to midnight. Source: BAAQMD (1998, 2004) and SoundProlog & SoundPLAN (2005).

Example Noise Levels

- Very loud – Tractor (agricultural), 84 decibels at 50 feet
- Moderate – Near Freeway Auto Traffic, 60 decibels at 300 feet
- Faint – Soft Radio Music in Apartment, 40 decibels at 50 feet
- Very Faint – Rustle of Leaves in Wind, 10 decibels at 50 feet



Station 7

Isabel Neighborhood Plan

This station provides participants with background on the Isabel Neighborhood Plan.



Station 8

Resource Table

This station provides participants with helpful resources.

- Draft Environmental Impact Report
- Proposed Project and Build Alternatives Evaluation Report
- Project Alignment and Footprint



Station 9

Tell Us What You Think!

We want to hear from you. Please fill out your survey and place it in the comment box. We will share comments collected tonight with the BART Board of Directors.

Anticipated Schedule	BART to Livermore Extension	Isabel Neighborhood Plan
July 2017	Released Draft EIR	
January 2018		Released Draft Plan and Draft EIR
April/May 2018		Release Final EIR, Consider Plan Adoption
May/June 2018	Release Final EIR, Consider Project Adoption	
2020	Complete EIS	
2022	Complete Design	
2026	Complete Construction	

**Public Meeting Powerpoint Presentation
(Station 2)**

WELCOME !



1

PROJECT BACKGROUND for the BART To Livermore Extension

The BART to Livermore Proposed Project looks at constructing a five-mile transit extension from the existing Dublin / Pleasanton Station to a new station at Isabel Avenue in Livermore.



3

BART to Livermore Open House

We are glad you joined us.

Tonight BART staff and consultants will share information that compares the different BART to Livermore build alternatives.

2

PROJECT BACKGROUND for the BART To Livermore Extension

There are 4 build alternatives being considered for the extension:

- The Proposed Project – Conventional BART
- Diesel Multiple Units (DMU)/ Electrical Multiple Units (EMU)
- Express Bus/Bus Rapid Transit (BRT)
- Enhanced Bus

4

PROJECT BACKGROUND
for the BART To Livermore Extension

Each alternative has to be evaluated.

The information you provide tonight will assist BART in deciding which alternative to adopt.



PROJECT BACKGROUND
for the BART To Livermore Extension
Conventional BART



PROJECT BACKGROUND
for the BART To Livermore Extension

The Four Build Alternatives:



Conventional BART to Isabel



PROJECT BACKGROUND
for the BART To Livermore Extension
Diesel Multiple Units (DMU)/
Electrical Multiple Units (EMU)



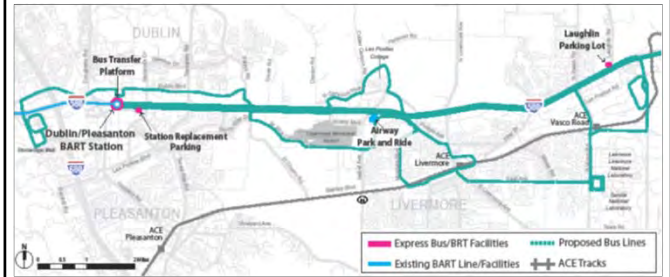
PROJECT BACKGROUND
for the BART To Livermore Extension
Express Bus / Bus Rapid Transit



**Diesel Multiple Unit (DMU) or
Electric Multiple Unit (EMU)**



**Express Bus/
Bus Rapid Transit (BRT)**



PROJECT BACKGROUND
for the BART To Livermore Extension
Enhanced Bus Alternative

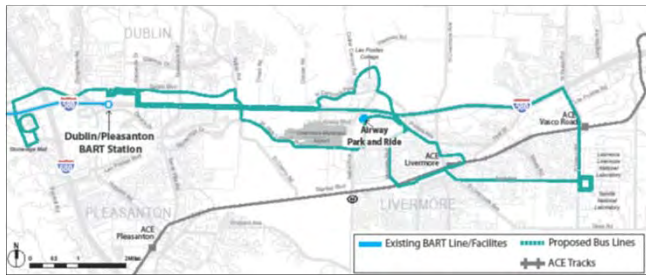


PROJECT BACKGROUND
for the BART To Livermore Extension

All alternatives are presented with details in the exhibits at [Station 4](#).



Enhanced Bus



PROJECT BACKGROUND
for the BART To Livermore Extension

At tonight's meeting, we are asking you to tell us your preference – **which alternative do you like the most or the least.**



PROJECT BACKGROUND
for the BART To Livermore Extension

The evaluation also looks at which goals are supported.



17

PROJECT BACKGROUND
for the BART To Livermore Extension

At tonight's meeting, we would like you to tell us **which goals are the most important to you.**



19

BART to Livermore Project Goals

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



18

PROJECT BACKGROUND
for the BART To Livermore Extension

Please visit the different stations to get more details about the project.

As you walk around to the different information stations think about what your preference is.

Your involvement tonight will help BART with its outreach and decision process.



20

We look forward to talking with you tonight.

Thank you for coming.



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



23

Isabel Neighborhood Plan



BART to Livermore Decision 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 consider adopting a preferred alternative



24

Schedule

	Isabel Neighborhood Plan	BART to Livermore
July 2017		Released DEIR
January 2018	Released Draft Plan, DEIR	
Apr/May 2018	Release FEIR, Consider Plan Adoption	
May/June 2018		Release FEIR, Consider Project Adoption
2019		Release DEIS
2020		Release FEIS
2022		Complete Design
2026		Complete Construction



BART to Livermore Evaluation Report

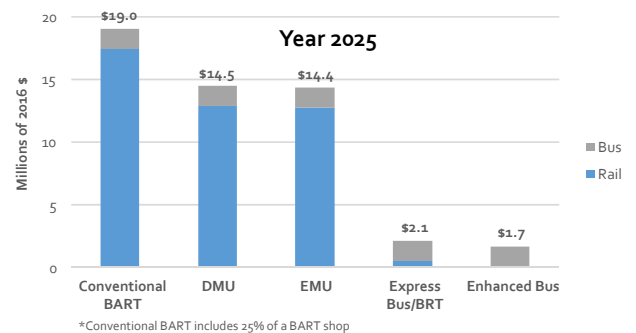
- The Evaluation Report studies the technical findings on the four build alternatives, including
 - Ridership, travel time
 - Capital, operating cost
 - Farebox recovery
 - Performance on project goals
 - BART System Expansion Policy
 - MTC Project Performance Assessment
 - MTC Resolution 3434 TOD Policy

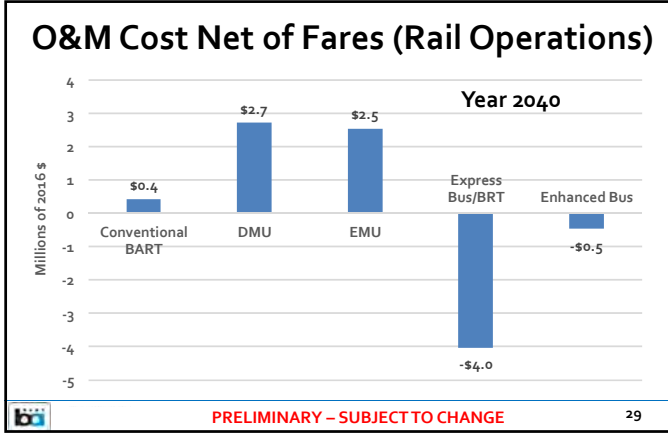


BACKUP



Annual Operations & Maintenance Cost

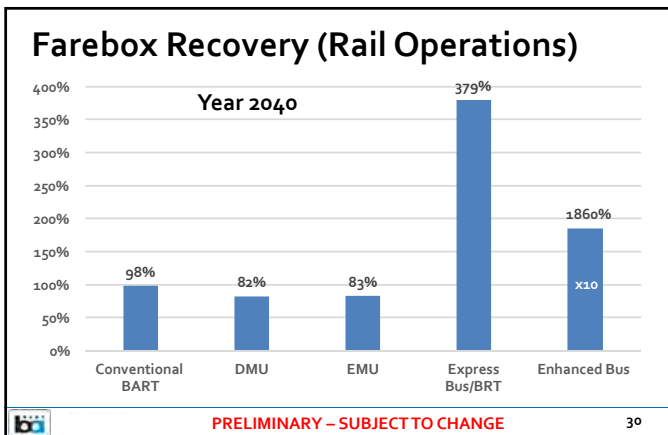




System Expansion Policy Conventional BART Alternative

Alternative	Project EIR (2017)	Program EIR (2010)
Transit Supportive Land Use and Access		
Existing Land Use: Residential and/or Employment	Low	Low
Existing Intermodal Connections	Low	Low-Medium
Land Use Plans and Policies	Medium	Low
Ridership Development Plan		
Ridership Threshold	Medium-High	High
Station Context	Medium	
Cost Effectiveness		
Cost per New Rider – Base Case	Medium	Medium-High
Cost per New Rider – with TOD	Medium-High	

PRELIMINARY – SUBJECT TO CHANGE 31



System Expansion Policy Conventional BART Alternative

Alternative	Project EIR (2017)	Program EIR (2010)
Regional Network Connectivity		
Regional Transportation Gap Closure	Low	Low
System and Financial Capacity		
Core System Improvements	Medium-High	Low
Capital Finance Plan	Medium	Low
Operating Finance Plan	Medium	High
Partnerships		
Community and Stakeholder Support	TBD	Medium

PRELIMINARY – SUBJECT TO CHANGE 32

Meeting Project Goals

Project Goal	Provide a cost-effective link				
Key Metric	Total Capital Cost (Millions - 2016\$)	Total O&M Cost (Thousands - 2016\$)	Rail/Bus Farebox Recovery Ratio	Lifecycle Costs per New BART Boarding	Performance
Conv BART to Isabel	\$4,528	\$22,370	88%	\$20.56	1
DMU to Isabel	\$2,300	\$16,800	72%	\$30.60	2
EMU to Isabel	\$1,338	\$16,600	73%	\$31.83	2
Express Bus/BRT	\$305	\$3,020	190%	\$14.11	3
Enhanced Bus	\$21	\$1,706	42%	\$21.26	1

⬇ Low
 ⬇ Low-Medium
 1 Medium
 ⬆ Medium-High
 ⬆ High

Meeting Project Goals

Project Goal	Create transit-oriented development	
Key Metric	Existing Land Use Plans and Policies	Performance
Conventional BART	Medium	1
DMU	Medium	1
EMU	Medium	1
Express Bus/BRT	Low-Medium	2
Enhanced Bus	Low-Medium	2

⬇ Low
 ⬇ Low-Medium
 1 Medium
 ⬆ Medium-High
 ⬆ High

Meeting Project Goals

Project Goal	Provide an intermodal link between BART, inter-regional rail, and PDAs			
Key Metric	Travel time Isabel to DT SF (minutes/minutes less than no project)*	Travel time DT Livermore to DT SF (minutes/minutes less than no project)**	Regional Transportation Gap Closure***	Performance
Conv BART to Isabel	57/23	71/15	Low	1
DMU to Isabel	60/20	74/16	Low	2
EMU to Isabel	60/20	74/16	Low	2
Express Bus/BRT	66/14	74/16	Low	2
Enhanced Bus	71/9	80/9	Low	2

*Connection to Isabel PDA; **Connection to downtown Livermore PDA; ***Connection to inter-regional rail

⬇ Low
 ⬇ Low-Medium
 1 Medium
 ⬆ Medium-High
 ⬆ High

Meeting Project Goals

Project Goal	Provide alternative to I-580 congestion			
Key Metric	Travel time DT Livermore to DT SF (minutes)	Reduction in Regional Vehicle Miles Traveled (VMT)	LOS and V/C for freeway segments	Performance
Conv BART to Isabel	71/18	244,000	Acceptable	3
DMU to Isabel	74/16	140,600	Acceptable	1
EMU to Isabel	74/16	140,600	Acceptable	1
Express Bus/BRT	74/16	92,600	Acceptable	2
Enhanced Bus	80/10	6,600	Acceptable	2

⬇ Low
 ⬇ Low-Medium
 1 Medium
 ⬆ Medium-High
 ⬆ High

Meeting Project Goals

Project Goal	Improve air quality, reduce greenhouse gases (GHG)		
Key Metric	GHG Emission Reduction	Reduction in Regional Vehicle Miles Traveled (VMT)	Performance
Conv BART to Isabel	11,000	344,000	High
DMU to Isabel	3,500	140,600	Medium
EMU to Isabel	6,000	140,600	Medium
Express Bus/BRT	3,700	92,600	Medium
Enhanced Bus	0	6,500	Low

 Low
  Low-Medium
  Medium
  Medium-High
  High



PRELIMINARY – SUBJECT TO CHANGE

Appendix B

**Public Meeting Goal Exercise,
Participant Survey and Survey Results**

Public Meeting Goal Exercise

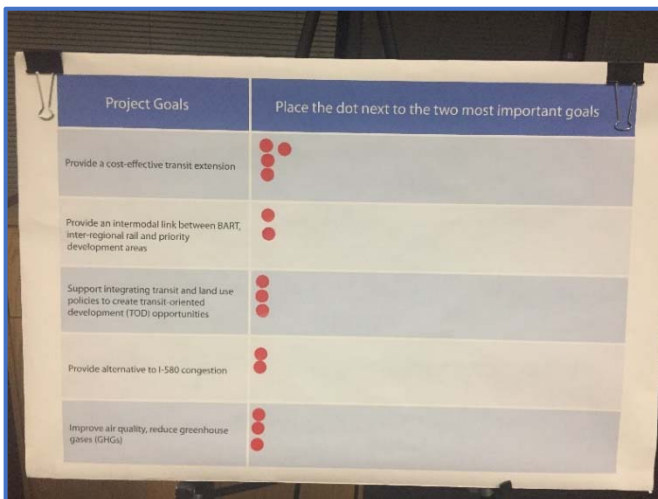
Meeting participants at both Oakland and Livermore public meetings were asked to participate in an exercise at Station 3 - Goals and Values. Using a set of dots, attendees were asked to identify the project goals that were most meaningful or most important for them.

Participants from the Livermore public meeting overwhelmingly identified “provide an alternative to I-580 congestion,” and “provide an intermodal link between BART, inter-regional rail and priority development areas” as their most meaningful or most important project goals. Table 1 provides the tallied results from each public meeting.

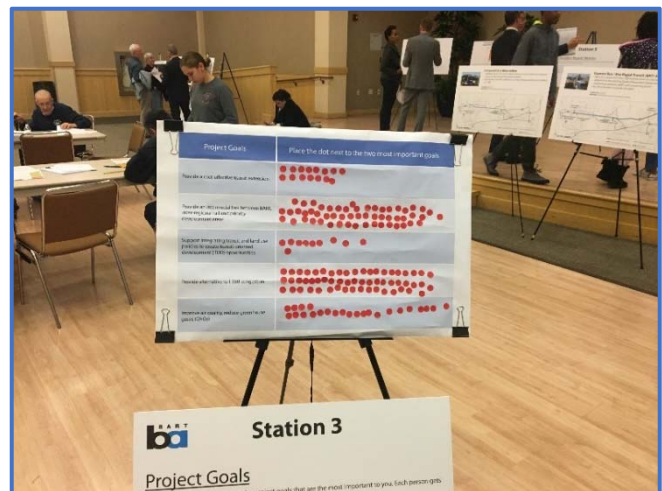
Table 1: Goal Exercise Results:

Project Goal	Responses at Oakland Meeting	Responses at Livermore Meeting
Provide a cost-effective transit extension	4	15
Provide an intermodal link between BART, inter-regional rail and priority development areas	2	55
Support integrating transit and land use policies to create transit-oriented development (TOD) opportunities	3	10
Provide alternative to I-580 congestion	2	58
Improve air quality, reduce greenhouse gases (GHGs)	3	24

Oakland Public Meeting



Livermore Public Meeting



Public Meeting Participant Survey

BART to Livermore Extension

Station 1 – Welcome! This is where you receive your orientation. Please make sure you stop here to register. We would appreciate having a record of your attendance this evening.

Station 2 – Project Background and Introduction to the BART to Livermore project.

Station 3 – Project Goals. Leave a dot to let us know what is most important to you.

Station 4 – Proposed Project and Alternatives.

Station 5 – Evaluation Report Metrics.

Station 6 – BART Storage Yard and Maintenance Facility.

Station 7 – Isabel Neighborhood Plan.

Station 8 – Resource Table.

Station 9 – Comment Table.

Please take an opportunity to visit each station to learn more about the alternatives. Before you leave, please return the survey (below) and share your opinions regarding the proposed project and alternatives.

What is your preferred option for a BART to Livermore connection?

Please rank in order of 1-4. 1 being the one you like the best and 4 being the one you like the least. Use each number only one time.

___ Conventional BART ___ DMU/ EMU alternative ___ Express Bus / BRT ___ Enhanced Bus

or ___ None of the above. Please explain: _____

Survey Continued on Back

What are the 3 most important factors to you when considering the BART to Livermore connection? *Please select 3.*

- Cost to build
- Ability to attract riders
- Reduce travel time
- Convenient, easy to use
- Easy access by auto or bus
- Ability to connect with bike or walking
- Reduce automobile travel
- Reduce greenhouse gas emissions
- Other — Please explain _____

Please tell us about yourself. Your answers will help us evaluate how well we are reaching the communities we serve.

- 1 How did you hear of tonight's open house? _____
- 2 In which city do you live? _____
- 3 Are you a regular BART rider? Yes No
- 4 Would you use the BART to Livermore connection to commute to work or school?
 Yes No
For recreational use? Yes No Other use? _____
- 6 What is your race or ethnic identification (check all that apply)?
 American Indian/Alaskan Native Asian/Pacific Islander Black/African American
 Hispanic, Latino or Spanish origin White Other
- 7 Do you speak a language other than English at home? Yes No
If yes, what language? _____
- 8 What is your total household income before taxes?
 Under \$25,000 \$25,000 – \$34,999 \$35,000 – \$39,999 \$40,000 – \$49,999
 \$50,000 – \$59,999 \$60,000 – \$74,999 \$75,000 – \$99,999 \$100,000 or over
- 9 Including yourself, how many people live in your household? _____
- 10 Do you have access to the internet through a smart phone or computer? Yes No

*Please return your survey at the Comment Table (Station 9).
Thank You.*

Public Meeting Survey Results

General Summary

- A total of 80 surveys were collected from the Oakland (4) and Livermore (76) Public Meetings.
- The survey included 2 project questions and 10 demographic questions.
- Survey results were anonymous.

Question 1: What is your preferred option for a BART to Livermore Connection?

Of those expressing a 1st preference, 85.1% (n=57) identified conventional BART as their 1st preference

- 4.5% (n=3) identified DMU/EMU as 1st
- 9.0% (n=6) identified Express Bus/BRT as 1st
- 1.5% (n=1) identified Enhanced Bus as 1st
- Of those expressing a 2nd preference, 61.9% (n=29) identified DMU/EMU as their 2nd preference
- Of those expressing a 3rd preference, 58.6% (n=27) identified Express Bus/BRT as their 3rd preference
- Of those expressing a 4th preference, 71.7% (n=33) identified Enhanced Bus as their 4th preference

Table 2: Result of Survey Question 1

What is your Preferred Option for the BART to Livermore Connection?

Rating Scale	Conventional BART	DMU/EMU	Express Bus/BRT	Enhanced Bus	Total ^a
1 (most preferred)	85.1%	4.5%	9.0%	1.5%	100.0%
2	6.4%	61.9%	27.7%	4.3%	100.0%
3	4.3%	17.4%	58.6%	19.5%	100.0%
4 (least preferred)	8.7%	15.2%	4.3%	71.9%	100.0%

Note a: Totals not exact due to rounding

Other Written Comments
ii. BART (for Interim Isabel BART) bus from Airway P/R and Livermore Airport to Dublin Pleasanton BART every 15 minutes would provide really seamless commute and eliminate need to park at BART station. It would take 3 buses and require expanding Airway P/R. ACTC suggests 500 or 1000 spaces.
Down highway to Altamont + ACE
We know that the Tri-Valley San Joaquin transit will hook up to this eventually I guess. There is not enough thought going into the entire connectivity.
I don't have much concern
I actually prefer conventional BART all the way to Greenville Road but this looks too cost prohibitive currently Feb 2018
BART to Livermore transit center/ACE train/Wheels
Connect ACE/BART to a transfer only station in Fremont where current Fremont BART goes over ACE
Am concerned with Maintenance + storage facility. The land is wildfire sensitive
I really think the other options are dumb
BART to Vasco via Las Positas
via el Charro Rd. to Stanley Blvd.
BART to ACE at Vasco or Greenville
Scrap Isabel + go straight to Greenville or nothing, put autonomous vehicle transfer station someplace near the outlet mall
If building BART do not install a chain link fence with barb wire down the center divider that collect garbage that always looks like an eye sore,
Do not want the storage yard maintenance facility
Conventional BART is the only reasonable option
We need a regional plan
No TODs. Don't try to reinvent the wheel, been there done that
BART will bring unwanted people, please do not build and bring crime to Livermore
Express bus BRT or conventional roughly equivalent
ROI double O&M

Question 2: What are the 3 most important factors to you when considering the BART to Livermore connection?

- Meeting participants identified the following three factors as the most important when considering the BART to Livermore connection:
 - Reduce travel time
 - Reduce automobile travel
 - Convenient, easy to use

Table 3: Results from Survey Question 2

Factors	n	Percentage
Cost to build	18	7.9%
Ability to attract riders	19	8.4%
Reduce travel time	45	19.8%
Convenient, easy to use	36	15.9%
Easy access by auto or bus	15	6.6%
Ability to connect with bike or walking	11	4.8%
Reduce automobile travel	41	18.1%
Reduce greenhouse gas emissions	28	12.3%
Other	14	6.2%
Total Responses	227	100.0%

Table 3a: Written Comments from Survey Question 2

Other Written Comments
Plan later extension to Greenville with ACE Transfer, BART stop, train yard and major parking. Include a Vasco/I-580 station for access to LLNL jobs and Springtown residents
Not put any train or yards north of 580 except at land by Altamont [sic]
I think the infill is what I do not like, I think we need to break down our land barriers undo measure D. No housing infill. But I think that stack and pack neighborhoods should be built outside the North boundary then and only then should we connect transit. Isabel is too close to the airport.
I don't have much concern
Minimize # of transfers to get to San Jose
Connect to ACE, easy access to all, one connection
Parking for Livermore residents
The money should be put to better use building a modern rail service from Stockton to San Jose and Redwood City. It would allow more BART Tax payers to ride BART and Transfer to ACE into the major part of the Silicon Valley more BART riders mean more fare box. No more BART until the existing core is fully refurbished.
Scenic Corridor, I am fed up with the tail wagging the dog. Also fed up with paying for nothing for 50 years. BART wastes money
Connectivity to other train lines, like if they make the train through central California
Reverse commute to Vasco station to serve LLNL and Local business
Connect with ACE train to Central Valley
I also value reducing emissions
Asset to city
Connect to other transit like ACE
Cost to build relative to opportunity cost
Extension of BART East where it's needed most e.g. Highway 5

Demographic Questions

Question 1: How did you hear of tonight's open house?

- A total of 80 surveys were collected.
- 5% (n=4) of surveys were completed at the Oakland Public Meeting.
- 95% (n=76) were completed at the Livermore Public Meeting.
- 41.9% of the total respondents indicated they received notification about the open house event from the BART to Livermore email list
- 14.9% received notification from social media
- 13.5% were notified through their community groups or employer

Table 4: Results from Demographic Question 1	n	Percentage
BART Email List	31	41.9%
Social Media (Facebook, Nextdoor)	11	14.9%
Community Groups (e.g., BART to Livermore Coalition, LLNL)	10	13.5%
Local Newspaper	8	10.8%
Other	8	10.8%
City of Livermore	4	5.4%
BART to Livermore Website	2	2.7%
Total Responses	74	100.0%
No Response	6	7.5%
Total	80	100.0%

Question 2: In which city do you live?

- 87.0% reported that they lived in the city of Livermore
- 10.4% reported that they lived in either the cities of Dublin or Pleasanton

Table 5: Results from Demographic Question 2

Resident City	n	Percentage
Livermore	67	87.0%
Pleasanton	4	5.2%
Dublin	4	5.2%
Oakland	1	1.3%
Tracy	1	1.3%
Total Responses	77	100.0%
No Response	3	3.8%
Total	80	100.0%

Question 3: Are you a regular BART rider?

- 50% of attendees identified themselves as regular BART riders

Table 6: Results from Demographic Question 3

Regular Rider	n	Percentage
Yes	39	50.0%
No	39	50.0%
Total Response	78	100.0%
No Response	2	2.5%
Total	80	100.0%

Question 4: Would you use the BART to Livermore connection to commute to work or school?

- 36% of respondents would use BART to Livermore to commute to work or school
- 64% of respondents would not use BART to Livermore to commute to work or school

Table 7: Results from Demographic Question 4

Commute	n	Percentage
Yes	27	36.0%
No	48	64.0%
Total Response	75	100.0%
No Response	5	6.3%
Total	80	100.0%

Question 5: For recreation use?

- 86.5% said they would use BART to Livermore for recreational purposes. Recreational uses respondents indicated include:
 - Wineries
 - if staying overnight with friends/family in the Oakland Alameda areas shopping, riding to Oakland Coliseum events riding to San Fran for shopping, sports, shows
 - I work in San Jose- But to the City Yes + SFO
 - Used BART 5 times in 22 years of living in Alameda
 - Business trips to San Francisco and elsewhere in the Bay Area
 - Trips to airport
 - Frequent Recreation user
 - Other locations in the bay area
 - Trips to Grandson & SF

Table 8: Results from Demographic Question 5

For recreation	n	Percentage
Yes	64	86.5%
No	6	8.1%
Other use	4	5.4%
Total Response	74	100.0%
No Response	6	7.5%
Total	80	100.0%

Question 6: What is your race or ethnic identification (check all that apply)

- 67.6% of respondents identify as White
- 10.3% of respondents identify as Asian
- 13.8% did not provide a response

Table 9: Results from Demographic Question 6

Race or Ethnic Identification	n	Percentage
White	46	67.6%
Asian/Pacific Islander	7	10.3%
Black/African American	5	7.4%
Other	5	7.4%
Mixed Race	3	4.4%
Hispanic, Latino or Spanish origin	2	2.9%
American Indian/Alaskan Native	0	0.0%
Total Responses	68	100.0%
No Response	11	13.8%
Decline to state	1	1.3%
Total	80	100.0%

Question 7: Do you speak a language other than English at home?

- 11.3% reported that they speak another language
- 88.7% reported that they do not speak another language

Table 10: Results from Demographic Question 7

	n	Percentage
Yes	8	11.3%
No	63	88.7%
Total Responses	71	100.0%
No Response	9	11.3%
Total	80	100.0%

If yes, what language?

- Sign
- Cantonese
- Tagalog
- Klingon
- German
- Japanese
- German
- Gujuarti

Question 8: What is your total household income before taxes?

- 77.6% of the survey respondents reported a household income of \$100,000 or over.

Table 11: Results from Demographic Question 8

	n	Percentage
Under \$25,000	1	1.5%
\$25,000-\$34,999	1	1.5%
\$35,000-\$39,999	0	0.0%
\$40,000-\$49,999	0	0.0%
\$50,000-\$59,999	1	1.5%
\$60,000-\$74,999	7	10.4%
\$75,000-\$99,999	5	7.5%
\$100,000 or over	52	77.6%
Total Responses	67	100.0%
No Response	13	16.3%
Total	80	100.0%

Question 9: Including yourself, how many people live in your household?

- 48.5% of survey respondents reported a household size of 2 persons.

Table 12: Results from Demographic Question 9

Number of Persons per household	n	Percentage
1	13	19.1%
2	33	48.5%
3	11	16.2%
4	6	8.8%
5	1	1.5%
6	4	5.9%
Total Response	68	100.0%
No Response	12	15.0%
Total	80	100.0%

Question 10: Do you have access to the internet through a smart phone or computer?

- 97.3% of respondents reported that they have access to a smart phone or computer.

Table 12: Results from Demographic Question 9	n	Percentage
Yes	73	97.3%
No	2	2.7%
Total Response	75	100.0%
No Response	5	6.3%
Total	80	100.0%

Crosstab Analysis

Question: What is the preferred alternative of survey respondents who identify as BART riders?

- BART riders are more likely to pick conventional BART as their first preference.
- Non-BART riders also select conventional BART as their preferred alternative but less frequently than regular BART riders.
- Non-BART riders are also more likely to select conventional BART as their least preferred alternative than regular BART riders.
- BART riders and non-BART riders are more likely to select DMU as their 2nd alternative.
- Respondents who ride BART regularly are more likely to select Express Bus/BRT as their 3rd preference than those who don't.
- BART riders and non-BART riders are more likely to select Express Bus/BRT as their 3rd choice.
- Some BART riders and non-BART riders indicate Express Bus/BRT as their 2nd choice.

Table 13: Results from Cross Tab of Survey Question 1 and Demographic Question 3

Conventional BART		Are you a regular BART rider					
Mode preference	Rating Scale	BART Rider	Percentage	Non-BART Rider	Percentage	No Response	Total Surveys
	1 (most preferred)	33	91.7%	22	78.6%	2	57
	2	2	5.6%	1	3.6%	0	3
	3	0	0.0%	2	7.1%	0	2
	4 (least preferred)	1	2.8%	3	10.7%	0	4
	Total Responses	36	100.0%	28	100.0%	0	66
	No Response	3	7.7%	11	28.2%		14
	Total Surveys	39		39		2	80
DMU/EMU		Are you a regular BART rider					
Mode preference	Rating Scale	BART Rider	Percentage	Non-BART Rider	Percentage	No Response	Total Surveys
	1 (most preferred)	0	0.0%	3	15.0%	0	3
	2	17	65.4%	12	60.0%	0	29
	3	4	15.4%	4	20.0%	0	8
	4 (least preferred)	5	19.2%	1	5.0%	1	7
	Total Responses	26	100.0%	20	100.0%		47
	No Response	13	33.3%	19	48.7%	1	33
	Total Surveys	39		39		2	80
Express Bus/BRT		Are you a regular BART rider					
Mode preference	Rating Scale	BART Rider	Percentage	Non-BART Rider	Percentage	No Response	Total Surveys
	1 (most preferred)	3	11.5%	3	14.3%	0	6
	2	6	23.1%	6	28.6%	1	13
	3	17	65.4%	10	47.6%	0	27
	4 (least preferred)	0	0.0%	2	9.5%	0	2
	Total Responses	26	100.0%	21	100.0%	0	48
	No Response	13	33.3%	18	46.2%	1	32
	Total Surveys	39		39		2	80
Enhanced Bus		Are you a regular BART rider					
Mode preference	Rating Scale	BART Rider	Percentage	Non-BART Rider	Percentage	No Response	Total Surveys
	1 (most preferred)	1	3.8%	0	0.0%	0	1
	2	0	0.0%	2	11.1%	1	3
	3	5	19.2%	3	16.7%	0	8
	4 (least preferred)	20	76.9%	13	72.2%	0	33
	Total Responses	26	100.0%	18	100.0%	0	45
	No Response	13	33.3%	21	53.8%	1	35
	Total Surveys	39		39		2	80

Appendix C

Written Comment Forms
Oakland Public Meeting

Public Comment Opinion Letters

Contents

- A. Written Comment Forms
 - i. Oakland Public Meeting
 - ii. Livermore Public Meeting
- B. BART to Livermore Extension Email Comments
- C. BART to Livermore Extension Website Comments
- D. Stakeholder Comment Letters



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
BART to Livermore Project Open House Written Comment Form

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Use the back of the sheet of additional pages if necessary.

Name: Alan Dububin (please print)

Organization Represented (if any): Bridgette Housing Corp

Date: _____

Comments:
I requested learning about the four alternatives presented at the public meeting. My vote would be for Alternative 1, Full BART extension to the proposed Isabel Station. I believe this alternative would be the only alternative to make a significant and long term impact for reduced VMTs, reduced GHGs, increased job and housing, and the implementation of the Isabel Neighborhood Plan without this alternative will more than likely not exist in its current form.

One other suggestion would be to place the proposed Storage and Maintenance Facility closer to I-580 and just east of the station. I believe this location would be less costly and provide mitigants to noise and traffic than the alternative 500+ feet north of I-580.



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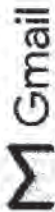
Name: Robert S. Allen (please print)

Organization Represented (if any): _____

Address: _____ (optional)

Date: 2/15/2018

Comments:
Small 24' x 24' sign at the end of the line.
Basically eliminate stop and start board. Plan them with John extension along I-580 to an ACE transition at Greenville.
Provide overnight storage for 1/2 AM hour (5 train + 1 queue)
6 times 700' = 4200' (2100' of double track)
All a third 2100' track to hold 6 short trains for a new route to Richmond, Fall BART to Isabel, Fall along I-580 to Greenville.
Keep ACE on current line; double bi-lateral stations fully capable for 4-5 min



Robert Allen

Draft Comment, BART to Isabel

1 message

Sat, Feb 24, 2018 at 12:56 PM

Eliminate the Shop and Yard!

Extension to Isabel does not require them.
 No more turnbacks than with present BART.
 Store only 6 - 10-car trains (first hour) for Blue Line.
 Add track for 6 - 5-car trains to Richmond.
 Use saving for follow-on BART to ACE at Greenville.
 2100' triple-track level turnback/storage in median.
 Shop and yard belong at future Greenville terminus.

Plan further BART to ACE transfer station!

ACE crosses I-580 near Greenville.
 Yard and shop could be near station terminus.
 ACE-BART transfer station could serve future DMU.
 BART need not be confined to freeway median there.
 Livermore General Plan endorses this concept.
 Some 8400 Livermore voters petitioned in support.
 Supports ACE Central Valley commute to BARTland.
 Supports DMU transit over Altamont Pass.



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Name: Susana Chau (please print)
 Organization Represented (if any): BART/Livermore Coalition (optional)
 Address: Pleasanton (optional)
 Email: _____ (optional)
 Phone: _____ (optional)
 Date: 2/26/18
 Comments:

I reside in Pleasanton & ~~the~~ ride from
 Pleasanton station five to ten times (roundtrip)
 per month. Its close ~~to~~ geographical location
 has greatly enhanced my life, and I would
 like my neighbors in Livermore & Tracy,
 Mountain House + Modesto to enjoy access
 to full BART in Livermore also. Anything
 less than full BART would greatly see
 decreased ridership, & would not fulfill (over)

Written Comment Forms Livermore Public Meeting

several key thrusts for effective public transit

- easy to access
- smooth connection (ideally, no transfers)
- decrease # cars on 580 (↓ congestion)
- cut air pollution through use of electric BART cars
- increase quality of life for residents via less ~~time~~^{time} commuting
- increase possibility of home ownership in Tri-Valley + San Joaquin County
- access to Livermore for jobs @ LNL, tech companies, STEM education for students
- access to Livermore wineries & outlet shopping
- increase 580 access for big rigs accessing Port of Oakland from San Joaquin County



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Use the back of the sheet of additional pages if necessary.

Name: Kavit Kumar (please print)
Organization Represented (if any) _____
Address: _____ (optional)

Phone: _____ (optional)
Date: 2/27/18

Comments:

Bring conventional Bart to Livermore with proper transfers to ACE train. Bringing Bart to Livermore would also allow people living in San Francisco to come out for the weekend to enjoy wineries and downtown. I strongly oppose DMU idea as we are moving towards clean energy. Please keep the bay area air clean and pick only an electric alternative. My biggest issue with Bart is keeping the price reasonable. If an alternative were built, please make it affordable so that people would actually want to use it. Look at cities such as NYC or Boston. They are fairly priced so families can go together. As it currently stands, Bart is too expensive to take families. It's just cheaper to take a car and pay gas.



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Use the back of the sheet of additional pages if necessary.

Name: ANDY MORIS (please print)
Organization Represented (if any) _____
Address: Livermore (optional)

Email: _____ (optional)
Phone: _____ (optional)
Date: 2/27/18

Comments:

Can the storage & maint. Facility be at the Airport? Less housing to deal with.
Thank you



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Use the back of the sheet of additional pages if necessary.

Name: Anthony Huester (please print)
 Organization Represented (if any): Livermore CA (optional)
 Address: _____
 Email: _____ (optional)
 Phone: _____ (optional)
 Date: Feb 27 2014

Comments:

I support BART to Livermore, but it should connect to ACE at Greenville. Livermore should not pay more than their fair share of the storage/maintenance yard. As it is, were paying a disproportionate amount to provide a facility that benefits BART as a whole, rather than Livermore residents.

Also, BART need not be confined to the 500 median.



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Name: Van Rainey (please print)
 Organization Represented (if any): BART-Livermore Coalition/OEA-Livermore (optional)
 Address: Livermore CA (optional)
 Date: 3/27/18

Comments:

In light of the start-up of the regional rail authority that should link San Joaquin Valley cities to the BART expansion to Livermore, it seems that BART is ignoring the current political and financial landscape for whatever reason that seems inexcusable on its face. I fail to understand what the District is intending to accomplish. Are you simply moving forward like a run-away train failing to heed the warning signals on the path you are travelling. For my money, we deserve better and I expect to talk to my Assembly Member Catherine Baker about this exercise in folly.



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Use the back of the sheet of additional pages if necessary.

Name: Greg Thompson (please print)
Organization Represented (if any) _____
Address: Livermore, CA

Date: February 27, 2018

Comments:

Strongly support full BART to both Isabel + Vasco Stations. If the Isabel Station is built first, Nothing should be done that increases or increases the cost of later extending it to the Vasco Station site and interconnection with the ACE train corridor.

Also my reading of measure BB funds indicates they can not be used for any development outside the I-580 corridor of which the large maintenance facility proposed is definitely outside the ~~the~~ corridor.



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Use the back of the sheet of additional pages if necessary.

Name: Jan Hawley (please print)
Organization Represented (if any) _____

Date: 2-27-2018

Comments: BART need to go East towards HWY 5 if you truly want to help with traffic. What is also not disclosed is the requirement for housing as part of the extension.



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Use the back of the sheet of additional pages if necessary.

Name: Lyan Schussler (please print)

Organization Represented (if any) _____ (optional)

Address: LIVERMORE (optional)

Email: _____ (optional)

Date: 8/27/18

Comments:

*PLEASE HOLD BART BOARD MEETINGS ON LIVERMORE
 EXTENSION IN THE EVENING. MOST OF US WORK
 DURING THE DAY AND CANNOT MAKE DAY MEETINGS.
 IT IS IMPORTANT THAT OUR VOICES BE HEARD. NO ONE
 HAS LISTENED TO US IN 40 YEARS. CONVENTIONAL BART
 NEEDS TO COME TO LIVERMORE. WE HAVE BEEN PAYING FOR
 IT SINCE THE BEGINNING OF TIME. IT IS TIME NOW
 TO LISTEN TO US, BE AVAILABLE TO US.*

Alain Burnham

When I first looked at BART's plan for the Livermore extension, I figured BART had tried as hard as it could to convince Livermore residents they did not want a BART station. The idea of putting a huge maintenance yard in an area planned for perpetual open space is about the stupidest idea ever.

Except maybe for diesel-electric trains. I guess you just forgot about including coal-fired steam engines and horse-drawn carts in your EIS. And no mention of autonomous vehicles, which will be ubiquitous before BART advances a mile. With planning like this, I wish Livermore could simply secede from Alameda County and use our tax money working with San Joaquin County to figure out how to get people to Silicon Valley.

BART needs to get its head out of the 20th Century. It should abandon its singular obsession with Transient Oriented Development, which only slows the rate of paralysis, and start thinking of autonomous vehicle systems that can quickly and efficiently collect people within several miles of major stations. In telecommunications, this is called the last mile problem. I will never take a bus. It is the equivalent of a dialup modem. Numerous, smaller, autonomous shuttles, which will cost about the same as a stall in a parking garage, could pick up their passengers with only a few stops and smoothly unload them at a well-designed station to shorten the mode transfer time penalty. The mode transfer time penalty is one reason I never consider public transportation—even in bad traffic, it is slower than driving, with a few exceptions.

I assert that the money for an Isabel station would be far better spent building an autonomous vehicle only transfer station somewhere between Livermore and Dublin along with associated dedicated feeder roads. And if BART doesn't go all the way to Greenville to connect to the ACE train, it would be far better to spend the money building an autonomous vehicle only lane from there to the transfer station than terminating at Isabel. If done well—namely, less than 100 ft from mode to mode and enough vehicles to assure rapid loading and departure, it probably wouldn't take much more time to get to BART. It would also be compatible with the dispersed autonomous collector system for the rest of the Valley.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 BART to Livermore Project Open House Written Comment Form

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Use the back of the sheet of additional pages if necessary.

Name: Anonymous (please print)
 Organization Represented (if any): _____
 Address: Livermore (optional)
 Email: _____ (optional)
 Phone: _____ (optional)
 Date: 2/27/18

Comments: Please work with Downtown Livermore to avoid too much construction. The Downtown Livermore project is projected for 5 years of construction.
 Thank-you!



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Use the back of the sheet of additional pages if necessary.

Name: Mary Ferrer (please print)
 Organization Represented (if any): BART Livermore Livermore Indivisible, Livermore to Washington Embarassing Diversity, more Livermore (optional) Sumplest
 Address: _____
 Date: 2/27/18

Comments: I'm working for FULL BART. My preference is to Greenville Rd. & an ACE Connection. Greenville is a much better location for the storage & maintenance yard. We need a forward looking regional plan, not a piecemeal approach.



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Use the back of the sheet of additional pages if necessary.

Name: Glenn Hage (please print)
 Organization Represented (if any) X
 Address: Pleasanton (optional)

Date: 2/27/18

Comments:
 I hope that you will cooperate with the new BART/ACE connection. And look at the El Charro Road route to Stanley.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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Use the back of the sheet of additional pages if necessary.

Name: Tara Hanna (please print)
 Organization Represented (if any)

Date: 2/27/2018

Comments:
 - I think we should go with the regular Bart "Conventional Bart"
 - I do not like putting all the train material in Livermore, why do we need that yard
 No Yard! Yes BART!
 - move bus off 5th street
 - On the city development plan:
 - no 6 stories max
 - New schools



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Use the back of the sheet of additional pages if necessary.

Name: Kyoko Takayama (please print)
 Organization Represented (if any): Organizing for Action EBC
 Address: Livermore (optional)

Phone: _____ (optional)

Date: 2/27/18

Comments:

To add sup/ yard as a part of extension is not exactly fair. The need is already here. Therefore would like to see the project separated from the yard/shop. It is too bad that BART is not coming to the downtown and connect to Greenville / ACE.
 I still believe full BART to Livermore and make a good transit hub to connect to Central Valley is needed and my preference. Livermore can benefit to have a full BART ~~to~~ to start transit oriented neighborhood and attract more tech businesses in TriValley. People can no longer afford to live in SF or Oakland, it is only fair to provide at least transit ^{we} ~~they~~ can use for they are forced to commute long way.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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Use the back of the sheet of additional pages if necessary.

Name: Debby Seid (please print)
 Organization Represented (if any): _____
 Address: _____ (optional)

Phone: _____ (optional)

Date: 2/27/2018

Comments:

I believe we need a connection directly between BART & ACE. Thus, the conventional BART proposal is the only one that meets that need by being available for further extension up to Greenville.
 Thank you.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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Use the back of the sheet of additional pages if necessary.

Name: Susan Jeluk (please print)
 Organization Represented (if any) _____
 Address: Livermore, CA (optional)

Phone: _____ (optional)

Date: 2-27-2018

Comments:

Is BART using the same play book as the Livermore city council?

We do not need another entity spending time and money collecting public input; only to do the opposite of the local majority. BART has had the plan of service in the medium of I-580 since they (BART Board) bought property at Isabel and Greenville in the 1980s. → Stick to the plan REAL FULL BART in the I-580 medium ← No diesel/multiple unit, No express bus, No cultural bus service Do not even think about raping the agricultural land near North Livermore Avenue. (this was never part of the plan)

It is time to deliver the product or refund our money. Livermore should have BART before San Jose!

Susan Jeluk



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Use the back of the sheet of additional pages if necessary.

Name: Susan E. Junk (please print)
 Organization Represented (if any) _____
 Address: _____ (optional)

Phone: _____ (optional)

Date: 2-27-2018

Comments:

Stick with the original plan BART in the I-580 medium. Use the land BART Board bought in 1980s for the storage, maintenance and other "corp yard" use. Shame for even thinking of a North Livermore location.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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Use the back of the sheet of additional pages if necessary.

Name: KARLA BERTHIE (please print)
 Organization Represented (if any): _____
 Address: LIV (optional)

Phone: v (optional)
 Date: 2-27-18

Comments: *At 71 years old I feel that my opinion and preferences are driven by the generations of people who will be living here long after San Jose. Full BART to Livermore is best for them - reducing road congestion, air pollution & commute stress for people who will benefit 10-20 years from now. To implement any design less than that is short sighted. Since I moved here in 1978, Livermore has grown more than I would have imagined possible & there is no reason to think that will change - so we will need full BART here. I wish it could be extended all the way to Greenville actually, as I foresee that need will be critical before long.*



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Use the back of the sheet of additional pages if necessary.

Name: VICENTE COVEA (please print)
 Organization Represented (if any): _____
 Address: Livermore, CA (optional)

Phone: _____ (optional)
 Date: _____

Comments: *I would like to see long-term strategic extension plans. How do you propose to connect to other regional transportation systems? Large metro areas have multiple rail transfer points, I would like to see what plans BART has to achieve this.*



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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Use the back of the sheet of additional pages if necessary.

Name: Chester A. Moore Jr. (please print)
Organization Represented (if any): (Retired)

Date: 2.27.2018

Comments:

Suggestion for Livermore (and all other Bart Host cities)
Bart should build multiple Parks and Ride Lots in each host city (example 5 lots in Livermore) all ^{BART} Daisy-chain connected by a shuttle bus direct to the East Dublin/Pleasanton ~~East~~ Bart Station.
This would provide convenient and timely last-mile service to connect all family members to SF and Silicon Valley work/college destinations.
BART must provide this to supplement city Bus Services. (over)

The parking facilities can grow organically as ~~the~~ popularity and economically as the popularity increases.

Do not expect BART Bonds to increase support in the future if you fail to provide the only two services needed: ¹Fast Rail service and ²convenient access to stations (at minimal and practical cost).

Livermore doesn't need or want any of your stations, though we would gladly support Bart construction of a Greenville Road Large Parking structure to take drivers from Tracy off the 580 Freeway.

Chester Moore
Livermore CA



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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Use the back of the sheet of additional pages if necessary.

Name: Raymond L. Smith (please print)
Organization Represented (if any): Livermore
Address: _____ (optional)

Date: 2/27/18

Comments: * I much prefer the BART extension from Dublin East using conventional BART directly to Isabel Ave. I often ride my bicyc^{le} to Dublin BART then board BART to Oakland / or SF (or sometimes to Fremont for shopping) ^{then transfer}

* I don't want any/dm^y services. I don't want to ride my bike, & transfer to EMU/dm^y, then transfer again to BART. Sometimes heavier bike cargo loads make several transfers difficult, especially with more heavy loaded EMU/dm^y passenger loads.

I don't like the enhanced bus route plan. I've been bypassed down (time wise) during (bad) heavy traffic situations on Eastbound 580 in evenings. I don't want Express Bus routes, again heavy automobile traffic situations can bog down buses, especially when entering & exiting the 580 for a way. Sometimes affreeing onto a circuit diverts cars into city side streets, & bogs down the (upward) bus services. Taking a Dublin (eastbound Bus) on an express route that still takes 25 minutes to get to downtown Livermore can be very frustrating & inconvenient.

I believe the maintenance services set-up tracks North of Isabel Ave. IS A VERY GOOD idea. This allows additional car storage to make up more longer trains @ peak periods & so well as provide a place for much needed maintenance. I don't think it'll be too noisy, as the 280

highway already is noisy. Putting cars off the highway to ride BART from the Isabel station would help reduce noise & automobile congestion.

Allowing conventional BART to Isabel Ave is pre-occupied by my house hold as the space already exists straight down the middle of the highway & would be a quicker ride back into Livermore from events in SJ, Fremont, Oakland, S.F. I believe it'll be more cost effective to run BART straight eastward down the 580 highway to Isabel. 3rd rail technology already exists by extending the BART rails to Isabel, as well as the BART cars already in the system can be used right away.

- DMU/EMU would require ^a new different ^{type} bogies; new catenary overhead wiring, plus an in convenient need to transfer off a crowded BART car to a crowded EMU/dm^y train -
- this would inconvenience (sp?) families that had strollers with children
- ↳ it would inconvenience handicapped (wheel chair & cane assisted riders) having to transfer three times overall from Livermore wheels to EMU/dm^y to the BART train
- ↳ it would inconvenience bicycle riders (especially ones with heavy gear)



Draft Comment, BART to Isabel
1 message

Sat, Feb 24, 2018 at 12:56 PM

Eliminate the Shop and Yard!

Extension to Isabel does not require them.
No more turnbacks than with present BART.
Store only 6 - 10-car trains (first hour) for Blue Line.
Add track for 6 - 5-car trains to Richmond.
Use saving for follow-on BART to ACE at Greenville.
2100' triple-track level turnback/storage in median.
Shop and yard belong at future Greenville terminus.

Plan further BART to ACE transfer station!

ACE crosses I-580 near Greenville.
Yard and shop could be near station terminus.
ACE-BART transfer station could serve future DMU.
BART need not be confined to freeway median there.
Livermore General Plan endorses this concept.
Some 8400 Livermore voters petitioned in support.
Supports ACE Central Valley commute to BARTland.
Supports DMU transit over Altamont Pass.

+ See over

See also over
This is in addition to my comments at House
- received from R. S. Allen
Robert Allen

In addition to my comments at Oakland meeting 26-Feb-2018
27 Feb 2018

Enhance bus

Should not be an alternative, but ~~could~~ on early stage of
the full BART project. It would last until full BART rail reaches
Isabel. 2022? (I'll be age 100 that year)

It should run from ~~Isabel~~ an enlarged Airway Park-vide (at the
future Isabel station) along Alway Blvd past a stop at the
Livermore Airport, onto I-580 at the Alway interchange to Maclean and
Down Drive to the BART DEP station.

It should not run ~~any~~ money towards or out of new station - at Kent-Cox

Study all through the evening commute. I see it is BART (BART) as it does for
Livermore and BART does future it, with creation of BART's ~~500,000~~ ^{500,000} cars.

Like all LATA buses, it will end at the ~~station~~ ^{station}.

I see no need for cost of Express Bus. ~~It~~ ^{It} should fund ~~and~~ ^{and} land for the ~~congestion~~

Make project full ~~stop~~ ^{stop} at DMU or DMU. BART trains should ~~primarily~~
run from ACE directly, especially with ACE extending to the Central Valley.
Direct transfer to ACE extends ~~BART's~~ ^{BART's} commute range to lower cost housing.

I see no justification for BART running DMU on EHV. Make it
full BART and plan to yard, shop, ACE transfer, and on-going parking
near Greenville.

BART to Livermore Extension

Email Submissions

From: Kenneth Duron
Sent: Monday, January 22, 2018 7:43 AM
To: Robert Allen
Subject: RE: BART to Livermore

Bob,

Your email will be shared with the Board of Directors.

Thank you for your comments.

Kenneth A. Duron
District Secretary
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 23rd Floor, Oakland, California 94612
510.464.6080, fax: 510.464.6011, email: kduron@bart.gov
website: www.bart.gov

From: Robert Allen
Sent: Sunday, January 21, 2018 5:03 AM
To: BoardofDirectors <BoardofDirectors@bart.gov>; John McPartland <jmcpartland@bart.gov>; John McPartland <john@mcpartlands.net>
Cc: Robert Allen
Subject: BART to Livermore

When the DEIR staff report comes to the Board for Final Approval, please tell them **No!**

No rat tail track to north of I-580.

Nix their planned shop and car storage.

Slash the cost of this Project EIR without them.

Plan for later extension along the freeway to an ACE transfer, train yard, and shop near Greenville Road outside the constricting I-580 median.

Until then, limit flat tail track car storage to hold about six long and six short trains (to add direct service to Richmond).

Now: Enlarge Airway Park/Ride per ACTC "Tri-Valley Integrated Transit and Park-and-Ride Study".

From: Robert Allen
Sent: Wednesday, January 31, 2018 7:43 PM
To: Michael Tree; BoardofDirectors; John McPartland; John McPartland
Cc: scott.haggerty@acgov.org; kstepper@danville.ca.gov; poloane@sanramon.ca.gov; don.biddle@dublin.ca.gov; jthorne@cityofpleasantonca.gov; mayormarchand@cityofivermore.net; veronica.vargas@ci.tracy.ca.us; dmoothead@manteca.ca.us; pakijjo@ci.lathrop.ca.us; dist3@stockton.ca.us; bbtngle@sfgov.org; leo.zuber@yahoo.com; Andrew Tang; Robert Allen
Subject: Connecting ACE and BART

Don't bifurcate ACE!

The proposed Tri-Valley fork (one line along I-580 to BART, the other as now to San Jose) will severely degrade ACE service over the Altamont.

Extend BART instead!

BART to an ACE transfer at Greenville will let passengers on *all* ACE trains either transfer to/from BART or continue to the **job-rich Silicon Valley**.

The BART yard and shop belong at Greenville, not on the rat-tail spur as proposed in the BART to Isabel DEIR.

Robert S. Allen
BART Director, District 5, 1974-1988
Retired, SP (now UP) Western Division, Engineering/Operations

From: Val Menotti
Sent: Monday, February 12, 2018 10:00 AM
To: Paul Oveisier; John McCormick; David Hardt
Cc: Andrew Tang
Subject: Fwd: Blue Line to Isabel

FYI. Former BART Director.

Val Joseph Menotti
Chief Planning & Development Officer
BART Planning, Development & Construction
[300 Lakeside Drive, 21st Floor](http://300.Lakeside Drive, 21st Floor)
Oakland, CA 94612
VMenotti@bart.gov
510.287.4794

Begin forwarded message:

From: Kenneth Duron <kduron@bart.gov>
Date: February 12, 2018 at 8:34:35 AM PST
To: Robert Allen
Subject: RE: Blue Line to Isabel

Bob,

Your email will be shared with the Board of Directors as requested.

Thank you.

Kenneth A. Duron
District Secretary
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 23rd Floor, Oakland, California 94612
510.464.6080, fax: 510.464.6011, email: kduron@bart.gov
website: www.bart.gov

From: Robert Allen
Sent: Thursday, February 08, 2018 5:24 PM
To: <BoardofDirectors@bart.gov>
Cc: Robert Allen
Subject: Blue Line to Isabel

Major Projects, Pages 15 and 16:

Extending the Blue line (LVX) east one station to Isabel does not require a yard or shop.

They belong as part of a **further extension to a Greenville (ACE transfer) station.**

A one-station extension entails no more turnback moves than BART now makes at Dublin-Pleasanton. There need only be enough Blue line car storage at Isabel for about six long trains (five for the first hour each day plus one reserve), or about 4200 track feet (2100 feet of double track level storage).

A third parallel level storage track could hold a like number of short (5-car) trains running direct to Richmond.

Please direct staff to reconsider the DEIR of BART to Isabel, deleting the shop, yard, and rat-tail trackage north of I-580.

Plan additional Blue line car storage, if needed, in the West Bay, until BART is extended to Greenville/ACE.

Please consider also:

Extending the Blue line to SFO;

Adding a new line from Dublin-Pleasanton to Richmond; and Re-orienting the North end of the Orange line to Pittsburg-Bay Point instead of to Richmond

From: Robert Allen
Sent: Monday, February 19, 2018 2:14 PM
To: ACEExtension.south@gmail.com; _BoardofDirectors
Cc: Andrew Tang; John McPartland; John McPartland; Michael Tree; mayormarchand@cityoflivermore.net; Robert Allen
Subject: ACE Extension Lathrop to Ceres/Merced Project

I just received your NOP and realize that the comment period has ended. Nevertheless I want to be on record with enthusiastic support. My only major concern is rescission of ACE Forward and the link it proposed to BART.

ACE provides a great commute from lower-cost housing in the Central Valley to the job-rich Silicon Valley. A convenient Tri-Valley rail-to-rail transfer to BART would do the same for workers in BARTland. I understand that was implicit in ACE Forward.

Extending BART to an ACE transfer at Greenville - about five miles along I-580 beyond the planned Isabel station - would make such a connection without bifurcating ACE and thus degrading ACE service to the Silicon Valley.

A Greenville terminus for BART is where the shop and yard now proposed at Isabel belong. Rail operations would remain: BART along I-580 and ACE on the UP freight line. Ultimate ACE or DMU on the former SP line over the Altamont would use this same transfer point.

I do hope that BART extension to a Rail-Rail transfer at Greenville is not forgotten.

Robert S. Allen
BART Director, District 5 (1974-1988)
Retired SP (now UP) Western Division, Engineering/Operations

From: Robert Allen
Sent: Wednesday, February 21, 2018 9:22 PM
To: _BoardofDirectors
Cc: Saravana Suthanthira; adao@alamedactc.org; Michael Tree; Andrew Tang; Donald Dean; Robert Allen
Subject: Parking for BART Dublin-Pleasanton, 2/22/18 Board

Item 6A revisits the issue of parking at BART's end-of-line Dublin-Pleasanton station. Page 13 cites plans by Alameda County for a \$34 million project with 398 spaces - about \$85,000 per space. The Hybrid plans are also costly.

Alameda County Transportation Commission (ACTC), in their massive "Tri-Valley Integrated Transit and Park-and-Ride Study" proposes expanding BART's Airway Park/Ride to 500 or 1000 spaces. Their engineering consultant, DKS, estimated that making it 500 spaces on vacant BART-owned land would cost \$3,256,000, or \$6,512 per space.

Airway's 153 space parking is too small a base for transit to the station. (There is no longer a bus route to the station.) Expanding it should support what I call iiBART (Interim Isabel BART) to the station, somewhat as the \$525 million eBART will do in Contra Costa County, until BART rail reaches Isabel far in the future. It would make the commute from Livermore nearly seamless.

Weekday iiBART along I-580 to Dublin-Pleasanton would open up many parking spaces at the station. It would save each Livermore BART user about 40 minutes per day, compared to Wheels 10R and 30R "Rapid" bus routes - three hours of commute time each week. It would eliminate the chance of being unable to find parking, of having to drive all the way to one's destination.

Please consider expanding the Airway Park-Ride.

From: Robert Allen
Sent: Friday, February 23, 2018 4:04 PM
To: _BoardofDirectors
Cc: Saravana Suthanthira; adao@alamedactc.org; Michael Tree; Andrew Tang; Donald Dean; Robert Allen
Subject: Feb 22 Meeting Item 6A (Parking for Dublin-Pleasanton)

Item 6A, Parking for Dublin-Pleasanton, came up at the end of a long, long meeting day. In the upcoming review, please also consider remote parking on vacant BART-owned land at the future Isabel station as an alternative.

Alameda County plans a \$34 million structure for 398 cars (or \$85,000/space).

Discussion centered on multi-phased Hybrid totaling what appears like \$37,2 million for 540 cars (or about \$70,000 per space).

DKS, in its massive ACTC "Tri-Valley Integrated Transit and Park-and-Ride Report" estimated cost to expand BART's Airway Park-Ride (at future Isabel station) 500 spaces at \$3,256,000 (\$6,512/space).

ACTC proposes enlarging BART's Airway facility to 500 or 1,000 spaces. **(LAVTA in 2016 pulled its last bus serving Airway, because the facility was too small to warrant bus service.)**

The study might also include what I call iBART (Interim Isabel BART). It would erase the need for Livermore BART users to drive to the Dublin-Pleasanton station. Let parking fees pay for the cost, control use of the lot, and possibly help underwrite iBART.

I left detail of the DKS estimate with each Director at Thursday's meeting.

From: Robert Allen
Sent: Monday, March 05, 2018 11:14 AM
To: _BoardofDirectors
Cc: Andrew Tang; Donald Dean; Robert Allen
Subject: BART to Livermore, March 8 Agenda Item C-6

ACE (Altamont Commuter Express) now runs four weekday commute trains each way between Stockton and to San Jose. They plan to add trains from Manteca, Modesto, and Ceres soon, and later from Turlock, Livingston, Atwater, and Merced.

With much lower housing costs in the Central Valley and higher-paying jobs in BARTland, AB 758 seeks to connect **ACE with BART in the Tri-Valley**.

Slide 38 (back page of attachment) illustrates thinking of the new TVSJVRRRA. Extending BART along I-580 to a transfer station at Greenville could better achieve the connectivity sought by AB 758.

Please phase BART to Livermore like this:

Phase 1: Enlarge Airway Park/Ride: Start iBART. Do ASAP.
Phase 2: Add Train Route, L to R Line. Do when cars arrive and Berryessa opens
Phase 3: Add Storage Tracks beyond Colma. Do by when most of new cars arrive.
Phase 4: Proposed Project (without shop or yard). Co-ordinate with Caltrans.
Phase 5: Plan further BART to ACE at Greenville. Start new Project EIR soon.

Aim for direct BART-ACE connection (goal of AB 758), with the shop and train storage near end of the line at Greenville. While not connecting BART with ACE, the new agency's DMU/EMU east from Greenville would extend rail transit to San Joaquin County beyond normal commute hours.

From: Robert Allen
Sent: Monday, March 05, 2018 11:24 AM
To: _BoardofDirectors
Cc: Donald Dean; Andrew Tang; Robert Allen
Subject: Phase 2 - Add Train Route, L to R Line

Blue line trains often standing room only from first station.
Adding short Tri-Valley trains to Richmond would seat many more riders.
Do this when new cars become available.
Gives Tri-Valley riders a one-seat ride to downtown Oakland/BART offices.
Re-route Orange line beyond Oakland from R Line to C Line.
Capture J-680 commuters to one-seat BART ride.
Add seats on crowded C line.
Time routes to minimize impact on end-end Orange Line patrons.

Do this only after enough cars are available and Berryessa opens.

From: Robert Allen
Sent: Monday, March 05, 2018 11:29 AM
To: _BoardofDirectors
Cc: Donald Dean; Andrew Tang; Robert Allen
Subject: Phase 3 - Add Storage Tacks beyond Colma

Provide storage for new fleet and for Blue and Yellow Line trains.
Could be **at grade over** present line beyond Colma (former SP EM Line).
Landscape compatibly with nearby cemeteries.
Would serve Blue Line until future yard and shop near Greenville.
Limit Blue Line storage at Isabel to about 6 trains (first hour plus one reserve spare).
Eliminate yard and storage at Isabel (See Phase 4).

From: Robert Allen
Sent: Monday, March 05, 2018 11:35 AM
To: _BoardofDirectors
Cc: Donald Dean; Andrew Tang; Robert Allen
Subject: Phase 4 – Proposed Project (without shop or yard)

Extend present Blue Line to Isabel **without yard, shop, or rat-tail spur.**

Keep entirely within freeway median.

Triple-track level storage beyond station, slightly over 2,100'.
2 tracks to store up to 6 long Blue line trains.
1 track to store up to 6 short trains for new line to Richmond.

Co-ordinate with Caltrans.

Include planning for future I-580 median BART extension to near Greenville.

From: Robert Allen
Sent: Monday, March 05, 2018 11:40 AM
To: _BoardofDirectors
Cc: Donald Dean; Andrew Tang; Robert Allen
Subject: Phase 5 – Plan further BART to ACE at Greenville

Will a new Project EIR be needed?

ACE planning future trains from: Central Valley:
Now from Stockton, Lathrop, and Tracy to San Jose;
Next from Manteca, Modesto, and Ceres;
Then from Turlock, Livingston, Atwater, and Merced.

Direct BART-ACE transfer makes their commute to BARTland viable.
AB 758 concept degrades existing ACE commute to San Jose.
Bifurcates ACE at Livermore, and/or
Adds multiple transfers.

AB 758 goal was to **connect** ACE with BART.
DMU/EMU project concept (Page 38) merely **duplicates** a part of ACE.

DMU/EMU project concept:
Has benefits other than its stated goal:
Enables all-day rail transit outside commute hours;
Does not need to run along I-580;
Could run effectively from Greenville over the Altamont.

BART station at Vasco/I-580:
Near LLNL/Sandia job centers;
Close to major housing developments.

Vacant flatland allows good planning for:
Major BART Shop and Train Yard;
Passenger transfer station and support commercial;
Major surface parking (convertible later to structure).

Parking at Greenville:
Would serve both ACE and BART;
Cut driving on major I-580 regional truck corridor;
Enhance air quality in the Livermore Valley.

Ultimate BART on I-580 to Greenville:
Goal of 2011 petition by 8400 registered Livermore voters;
Livermore's preference (General Plan)

Phase 3: Before bulk of new cars arrive;
Phase 4: Co-ordinate with Caltrans;
Phase 5: Start immediately.

From: Patricia Williams
Sent: Monday, March 12, 2018 11:00 AM
To: Robert Allen
Subject: RE: Deficient BART to Livermore DEIR

Mr. Allen,
Your message will be forwarded to the Board and appropriate staff. Thank you.

From: Robert Allen
Sent: Monday, March 12, 2018 9:43 AM
To: _BoardofDirectors <BoardofDirectors@bart.gov>
Cc: Michael Tree <mtreee@lavia.org>; mayormarchand@cityoflivermore.net; ACEforwardEIR@acerail.com; Robert Allen <robertseallen@gmail.com>
Subject: Deficient BART to Livermore DEIR

BART's Draft DEIR is grossly deficient. The Board needs to reject the project as proposed, as well as Alternatives 1, 2, and 3.

Merely extending BART one station to Isabel and replicating there the existing turnback, does **not** warrant adding a shop and yard as proposed. There is no need for these facilities north of I-580.

A future Tri-Valley shop and Blue line yard, as well as an intermodal transfer station, belong near Greenville Road and I-580 - short of the Altamont Pass - as part of a modified Program EIR for BART to ACE at Livermore.

If additional Tri-Valley Blue line car storage were needed, Alternatives 1, 2, and 3 would not provide it.

Livermore's General Plan clearly states the city's preference for ultimate BART along I-580 to Greenville, per a qualifying 2011 initiative petition signed by some 8400 Livermore registered voters.

BART Board approval of the EIR should include these five phases:

1. Enlarge Airway Park/Ride and start iiBART;
2. Add L to R Route; (re-route Orange Line);
3. Add storage tracks near Colma;
4. Proposed Project **without yard or shop**; and
5. Planning for future extension to Greenville.

Time these phases outlined in my March 5 emails:

Phase 1: Promptly;

Phase 2: When enough cars arrive;

From: Robert Allen
Sent: Saturday, March 24, 2018 11:08 AM
To: custserv@clippercard.com
Cc: Saravana Suthanthira; adao@alamedactc.org; _BoardofDirectors; Andrew Tang; Donald Dean; Michael Tree; mayormarchand@cityoffivermore.net; Robert Allen
Subject: Clipper Card for Remote BART Parking?

Can BART patrons use Clipper Card to pay for parking at BART stations?

ACTC (in their "Tri-Valley Integrated Transit and Park-and-Ride Study") proposes expanding BART's 153-space Airway P/R (at future Isabel station in Livermore) to 500 or 1000 spaces. DKS estimates expanding it to 500 spaces on vacant BART-owned land would cost \$3,256,000.

Airway P/R has been too small to warrant a dedicated transit route. LAVTA pulled its last bus from there over a year ago. Expanding this now useless P/R to 500 spaces would make a frequent dedicated shuttle feasible, at a cost of about \$6,152/space. (Contrast that with the proposed \$34 million TIRCP parking structure at the station to cost \$85,000 per space, 13 times as much.)

I propose expanding the Airway P/R to 500 spaces, enlargeable to 1000 spaces, with parking fees like those at the station to re-imburse BART or ACTC (whoever advances the cost) on weekdays when iBART operates. (iBART is what I call an all-day weekday dedicated but linking Airway (Isabel) with Dublin-Pleasanton BART.) Airway becomes basically a BART remote station.

When the Isabel station with a parking structure opens, these lots could be used for attractions (such as a regional showcase for Livermore Valley wineries) instead of parking. (No DUI's for BART riders!)

Could Clipper CARD be used at such a remote BART station to collect parking fees on behalf of ACTC or BART - whoever funds the work?

Robert S. Allen
Former BART Director (1974-1988)

From: Robert Allen
Sent: Monday, March 26, 2018 8:29 AM
To: _BoardofDirectors; Andrew Tang; Donald Dean
Cc: Saravana Suthanthira; adao@alamedactc.org; Michael Tree; mayormarchand@cityoffivermore.net; Robert Allen
Subject: Clipper Card for BART Parking?

Could BART parking fees get paid by Clipper Card, as fares can be?

I asked Clipper Card if they can so be now. Here is their answer:

custserv@clippercard.com

to me 

RE: Reference Number 112825702

Dear ROBERT ALLEN,

Thank you for contacting the Clipper Customer Service Center.

I am happy to assist you with your inquiry. Clipper does not manage the Bart EZ rider parking program. You should contact Bart at (510)464-6474 to speak to their department that handles such inquiries. However, if the Safari browser is not permitting you to follow the link you may consider using another browser. Also, it may be helpful to use this link <https://ezrider.bart.gov/ezrider/> (that one I use personally and it works though I use Firefox or Chrome not Safari). I hope this is helpful and apologize for any inconvenience.

If you have any questions or concerns related to this request, please reply to this email correspondence or contact the Clipper Card Customer Service Center at [1-877-878-8883](tel:1-877-878-8883) (TDD/TTY 711 or [1-800-735-2929](tel:1-800-735-2929)).

Sincerely,

Clipper Customer Service Center

Please explore the possibility at stations and for remote BART-owned facilities.

Thanks.

From: Robert Allen
Sent: Tuesday, March 27, 2018 8:32 PM
To: _BoardofDirectors; Andrew Tang; Donald Dean; Michael Tree; mayormarchand@cityoflivermore.net
Cc: Robert Allen
Subject: BART to Livermore DEIR

The substance of my remarks at the 3/14/2018 board meeting of the new RV-SRV Rail Authority:

BART's DEIR appears to foreclose future extension beyond Isabel. Livermore's General Plan (based on a 2011 initiative petition signed by about 8400 Livermore registered voters) seeks BART along I-580 to an ultimate station at Greenville.

Any yard and shop belong at the future end of the BART line there, near a direct ACE/DMU passenger transfer station. Mere extension of BART one station to Isabel does not change the character or number of turnback moves; it does not require adding a shop or yard there.

The DEIR is grossly deficient in mandating them on the rat-tail spur north of the freeway.

The proposed DMU should run east from such a Greenville transfer station.

From: Robert Allen
Sent: Wednesday, March 28, 2018 7:14 AM
To: _BoardofDirectors; Andrew Tang; Donald Dean; Michael Tree; mayormarchand@cityoflivermore.net
Subject: Re: BART to Livermore DEIR

That should be TVSIV Rail Authority

On Tue, Mar 27, 2018 at 8:32 PM, Robert Allen wrote:
The substance of my remarks at the 3/14/2018 board meeting of the new RV-SRV Rail Authority:

BART's DEIR appears to foreclose future extension beyond Isabel. Livermore's General Plan (based on a 2011 initiative petition signed by about 8400 Livermore registered voters) seeks BART along I-580 to an ultimate station at Greenville.

Any yard and shop belong at the future end of the BART line there, near a direct ACE/DMU passenger transfer station. Mere extension of BART one station to Isabel does not change the character or number of turnback moves; it does not require adding a shop or yard there.

The DEIR is grossly deficient in mandating them on the rat-tail spur north of the freeway.

The proposed DMU should run east from such a Greenville transfer station.

From: Robert Allen
Sent: Wednesday, March 28, 2018 7:54 PM
To: _BoardofDirectors
Cc: Andrew Tang; Donald Dean; Saravana Suthanthira; adao@alamedactc.org; Michael Tree; mayormarchand@cityoflivermore.net; Robert Allen
Subject: BART to Livermore Precursor (Revised)

If BART rail cannot reach Livermore before 2026, please enlarge the 153-space Airway Park/Ride (at the Isabel station) ASAP, per Alameda County Transportation Commission's "Tri-Valley Integrated Transit and Park-and-Ride Study".

ACTC proposes making it 500 or 1000 spaces. Their consultant, DKS, estimates expansion to 500 spaces on vacant BART-owned land at \$3,256,000.. or \$6,512 per space. (Compare that with \$85,000 per space in the planned \$34 Million TIRCP structure at the station.)

The Airway Park/Ride now is too small to warrant a regular bus route to the station. LAVTA pulled out its last bus over a year ago. Making it 500 spaces, expandable to 1,000, could support iiBART ("Interim Isabel BART") for Livermore and greatly relieve the parking shortage at the station.

iiBART, a Livermore equivalent to eBART, would connect with every daytime weekday train into or out of Dublin-Pleasanton. It would provide a nearly seamless BART commute.

Parking fees similar to those at the station would apply on days when iiBART runs. They could be paid at the station with EZRider/Clipper Card or cash.

This could pave the way for similar remote BART stations at Greenville, in the Central Valley, or elsewhere. It could also develop ridership for future BART rail.

From: Tiffany Altieri
Sent: Tuesday, February 20, 2018 8:42 PM
To: BART To Livermore Outreach
Subject: My choice: Full BART station

I unfortunately cannot make the meeting, but would put my vote in for a full BART station. I have worked in San Francisco for many years now, and my husband has to. We commute to the Dublin BART via 580 everyday and building another station on Isabel would greatly alleviate that part of our day.

-Tiffany Altieri

From: Thursday, March 08, 2018 3:14 PM
Sent: BART To Livermore Outreach
To: Full BART to Livermore
Subject:

I truly urge you to make sure that you bring a full BART station all the way to Livermore. I have lived in Livermore my entire life. At 34 this means that I have easily been paying for BART through taxes, my whole life. Both my parents moved to Livermore in the 70's and that means, they have been paying for BART longer than I have. With all this funding, through taxes, going to BART, and the people of Livermore have yet to see a concerted effort to bring BART to Livermore. You can even make an argument that BART has hurt Livermore with increased traffic to get to the Dublin/Pleasanton BART station. Bringing BART to Livermore would drastically cut down the traffic that flows through Livermore to get to the Dublin/Pleasanton BART. Livermore has waited long enough. Please bring BART all the way to Livermore.

Thank you,

Jacob Anderson

From: JANE AYOTTE
Sent: Friday, February 16, 2018 12:55 PM
To: BART To Livermore Outreach
Subject: Re: BART To Livermore Upcoming Public Meetings | February 26 and 27

Why are you not listening to the people in this region?

We want FULL BART TO Greenville road, to connect with the ACE train, and NO to the storage facility in the middle of open space area.

PLEASE LISTEN TO US!!!!!!!

From: Bill and Kathy Bailey
Sent: Thursday, February 22, 2018 1:40 PM
To: BART To Livermore Outreach
Subject: Bart Train on Isabel

Full Bart Train, then maybe Livermore residents will at least get to park and use Dublin/Pleasant station. Because now we can never ever get a parking permit to park at anytime in Dublin/Pleasanton because it is booked by all commuters from over the Altamont. If Livermore has one they will book there then.

From: Michael Beckwith
Sent: Thursday, February 22, 2018 9:33 AM
To: BART To Livermore Outreach
Subject: Livermore

Hello,

I am a Livermore resident and I would love to ask for the BART line to be extended to Livermore. I take BART quite a bit and this would sure make it easier on me. Currently, I am having to get to D/P station.

Thank you,
Michael

From: Wednesday, February 21, 2018 6:46 AM
Sent: BART To Livermore Outreach
To: Bart to Livermore
Subject:

A full bart train is the only acceptable option. I have no interest at all in switching trains for the remainder of my ride. You've planned this for 20 years so do it right !

Diesel is unacceptable in the 21st century. I thought we were trying to reduce pollution.

Best Regards,

Bill Billowitch

From: Ryan Blake
Sent: Tuesday, February 20, 2018 8:35 PM
To: BART To Livermore Outreach
Subject: BART To Livermore

Comments for the proposed extension.

The project alternatives list conventional BART as the cheaper alternative to EMU with a higher ridership projection. That seems like the best option out of current options and provides longer term viability of the extension as housing continues to develop in Livermore. I like the conventional option the best.

From: Linda Blaser
Sent: Tuesday, February 20, 2018 5:14 PM
To: BART To Livermore Outreach
Subject: Isabelle Bart service

I would prefer no Bart service in Livermore and putting the service in Tracy, Mountain House to catch the commuters coming over the Altamont Pass. I feel two stations in Dublin/Pleasanton more than cover the need along the 580 tri-valley corridor.
Thank you,
Linda Blaser

From: Henry Borja
Sent: Saturday, February 24, 2018 1:58 AM
To: BART To Livermore Outreach
Subject: Alternatives And Add To List.

Alternatives:
Use EMU buses
Extend service bus as far as possible in the valley.
Please add me to the mailing list.

From: Dan Brenner
Sent: Saturday, February 17, 2018 8:26 AM
To: BART To Livermore Outreach
Subject: Coordination

From: Kalyan Buddala
Sent: Friday, February 16, 2018 2:30 PM
To: BART To Livermore Outreach
Subject: Bart to Livermore .. Pizzz get it

To whom it may concern:
Has there been any coordination on the Livermore extension with the other groups focusing on the same issue:
Full BART To Livermore
Altamont Regional Rail Authority (or Working Group??)
ACE Forward

Bart to Livermore. Yes we need it. The traffic is getting worst day by day in the bay area. We need to reduce the cars on the roads. The way we can reduce is by public transportation. And Bart is best solution for all of these. We need to get the bart to Livermore and help the city row. And also save the environment by reducing lot of cars on the road. Please please please get the bart. Make a final decision to get the bart to Livermore.

And most importantly of all the Tri Valley San Joaquin Valley Regional Rail Authority?

Thank you,
Daniel Brenner
GIS Analyst
Caltrans
Sacramento, CA

thanks
Kalyan

From: John Capener
Sent: Tuesday, February 20, 2018 7:58 PM
To: BART To Livermore Outreach
Subject: A resident opinion

Please! Please!

Bring the FULL BART train to Isabel avenue.

I am a Livermore resident where I own my house. Please consider the future when making this decision, the parking garage in Dublin fills up by 7:30pm

John Capener

From: John Capener
Sent: Tuesday, March 27, 2018 10:03 AM
To: BART To Livermore Outreach
Subject: Conventional Bart to Livermore

Hello,

As a resident of Livermore, I am in strong support of the bart extension to Isabel avenue.

Please, it feels as though livermore is being singled out here, when we desperately need the area developed.

I challenge he BART board to commute from Livermore to SF in its current state.

-Taking 580 both ways in traffic
- trying to find parking after 7:30am

We in this demographic who are commuting are lower income families trying to make ends meet. Please do not pass over our needs and carefully consider taking conventional bart to Isabel.

John Capener

From: Chang, Cathy
Sent: Tuesday, February 27, 2018 10:39 AM
To: BART To Livermore Outreach
Subject: BART to Livermore Extension and Proposed Bus Lines

I live in East Dublin. During the summer, I get on Bus 30R at Keegan & Dublin Blvd to go to work at Lawrence Livermore National Laboratory. It would be nice to take one bus directly to work.

--Cathy

From: Helga Christopherson
Sent: Wednesday, February 21, 2018 1:59 PM
To: BART To Livermore Outreach
Subject: Route to Livermore

A full train, for heavens' sake! Who wants to have to change vehicles at Dublin/Pleasanton? More traffic, more chaos....
Helga Christopherson, Livermore

From: Sybil de Clark
Sent: Monday, February 26, 2018 5:13 PM
To: BART To Livermore Outreach
Subject: BART to Livermore Extension Project

To whom it may concern,

I am in favor of the **Full BART** project, which I prefer by far to any of the other 3 alternatives.

Sybil de Clark
Livermore resident

From: Geoff Cleary
Sent: Tuesday, February 20, 2018 7:38 PM
To: BART To Livermore Outreach
Subject: real BART train or EMU/DMU

Dear BART Rep:

I'm submitting my preference for a real BART train or an alternative EMU/DMU to the proposed Isabel station in Livermore. I prefer these options to a bus for one simple reason: people ride BART to get out of the traffic and off the roads. A bus doesn't fit the bill. Plus, bus services suffer low ridership in the Tri-Valley. No amount of incentives and programs have solved the problem. Adding yet another bus route — even one purpose built just to get to BART — isn't going to magically make buses more attractive to Tri-Valley residents.

A train that hooks directly into the existing BART system is *the* way to go.

Thanks for reading.

Geoff Cleary
Livermore

From: philip.cooper
Sent: Saturday, February 24, 2018 5:17 PM
To: BART To Livermore Outreach
Subject: Extending BART to Livermore.

To whom it man concern:

My husband and I plus many of my neighbors STRONGLY believe that BART should be extended to Livermore, NOT bus bridges or things like that. We resented the fact that the Tri-Valley has been paying taxes for BART since the 1970's but the peninsula got it before we did. Our representative is strongly out numbered on the BART board, and it is not fair.

Elva and Phil Cooper

From: Dipan Shah
Sent: Monday, February 26, 2018 11:04 AM
To: BART To Livermore Outreach
Subject: Re: BART To Livermore Evaluation Report and Upcoming Public Meetings

Hello,

We are in support of BART conventional extension to Livermore as we live in the vicinity of the area. The BART extension would really helps to reduce the congestion and provide better accessibility. In general, we want full BART service to Livermore.

Thanks,
D.

From: Daily, William D.
Sent: Wednesday, March 07, 2018 12:12 PM
To: BART To Livermore Outreach;
Bart to Livermore
Subject:

BART won't reduce traffic on 580 or on Livermore's surface streets. Once people have this additional transit option they'll justify the move to Livermore and out to the valley in greater numbers and the traffic will eventually increase to fill all available space we thought we created.

Eventually Livermore will lose its small town atmosphere. It's been proven that BART brings crime. Just look at Pleasanton and Dublin. Increased crime, homelessness, congestion, all for the promise of money from developers. What a pathetic sellout.

I know there are population issues that need to be addressed. But is packing them in tighter and taller and commuting them further and faster the only answer?

Bill Daily
Livermore

From: Das, Dhruva
Sent: Saturday, February 24, 2018 10:21 PM
To: BART To Livermore Outreach
Livermore BART
Subject:

As a resident of Livermore and a commuter I am very much in favor of the a full BART option for Livermore to ease traffic congestion and improve the daily lives of Livermore residents commuting west everyday.

Thank you.

Dhruva Das
South downtown Livermore

From: DOBBINS, MARA
Sent: Wednesday, February 28, 2018 12:05 PM
To: BART To Livermore Outreach
Subject: RE: BART To Livermore Open House Tonight | Robert Livermore Community Center| 6:00pm

I prefer the Isabel Station! Thank you!

From: Greg Edgmon
Sent: Tuesday, February 20, 2018 5:05 PM
To: BART To Livermore Outreach
Subject: BART preference for Livermore

To whom it may concern,

Hello, I am a resident in Livermore and would utilize a full Bart train daily - if available.

Please let me know if you need any further information.

Cheers,
Greg

From: Chris Estes
Sent: Tuesday, February 20, 2018 7:16 PM
To: BART To Livermore Outreach
Subject: BART to Livermore

Good Evening,

Nobody wants a BART alternative to Livermore. We already have BART alternatives. We've been paying for BART since before I was born. As it is, I'll be retired before we see BART to Livermore. We want full BART train to Livermore.

Just my \$0.02 as a 52 year old, native Tri-Valley resident.

Sincerely,

Christopher M. Estes

Livermore,

From: Margaret Fazio
Sent: Tuesday, February 27, 2018 7:58 PM
To: BART To Livermore Outreach
Subject: Re: BART To Livermore Open House Tonight | Robert Livermore Community Center| 6:00pm

I would like to submit my take on the BART to Livermore being discussed tonight at the Robt Livermore Center in Livermore.

I've lived in Livermore since Jan 1968 and have been waiting for BART to come to Livermore as long as I've been paying taxes for it to happen.

I ONLY DESIRE TO SEE THE CONVENTIONAL BART COME TO ISABEL and would think it smart for BART to continue on to Greenville where the land is owned and a maintenance area would be better placed than where you've located it at this time off the North Livermore Ave. area. The Greenville area will also get more traffic off of 580 and that will improve the air quality as well as the ability to get around for the locals using the 580. But to repeat, my husband Richard Hurtz and I are both in favor of the CONVENTIONAL BART OPTION ONLY!!

Thanks for giving us the opportunity to participate even though I am not attending the meeting tonight.

Margaret Fazio and Richard Hurtz

From: Heidi Fielding
Sent: Sunday, February 18, 2018 8:41 PM
To: BART To Livermore Outreach
Subject: Conventional BART extension

Hello,
I prefer the conventional BART extension because it's the most likely to relieve congestion at the Dublin/Pleasanton station. The parking at the Dublin/Pleasanton station is outrageously bad because of too many cars and not enough permit parking. It takes way too many years on the waiting list to finally get a parking permit. Riders would be less likely to use the bus or DMU/EMU alternatives because they might not be as convenient or quick as simply driving themselves to the Dublin/Pleasanton station. If the conventional BART is extended, it is guaranteed to be quicker and more convenient to get on at Isabel rather than driving to Dublin/Pleasanton.

I look forward to BART extending out to Livermore!

Heidi Fielding
an east Dublin resident

From: Eric Fischer
Sent: Friday, February 16, 2018 1:52 PM
To: BART To Livermore Outreach
Subject: Preferred alternative to Livermore

These are all really bad project alternatives, with delusionally high ridership estimates. This project would be somewhat defensible if it actually went to the center of Livermore, but it does not. Stop wasting your time and money building lines and stations in freeway medians in the middle of nowhere. Forget about this project and focus your efforts on serving actual destinations. But if I have to choose an alternative, the Enhanced Bus doesn't require any construction, so I guess it's OK to try to running it for a while and see if it gets any riders.

Eric Fischer

From: Natalie Ann Furlotte
Sent: Friday, February 23, 2018 7:48 AM
To: BART To Livermore Outreach
Subject: Full BART

As a Livermore resident, I say a strong and resounding NO to anything but FULL BART to Livermore. Livermore residents have been paying extra taxes for this for decades. Shame on BART for thinking of anything less!

From: Ganeriwala, Rishi Kumar
Sent: Wednesday, February 28, 2018 3:57 PM
To: BART To Livermore Outreach
Subject: Livermore extension

Hi BART,

Of the proposed plans, I would like to write in support of the actual Isabel BART Station. However, I hope that it does not end there with Isabel as the last stop. I think future plans should include a station further into Livermore (perhaps directly connecting to the Vasco Road ACE station). The National Laboratories in Livermore have brought in a large population from the younger generation who commute to work and require good public transportation. Right now I commute daily from Berkeley, but would definitely take BART if a more convenient station was available, as the current method of taking BART to Dublin/Pleasanton, and then trying to catch one of the twice daily express buses, is not feasible as it simply takes too long. I know that I speak for many of my coworkers who feel the same way and would much prefer a public transit alternative to driving daily. Public transportation is much more green alternative and better for the environment. We are hoping for a sustainable future and BART can definitely play a huge role in making it possible.

Thanks,
Rishi

Rishi Ganeriwala, Ph.D.

From: Jeff and Carol Garberson
Sent: Saturday, February 24, 2018 8:30 AM
To: BART To Livermore Outreach
Subject: BART to Livermore comment

I can not go to the meeting on Tuesday as I will be out of town. I would like to voice my strong opinion that it would be counter productive to do anything less than a full regular BART train to Livermore. As your own data show, anything else cuts ridership. Adding an additional transfer to a different train or bus slows down the commute and people are much less likely to use it. Buses would still have to deal with the traffic slowdowns on the freeway and diesel trains would add to our air pollution issues here in the Tri-Valley. Both are bad enough already.

Please put in a full, regular BART train from Pleasanton to Livermore. It is the only alternative that will truly get cars off the roads and cut down on the air pollution and traffic issues we have here.

Thank you,

Carol Garberson
Livermore,

From: Jennifer Geiger
Sent: Wednesday, February 21, 2018 3:51 PM
To: BART To Livermore Outreach
Subject: BART/DMU/EMU/Bus - Livermore

As a Livermore Native (born at Valley Memorial Hospital the year Livermore's started paying tax toward getting BART service), I'm feeling conflicted about bringing BART to my Hometown.

I appreciated reading the "Proposed Project and Build Alternatives Report" and the detailed work that BART has provided to the citizens of Livermore. I am very intrigued by the DMU/EMU option.

I regularly use BART to get to my part-time job in San Francisco. I tend to ride a low-commute times (early Saturdays), but on occasion, catch commuting crowds after having attended a special event (e.g., theater, A's games). Using BART at night causes me the most concern. There is regular occupation of seats by sleeping transients and I might see a BART employee at the stall entrance (in addition to the single BART driver). In two years of regular ridership, I have seen BART Police officers very few times (but am always relieved to see them working in pairs, as I am a wife of a retired LEO).

The concern I hear most regarding bringing BART to Livermore is of safety of riders, regarding non-commuters who use BART (I read that to mean those who are transient/homeless with substance abuse addictions or mental illnesses). BART is a comfortable place to be when the weather turns. However, I don't believe that those using BART for a comfortable place to sleep/talk to themselves or panhandle makes the average rider feel secure.

While I would like to use BART (or a DMU/EMU alternative) to travel the Bay Area directly from my hometown, I don't feel that enough is being done to keep travelers confident in their security while riding. Additionally, while the trains are cleaned at the end of the line (where I get off at Dublin/Pleasanton), I wonder what is done with those riders who have fallen asleep and have no where to go, other than on BART all night. If indeed they are evicted into the town at the termination point, I would prefer that Livermore not receive BART at all.

Again, I appreciate the thoughtful report provided and I understand there are options, including "No BART." Because the report did not address safety of its ridership, the lack of cleanliness on the BART trains and the use of BART by non-travelers, I would like to voice my opinion for there to be **no BART extension to Livermore**.

Thank you for the opportunity to provide comment. I hope more citizens will do so.

Jennifer Geiger, MA, MT-BC
Music Therapist, Board Certified
Immediate Past President, American Music Therapy Association, Inc.
www.musictherapy.org

Lecturer in Music Therapy
University of the Pacific, San Francisco Campus

Geiger Consulting Music Therapy Services
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Livermore,

From: Abdul Ghalib
Sent: Saturday, February 17, 2018 4:45 PM
To: BART To Livermore Outreach
Subject: Re: BART To Livermore Upcoming Public Meetings | February 26 and 27

My choice is a Full BART to Livermore. No need to change trains.

Thanks,
Khanbahadur & Habib Ghalib
Livermore,

From: andrew gibbs
Sent: Friday, February 23, 2018 4:19 PM
To: BART To Livermore Outreach
Subject: BART to Livermore

Cleary the full BART service to Livermore makes sense over the other options based upon the data presented in the EIR report. Beyond which ultimately BART needs to hook up with the ACE train.

Andrew Gibbs
Livermore,

From: Kathy Heilmann
Sent: Tuesday, February 20, 2018 4:18 PM
To: BART To Livermore Outreach
Subject: Full BART to Livermore Isabel - no DMU/EMU/Bus

I live in Livermore and have worked in Oakland and San Francisco. Why on earth would you build anything but a full BART extension to Livermore Isabel? I fully support a regular BART line extension to Livermore Isabel but not DMU/EMU or any kind of a bus connection. It's all about the number of transfers. If I have to transfer from my car to a DMU/EMU/Bus and then from DMU/EMU/Bus to regular BART it is much less convenient and consequently I am much less likely to use public transit. No matter how well timed the transfer, it always adds wait time plus you have to get up and move to another vehicle, which breaks up your time for working or reading, etc. No way. Full BART extension to Livermore Isabel please!

Kathy Heilmann
Livermore,

From: Henrikson, James Sebastian
Sent: Friday, February 23, 2018 11:12 AM
To: BART To Livermore Outreach
Subject: BART to livermore opinion

Hi,
I ride the Dublin/Pleasanton Bart and 20x wheels bus every day to work and I'm very excited to hear about the possibility of a Livermore Bart station. It would be a lot nicer to take the Bart all the way to Livermore instead of having the ride the bus from Dublin/Pleasanton. I understand I would still have to get on a bus or shuttle from the Livermore Bart station which is why my opinion is to have it closer to the Vasco Road exit if possible.

Thanks,
James

From: sourabh.jain
Sent: Friday, February 16, 2018 2:09 PM
To: BART To Livermore Outreach
Subject: Response on alternative

Hello,

I would not prefer any alternative but prefer the BART to come to Livermore. In the worst-case if an option has to be selected it should be an EMU option.

From: Elizabeth Judge
Sent: Tuesday, February 27, 2018 6:14 PM
To: BART To Livermore Outreach
Subject: Livermore extension/ alternatives

The only alternative I approve of is BART to Greenville. BART already owns the land for the 24 hr maintenance shop near Greenville and that is where it should be. You know that, I know that, and so does everyone else. Shame is that evidently the BART union owns Sacramento at the moment. Otherwise things would be different.

BART has taxed us Livermore citizens for fifty years, promising to bring BART to Livermore. I think the Isabel alternative is just as inappropriate as BART knew it would be. The maintenance shop will not only be noisy, but with all that lighting over 100 acres, I bet you could see it from space. You designed it so it would be unacceptable so you could delay the whole idea but still continue to tax us.

We already have a bus which we take to get to BART in Dublin. We do not need BART to run it. The emu/dmu idea will do nothing for Livermore. We will still have to take a bus to Dublin. The outrageous development planned to entice you to bring BART to Isabel is way too much so near our airport. We should not be limiting the airport at a time when regular highway and truck traffic will be increasing exponentially.

Please stop wasting money on these outreach activities. We have just been through a sham of an outreach process here in Livermore. We do not need another one.

Thanks for reading, if you did.

Sincerely,

Elizabeth Judge, Livermore, CA

From: Kaira
Sent: Tuesday, February 20, 2018 12:38 AM
To: BART To Livermore Outreach
Subject: Re: BART To Livermore Upcoming Public Meetings | February 26 and 27

My name is Kaira. That's my full legal name. It's not clear to me what the different options are, but I feel a rapid route to and from the lab and BART are an important priority. I don't want it still taking 30 minutes to get to/from the lab and BART. Even 20 minutes. I think there should be one bus that just goes back-and-forth on 580 and Vasco Rd, with a stop at ACE on Vasco.

Thanks
Kaira

From: David Krah
Sent: Friday, February 16, 2018 2:18 PM
To: BART To Livermore Outreach
Subject: Livermore project

Dear BART,

Looking at your plan to extend BART to Livermore it seems you've missed a pretty major opportunity to bring BART to downtown Livermore and connect it directly to ACE transit.

Whose interests are you serving in plunking another freeway median station down here? Certainly not riders. You are also perpetuating car dependency by building a buttload of what I'm sure will be underpriced parking.

This looks gross and wasteful, and encourages sprawl. You should focus on providing infill stations. At least run costly extensions to where people live.

Sincerely,

David Krah

From: Ionalee
Sent: Tuesday, February 27, 2018 6:10 PM
To: BART To Livermore Outreach
Subject: Comments

I object to the location of the Storage and Maintenance Facility near Harford Avenue in North Livermore rural agricultural area. This Facility will be impacting the rural open space area, the livestock in the area, and the residences. The facility, as I understand, will have continuous noise, activity and traffic.

From: Mark Lindsey
Sent: Tuesday, February 20, 2018 4:13 PM
To: BART To Livermore Outreach
Subject: Livermore discussion

Livermore homeowner here. Love to see Bart have full train service out to Isabel (actually Vasco would be better) in next expansion. We currently drive to Dublin and pick up train there with current service. We hold Clipper cards and use them twice a month and still drive in to SF for entertainment.

From: Monday, February 26, 2018 3:32 PM
Sent: BART To Livermore Outreach
To: Input from a Livermore resident
Subject:

I will not be able to attend the meetings in either Oakland or Livermore, but I wanted to provide input.
I have zero interest in any option that involves a bus. I cannot imagine any circumstances under which I would ever ride a bus extension. The only option I will in any way support is one that actually uses rails and is a true extension of BART.
Lies Little

From: Nancy Locatelli
Sent: Wednesday, February 21, 2018 6:11 AM
To: BART To Livermore Outreach
Subject: Bart

No Bart to Livermore

From: Lenny
Sent: Friday, February 23, 2018 6:50 PM
To: BART To Livermore Outreach
Subject: RE: BART To Livermore Evaluation Report and Upcoming Public Meetings

I support the Isabel bart extension 100 percent and whatever you (bart) and city of Livermore decide ,what ever you decide will be awesome best regards Lenny ferdinand

From: George Makris
Sent: Tuesday, February 20, 2018 10:32 PM
To: BART To Livermore Outreach
Subject: BART to Livermore

I'm all for it! 100% full access from Isabel/580 and direct to Fremont and SF lines.

From: DAVID MICHAEL MARSHALL
Sent: Wednesday, February 21, 2018 8:38 AM
To: BART To Livermore Outreach
Subject: Full BART service to Livermore

Full BART service to Livermore.

Its what we have been paying taxes for the past 30+ years.

BART to Greenville Rd and a connection to ACE makes the most sense. Do not short change Livermore.

Dave Marshall

Livermore

From: Madison E. Martin
Sent: Monday, February 26, 2018 10:09 AM
To: BART To Livermore Outreach
Subject: Preferred Alternative for BART to Livermore

To Whom it May Concern,

I would like to voice my preference for the Conventional BART Extension (consistent with the proposed project) from the Dublin/Pleasanton station to a new station at Isabel Ave.

I believe the Express Bus/Bus Rapid Transit Alternative is small improvement over the existing Rapid Bus service and would not provide as drastic of a benefit as a Conventional BART Extension. I believe the Enhanced Bus Alternative is a waste of time when you consider the cost and small increase in ridership it would generate. Also, we already have bus routes from Dublin/Pleasanton BART to Livermore. While they might benefit from the improved signal priority they would still remain too long of a transit method to significantly increase the number of public transit commuters. Lastly, while the DMU/EMU Alternative sound promising with regards to ecological impacts. I'm concerned that it is the most expensive option per estimated increased ridership. Also, I'm concerned the transfer at Dublin/Pleasanton BART to the EMU/DMU line would inhibit ridership by adding a more complicated route to the Livermore BART station.

Overall, I believe the best use of funds would be to build a conventional BART extension to Isabel Ave that would increase ridership the most of the four options.

--
Sincerely,

Madison E. Martin

From: Brian Maxwell
Sent: Tuesday, February 27, 2018 4:35 PM
To: BART To Livermore Outreach
Subject: Bart to Livermore

The best choice is regular Bart straight to Livermore. No transfers.

From: Tuesday, February 20, 2018 5:01 AM
Sent: BART To Livermore Outreach
To: Vote yes for Livermore BART
Subject:

The BART to Livermore project must go through. I am often on the highway and it doesn't matter when anymore it is packed. Rush hours are particularly awful and worse than any jams near SF. People like Scott Weiner do not travel and don't go out there like the rest of us do so they don't experience the jam. Plus they don't realize that these are people that are coming in and out of the bay area trying to earn a living since they cannot live in SF. It is unfair to these people to have to get in their cars and spend 6 hours or more a day on a commute round trip.

I have a second home in Copperopolis and have been going out there since 1998. The change in the traffic patterns is substantial and awful if I have to drive in from Copperopolis through Livermore, Pleasanton, Dublin, Oakland, etc. and it is back used from Tracey all the way in for hours.

I am appalled that anyone in the Bay Area would think that this is not a good idea and that they would try to steer funds to the Silicon Valley instead - these workers coming in and out have a horrible commute and finally someone is taking notice and trying to get these huge amount of people coming in and out of Bay Area paid attention to.

Please move forward as soon as possible with this project.

Kim R. Mayor
Mayor Law Offices

From: Travis McAlister
Sent: Friday, February 16, 2018 1:34 PM
To: BART To Livermore Outreach
Subject: Re: BART To Livermore Upcoming Public Meetings | February 26 and 27

Yes we approve and want the bart track to be extended to Livermore. Maybe also to Tracy eventually!
Have a great day!

From: Minerva McKenzie
Sent: Wednesday, February 21, 2018 11:10 AM
To: BART To Livermore Outreach
Subject: No BART in Livermore

We would like to keep Bart out of Livermore. Bart is dangerous and weary. We see what damage it's brought to Dublin/Pleasanton. As a long time Livermore resident, no thank you! Please stay OUT!
I have enough to worry about already.
Minerva McKenzie

From: Sandy Moniz
Sent: Tuesday, February 20, 2018 8:13 PM
To: BART To Livermore Outreach
Subject: please no bart in livermore!!

No please we do not want Bart here in Livermore. Please listen to the people of livermore and look at nextdoor websites responses. We do not want it here.

Sandra Moniz
Livermore resident

From: Vesta Moody
Sent: Tuesday, February 20, 2018 6:21 PM
To: BART To Livermore Outreach
Subject: response to NextDoor post

Response to post on NextDoor asking for input:

BART at Greenville, stay away from downtown. Why ruin our wonderful town?? Why bring crime? There is a reason why problems increase when BART moves in and there is easier access to the area. Any I agree that 84 is such a mess why add to it.

I stopped riding BART a long time ago. It had been years and I tried it earlier this month. Still dirty, smelly and creepy! Take a trip to Toronto and see how a great subway system runs!

Vesta Moody

From: Claire Moran
Sent: Tuesday, February 27, 2018 8:59 PM
To: BART To Livermore Outreach
Subject: BART Livermore Project Question

The only option that I am interested in is a BART station in Livermore. The alternative options do not make sense to me.

Sincerely,

Claire Moran
Resident of Livermore since 1990

From: Nghiem, Justin Lam
Sent: Tuesday, February 27, 2018 6:44 PM
To: BART To Livermore Outreach
Subject: BART Livermore Extension

Hi BART,

Of the proposed plans, I would like to write in support of the Isabel Station. However, I hope that it does not end there with Isabel as the last stop. I hope there will be future plans to support a station further into Livermore (Vasco Rd). The National Laboratories in Livermore have brought in a large population of younger generation employees that are needing good public transportation between BART and the labs. I speak for many of my coworkers that we do not want to be driving daily. Public transportation is much more green alternative and better for the environment. We are hoping for a sustainable future and BART can definitely play a huge role in making it possible.

Thank you,
Justin

From: Linda Nicholson
Sent: Wednesday, February 21, 2018 9:11 AM
To: BART To Livermore Outreach
Subject: Full BART train to Livermore Station

We, in Livermore, want a full train. We don't want a bus or any other alternative that would add another leg to an already difficult commute. We want the train! We want to get to the station in Livermore and get on a train that can take us to where we want to go in the Bay Area. We don't want to have to ride a bike or take a bus or drive a car to ANOTHER BUS that will eventually take us to A BART TRAIN. We just want to get on A TRAIN IN LIVERMORE.

This is obvious. You are trying to cut corners. We, in Livermore, have been paying taxes for decades to get A BART TRAIN to Livermore. If the tax had been to get a BUS to Livermore, nobody would have voted for that because, in fact, WE ALREADY HAVE A BUS TO BART. We don't need another.

Just give us the BART train station already.

Sincerely,
Linda Nicholson
Livermore resident

From: Pan, Jia-Jing Liu
Sent: Monday, February 26, 2018 1:33 PM
To: BART To Livermore Outreach
Subject: BART Livermore Project Question

Good afternoon,
We are living in Livermore. We take BART to work every day. And always traffic on E and W 580 every day!! We are so glad to hear that the BART to Livermore Extension project is a proposal to extend the BART rail line by 5.5 miles along I-580 from the existing Dublin/Pleasanton Station.
That will be much convenient for the lot of numbers of commuters!!!!
When this project will be start?

Thanks lot!!!!
Livermore Residents

From: Ann Pfaff-Doss
Sent: Friday, February 16, 2018 7:41 PM
To: BART To Livermore Outreach
Subject: Proposed Project and Alternatives

In my opinion, there is no bus alternative, which will work as well as an actual extension of BART tracks to the Isabel Avenue/I-580 interchange. My opinion is based on my experience with the Buses to BART between Pleasanton and the BART Bayfair station, before the first Dublin-Pleasanton station opened.

Being able to get to the BART station directly, either by car, local bus or bike is so much more convenient for riders than having to work around any BART-bus route schedule to the Dublin-Pleasanton station. When the Dublin-Pleasanton station opened, 25 years ago, it was expected to serve Dublin, Pleasanton and Livermore. But, today a BART Livermore station will also serve riders from Tracy and Manteca. With the addition of a link to the Livermore-ACE station, it will potentially serve riders from as far away as Stockton. Without it, I-580 will only get worse and the fault will be at BART's door.

If you want ridership, and especially commute ridership, you need to make the means of getting from point to point run frequently and the ride entail the least number of transfers. If you don't pay attention to this, people will stay in their cars.

Sincerely,
Ann Pfaff-Doss
Pleasanton, CA

From: Brenda Phillips
Sent: Tuesday, February 20, 2018 6:26 PM
To: BART To Livermore Outreach
Subject: Bart coming to Livermore

Our vote is we do not want Bart to come to Livermore. We are already too crowded, no parking, etc, etc.

The Phillips Family

From: alice quinn
Sent: Wednesday, February 21, 2018 11:44 AM
To: BART To Livermore Outreach
Subject: email list

We are impacted dramatically by your proposed extension maintenance yards and route to Las Positas College. We have talked to several people over the years, especially last year, and are very annoyed that we not been put on the list to notify us of upcoming meetings. People came out to my area yesterday but by not let us know, we could meet with them. Please notify us on all things happening with this in Livermore.

Our address, again, is
Livermore

Sincerely,
Alice and David Quinn

From: Celene
Sent: Tuesday, February 20, 2018 4:49 PM
To: BART To Livermore Outreach
Cc: mayormarchand@cityoflivermore.net
Subject: Full BART to Livermore

Dear BART,

I hear again you are trying to sell lesser notions of bus service instead of actual BART to Livermore. You've been taking our tax money to float your system on the promise of full BART to Livermore for years; it is time to meet your end of the bargain or pay back all of the money taken from the residents of Livermore.

Your bus options are a joke. Will you have a BART bus only lane on the freeway? If not, our traffic hassles remain the same and the new Fasttrak Lane seems to have only made things worse. The surface roads are already clogged and in rush hour traffic it can take 30 minutes or more of freeway and/or surface road driving from the 84 to the eastern Dublin station. We need the BART train and parking in Livermore; anything less is outright taxpayer fraud.

Thank you.

Celene Resong

From: Karen Scheinman
Sent: Wednesday, February 28, 2018 7:09 PM
To: BART To Livermore Outreach
Subject: Re: BART To Livermore Open House Tonight | Robert Livermore Community Center| 6:00pm

None of the choices offered. I would not take BART into or out of Livermore and have to get onto a bus or another train. I would rather drive.

From: Samir Shah
Sent: Monday, February 26, 2018 4:03 PM
To: BART To Livermore Outreach
Subject: Re: BART Extension

Why so many meetings since 15 years? My nomination for BART extension is "Just Do It". We no longer live in 18th century in USA and if you want to move towards 21st century then higher the best chinese company to extend BART with 50% lower cost and extend Not upto Isabel but upto Vasco or ACE Train station. Time is an essence. There is an Urgent need to extend the BART.

BART wants to hear from Livermore residents.....

BART wants to hear from Livermore residents on Tuesday, February 27, 2018.about your technology preference for the proposed BART station on Isabel Avenue: full BART train or three alternatives. The three alternatives are 1) diesel multiple unit (DMU with an electric option, EMU), 2) Express Bus and/or Bus Rapid Transit service, or 3) Enhanced Bus service. BART staff will hold an Open House on February 27th from 6-9 pm at the Robert Livermore Community Center to answer questions and gather feedback. For more project details, visit <http://www.bart.gov/about/projects/liv/alternatives>.

Thanks,
Samir Shah
Livermore

From: Jacqueline Simone
Sent: Wednesday, February 21, 2018 9:38 PM
To: BART To Livermore Outreach
Subject: No BART to Livermore

BART is mismanaged in just about every way possible besides the other negative impacts. The traffic issue will never be solved and I am not in favor of providing BART service for those coming over the grade that have never paid a cent toward it. If you want to start to make any difference, extend BART east of Livermore and south to San Jose and the rest of the southern tech cities. As it stands now, BART to Livermore is a joke when there is going to be over 4,000 housing units, retail and businesses built along with the BART station.

NO, NO, NO TO BART IN LIVERMORE AND THE DEVELOPMENT SURROUNDING IT.

Jackie Simone

From: Dave Slade
Sent: Tuesday, February 20, 2018 5:30 PM
To: BART To Livermore Outreach
Subject: Bart Livermore

I and my family only support a full Bart station that we have been paying for since 1965. Let's not do a bait and switch on us.

Dave @ Dodie Slade
Livermore

From: Bob Smith
Sent: Wednesday, February 21, 2018 8:55 PM
To: BART To Livermore Outreach
Subject: BART to Livermore

We have lived in Livermore since 1957 and voted for Bart's inception about 1956. Never would we have believed at that time that Bart would turn their back on us and spend our money to go to San Jose. Yes, we want Bart for the short distance to Pleasanton Bart. Would any of the directors wait for a diesel in Livermore and then get off and wait for Bart in Pleasanton. Each one of you would drive directly to Pleasanton!



From: Kirk Sylvester
Sent: Saturday, February 17, 2018 11:25 AM
To: BART To Livermore Outreach
Subject: Re: BART To Livermore Upcoming Public Meetings | February 26 and 27

All of the alternatives are short-sighted. Either expand a normal BART train, or do nothing at all. The diesel alternative will not save commute times due to the transfer. I'd drive past that stop and get on at Dublin/Pleasanton. Put the money towards a long term solution that'll benefit commuters for generations to come. Not just to save a little money to get it built cheap and now.

Just expand the normal BART line.

Every time I drive past the BART diesel line construction up in Pittsburg, I think, "that's the stupidest idea ever!"

From: CALVIN THOMPSON
Sent: Sunday, February 25, 2018 12:10 PM
To: BART To Livermore Outreach
Subject: BART to Livermore

Dear Sir,

I vote for the following option regarding the choices of bringing BART to Livermore:

- Complete, full-scale BART to Livermore.

It doesn't make sense for any of the lesser options.

Calvin Thompson
Livermore, CA

From: Sara Tom
Sent: Tuesday, February 27, 2018 5:07 PM
To: BART To Livermore Outreach
Subject: Preferred Livermore BART Option

Hello, I wish to vote for the full BART option of the Diesel Multiple Unit (DMU) with Electronic Multiple Unit (EMU) Option. An Express Bus or Enhanced Bus will make the trip that much longer. Have BART trains stop directly at the Livermore station. Please do not make us take a bus - I guarantee you will have lower ridership if that happens.

-Sara Tom, Livermore Resident

From: Friday, February 16, 2018 5:23 PM
Sent: BART To Livermore Outreach
To: real BART to Livermore
Subject:

Livermore residents have been paying for BART for decades. Build a real BART extension. No buses. Linda Trame, Livermore resident for more than 20 years and an Alameda County resident for more than 30 years.

From: Camille Troup
Sent: Wednesday, February 21, 2018 7:44 PM
To: BART To Livermore Outreach
Subject: Full BART extension to Livermore

As a long time resident of Livermore, and a frequent BART user, I am strongly in favor of a full BART extension.

Camille Troup
Charles Troup

From: hamish tushar
Sent: Monday, February 26, 2018 8:54 PM
To: BART To Livermore Outreach
Subject: Alternative Voting

1. B (Light rail joining Isabel and Dublin BART)
2. C (Bus extension from Isabel)
Also think about joining ACE station downtown to BART extension at Isabel Avenue

From: Marga Vega
Sent: Wednesday, February 21, 2018 5:32 PM
To: BART To Livermore Outreach
Subject: Tuesday 27th Meeting

Hi,
I've found out about the meeting that will take place next Tuesday on the different proposals for extending BART to Livermore.
The only real proposal, that wholeheartedly endorse, is to bring full BART to Livermore. The other options are alternatives that do not offer a real solution. Ultimately they will not be practical and they will just result in a waste of money that could have gone directly to building the line and station in Livermore.

Thank you very much.
Ana Vega

From: Pamela Vivion-Brooks
Sent: Tuesday, February 20, 2018 4:30 PM
To: BART To Livermore Outreach
Subject: BART to Livermore

Please don't cheat us out of a proper BART train service, especially since we have paid millions into the fund for decades. Putting more vehicles on the freeway hardly seems like a solution. The most practical solution would be to have a shuttle from the Livermore BART station into a few major bus stops in Livermore so people can access public transit without putting more oversized vehicles on the freeway. I am assuming that the "alternatives" - an "Express" or "Rapid Transit" would be large vehicles getting people from the Dublin/Pleasanton station. I am not in favor of that if that is the alternative solution. We need BART trains and ample commuter parking out as far east of the SF bay area as possible.

Thank you.
Pamela



Take some time each day time to remember those who have given and continue to give so much.

Pamela Vivion-Brooks
Veterans Association of Real Estate Professionals, Membership Director
Bay East Association of Realtors Past Affiliate Director
Pipe Cam, Inc.

From: Joanne Volponi
Sent: Wednesday, February 21, 2018 1:17 PM
To: BART To Livermore Outreach
Subject: BART extension to Livermore

Hi,

I would like to express my preference for a full BART train to the Isabel station in Livermore. We have been paying for BART since the beginning and nothing less than full car service directly tied to the Pleasanton station is acceptable in my opinion. I don't think any of the other options (DMU/EMU or bus) will be as convenient and most likely less used by current Livermore residents or others living outside Livermore.

Thank you fo the opportunity to give my opinion,

Joanne Volponi
Livermore,

From: Wolffe, Vaughn
Sent: Friday, March 09, 2018 4:24 PM
To: BART To Livermore Outreach
Subject: [CONFIDENTIAL] Recommendation/Comments for BART to Livermore
Sensitivity: Confidential

Neither a BART extension to Isabel or the even worse EMU/DMU alternative should see the light of day. Do not waste BART money on any more empty buses in the Tri-Valley.

11,900 riders 22 years from now for \$1.6 billion is not just wasteful and foolish. It is downright irresponsible to spend \$240 million per mile on a project that only addresses less than 10% of the trips in the Hwy 580 corridor.

There are 185,000 trips made daily on Hwy 92 the San Mateo Bridge and Hwy 84 the Dumbarton by BART taxpayers most of whom never ride BART.

Although Livermore BART taxpayers have paid \$480 million over the years it does not warrant a multi-billion dollar extension of BART any farther than where it is today.

This Livermore project is especially deplorable when the normally irresponsible BART Board has a much cheaper and significantly better project that would help the Tri-Valley 35% of trips to the Silicon Valley and hundreds of thousands of current BART taxpayers and future riders who would be well served by having a transfer only station between BART and ACE in Fremont where the Fremont BART line passes directly over the ACE service.

The transfer only station in Fremont would allow many more BART taxpayer/riders from northern Alameda and Contra Costa county to gain access to the main part of the Silicon Valley by transferring to ACE. Plus San Joaquin ACE riders would have a faster and more direct connection to BART to San Francisco and San Jose. This would free up BART parking spaces in Dublin and Pleasanton and remove cars from Hwys 580, 238, 880 and 680.

Please do the Tri-Valley and the East Bay a favor by spending our BART taxes on better service to where people want to go and not on useless pork barrel adventures in low ridership to Livermore.

Thank You

Vaughn Wolffe

Pleasanton

From: Kathy Woofler
Sent: Tuesday, February 20, 2018 6:49 PM
To: BART To Livermore Outreach
Subject: BART to Livermore

Hello BTL, I have lived in Livermore for almost 30 years and I am a Bay Area native. I support a BART station @ Isabel Ave. and Greenville Rd.
I feel that either a BART train or a DMU/EMU should run from the Dublin/Pleasanton BART station to Isabel and Greenville and then a DMU/EMU should run up and over the Altamont Pass and into Tracy, with the potential to go to Lathrop/Manteca/Stockton.
I also strongly feel that a multistory parking garage should be built FIRST @ both Isabel & Greenville BART stations.
Thank you very much,
Kathy Woofler
Livermore, CA

From: Wu, Kin Wai
Sent: Friday, February 23, 2018 8:27 AM
To: BART To Livermore Outreach
Subject: Question for route from Fremont

Hi,
Will direct route between Fremont and Livermore be created or transfer is expected?
Thanks.

Kin (Mike) Wu, P.E.
Design Manager
PM/EC Department, D&E Division
Lawrence Livermore National Laboratory

From: Chris Zachary
Sent: Wednesday, February 28, 2018 2:00 PM
To: BART To Livermore Outreach
Subject: Livermore Extension Project

How is this project going to move forward if Caltrans already reconstructed I-580 with FastTrak lanes?

From: Tom Zarcone
Sent: Tuesday, February 20, 2018 10:53 PM
To: BART To Livermore Outreach
Subject: Livermore Extension

Hi,

I personally drive from Livermore and take the Dublin BART everyday. This parking lot fills up way by 7:15am on most mornings. I don't have to start work until 8:30, so I have to get up extra early just to get parking and sit in San Francisco waiting to start work. I would love to have the full conventional BART extension. Being able to drive 5 minutes from my house, getting a seat and not dealing with traffic sounds great to me. I am a strong supporter of your idea to extend your trains into Livermore. I hope the rest of this great city shares my thoughts and appreciates what you can offer for people like me that travel in SF daily. I will not be able to attend the public meeting next week, so this in my input for what ever it means to BART.

Thanks,
Tom Zarcone

BART to Livermore Extension Website Submissions

First Name: Amber

Last Name: G

Email:

Phone:

City: Livermore

State:

Zip:

Subject: BART in Livermore

Comment: My family and I are not going to accept the plans for BART to come to Livermore. On of the reasons we moved here is because BART does not have a station here. We would be seriously concerned for the safety of our two young girls and ourselves if we have to be subjected to the community of BART riders. There is no control and there are no regulations or oversight/protection/security of your trains. Please do not make my home feel unsafe by adding a station near it. The cities that add BART transportation tend to have a serious drop in safety and appeal due to the disruptive intentions and actions of BART patrons. Please DO NOT subject my young children to the negative aspects of this public transportation system.

As a mother, this plan makes me fear for their safety.

First Name: Brian
Last Name: Cooper
Email:
Phone:
City: Livermore
State:
Zip:

Subject: BART to LIVEMORE
Comment: I live in Livermore and wanted to comment on the proposed alternatives for BART extension to our city. I support option "A," the full 5.5-mile conventional BART extension along I-580 to the Isabel interchange. I do not support Bus or Diesel train options. Thank you for registering my opinion, and please let me know if you have any questions.

First Name: Bennie
Last Name: Barnes
Email:
Phone:
City:
State:
Zip:

Subject:
Comment: I voted for BART extension funding. No other alternative is an acceptable use of my voted funds.

First Name: Richard
Last Name: Beebe
Email:
Phone:
City: Tracy
State:
Zip: 95376
Subject: I-580 routing

Comment: The State of California recently finished the several-year project of HOV and aux. lanes along 580 from Hopyard to Greenville interchanges. If BART "standard practice" of running new tracks down the freeway median, then "we" (California) get to pay for very costly complete reconstruction of the HOV lane project. Undeveloped or relatively undeveloped lands immediately adjacent to 580 on the north side exists for the bulk of the routing. What's less expensive: rebuilding a finished freeway or building along the north side?

First Name: Bob
Last Name:
Email:
Phone:
City:
State:
Zip: 94588
Subject:

Comment:
The best and logical choice is BART trains extended to Greenville with Station at Isabel. Sooner rather than later the extension has to be done to fill the needs of greatest number of riders. It is the only logical plan for Livermore transportation current problems. Other options as diesel or electric multiple unit would be detrimental to future needs of area as either type would make further train extension much more costly. But primary reason not to use DMU or EMU is rider capacity. Multi unit option will attract less riders, 25 to 50 percent less than BART trains, a significant revenue loss.

The only logical choice is BART TRAINS TO LIVERMORE which Livermore tax payers have been paying for for decades.

First Name: Stewart
Last Name: Brown
Email:
Phone:
City: Livermore
State:
Zip:
Subject: BART to Livermore
Comment:

I would like to see the proposed project (perhaps minus the maintenance yard). None of the alternatives in the DEIR is remotely acceptable as they are less effective for traffic mediation and less convenient to the riders.

First Name: Kalyan
Last Name: Buddala
Email:
Phone:
City: Livermore
State:
Zip: 9
Subject: Livermore bart
Comment:
Hi,

We need bart to livermore. Please update me the status

First Name: Kalyan
Last Name: Buddala
Email:
Phone:
City: Livermore
State:
Zip:
Subject:

Comment: Bart to Livermore. Yes we need it. The traffic is getting worst day by day in the bay area. We need to reduce the cars on the roads. The way we can reduce is by public transportation. And Bart is best solution for all of these. We need to get the bart to livermore and help the city row. And also save the environment by reducing lot of cars on the road. Please please get the bart. Make a final decision to get the bart to Livermore.

First Name: John
Last Name: Capener
Email:
Phone:
City:
State:
Zip:
Subject:
Comment:
Hello,

As a resident of Livermore, I am in strong support of the bart extension to Isabel avenue.

Please, it feels as though livermore is being singled out here, when we desperately need the area developed.

I challenge he BART board to commute from Livermore to SF in its current state.

- Taking 580 both ways in traffic
- trying to find parking after 7:30am

We in this demographic who are commuting are lower income families trying to make ends meet. Please do not pass over our needs and carefully consider taking conventional bart to Isabel.

John Capener

First Name: gerald
Last Name: cauthen
Email:
Phone:
City: oakland
State:
Zip:
Subject: BART/Livermore

Comment:
We strongly favor the Express Bus alternative. It appears that because of deficiencies in the MTC ridership model, the BART extension alternative is being made out to be much more attractive in comparison with the other alternatives than it actually. This highly damaging mistake should be corrected!

There should be a high quality shuttle bus operation (perhaps free) running entirely on bus-only lanes between a large Isabel Parking lot and the East Dublin Station. Some of the city buses destined for East Dublin should be routed via the freeway bus-only lanes. Bus service in the Tri-Valley area should be given a generally greater priority and upgraded, including the creation of exclusive bus lanes where necessary.

Passenger rail service should NOT be extended to Isabel Avenue.

Jerry Cauthen, Chair BATWG

First Name: hamish
Last Name: chandola
Email:
Phone:
City: livermore
State:
Zip:
Subject:

Comment: I would like to vote for alternative B or Alternative C. Also would like to link ACE station downtown and BART extension on Isabel

First Name: John
Last Name: Collins
Email:
Phone:
City: Livermore
State:
Zip:
Subject: BART to Livermore

Comment:

My preferences for the Livermore extension are as follow:

- a. Electric train option.
- b. Diesel train
- c. Express bus.
- d. Bus.

First Name: Donald
Last Name: Cooper
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bart extention

Comment: As a lifetime resident of Livermore I am extremely disappointed with Livermore and the push to shove Bart down our throats. I have yet to see the crime reports of Dublin and Pleasanton comparing the before and after Bart arrived statistics, but from what I do know it's just a portal for drugs and crime. The severe negative impact this measly 5.5 mile extension will have on Livermore is not worth it. The alternatives show option "E" but I can't find it on any fliers or literature without digging deeper. We don't want it, We don't need it. We don't live in the big city because we don't want to, stop shoving it down our throats and try to fix what is already there because it needs it. Alternative "E".

First Name: Jeffrey
Last Name: Daley
Email:
Phone:
City:
State:
Zip:
Subject:

Comment: Traditional BART extension to Livermore appears very expensive for number of riders involved in 2040. Bus RT seems more sensible and offers flexibility to incorporate technology improvements over the period (e.g. autonomous vehicles).

First Name: Patrick
Last Name: Emmett
Email:
Phone:
City:
State:
Zip:
Subject: No on BART to "Livermore"

Comment:
This project is a colossal waste of scare taxpayer resources at a time when BART can barely keep the current system from crumbling.

Sending BART five miles to the middle of the freeway miles away from the ACE train isn't going to do anything to alleviate traffic. It's actually unbelievable looking at the proposal that it turns AWAY from Livermore to build a maintenance yard in the opposite direction. DMU that goes to the Downtown Livermore ACE station is the only viable option.

First Name: John
Last Name: Green
Email:
Phone:
City: Dublin
State:
Zip:

Subject: Livermore Station

Comment: I think expanding BART to Livermore sounds like a great idea. I feel terrible for everyone battling traffic on 580 every evening. I hope that the Livermore station can include lots of parking. We've seen how crowded the Dublin parking lots are every day.

First Name: Heather
Last Name:
Email:
Phone:
City:
State:
Zip:

Subject:

Comment: If BART and the MTC are truly committed to getting people off the freeways, then fund BART to Livermore. It will be well utilized by the public if it ties neatly into the existing system. Show those of us on the edge of Alameda County that we matter, that it's not just about the urban areas like Oakland and San Francisco.

First Name: Jamie
Last Name: Hyams
Email:
Phone:
City: San Ramon
State:
Zip:

Subject: Bart extension to Livermore
Comment: I strongly support a direct continuation of the existing line to Livermore on 580. Any other solution makes it more difficult on the commuter and impedes a unified transit system. On should be able to board in Livermore and exit in San Francisco. Hurry up and build it already!

First Name: Martin
Last Name: Jahner
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Livermore extension - Options
Comment:
Hello BART planners,

as I cannot make it to the community meeting, I'd like to send you my comments regarding the proposed alternatives.

Clearly, a rail option should be preferred over any kind of bus or other road-based alternative. The roads are already overloaded with traffic - adding buses (even on less clogged streets) isn't a good idea.

My preference would be an extension of the existing "full size" BART line, which avoids additional transfers between trains (as it's done in Pittsburg/Bay Point). However, if cost or other factors make this option difficult to implement, a DMU/EMU solution on standard gauge rail would be my second choice. The latter has the advantage that it could make future extensions via existing rail, or at least a same-platform interchange with ACE a possibility.

Having grown up in Europe, I know first-hand how useful a well connected and heavily rail-based public transportation system is.

I'm glad to see BART is working on improvements and look forward to seeing it become a reality in the near future.

Sincerely,
-Martin Jahner

First Name: Dennis
Last Name: Kolb
Email:
Phone:
City: Livermore
State:
Zip:

Subject: BART to Livermore

Comment:

BART to Livermore is no longer needed without the extension to Tracy. The traffic on 580 due to citizens moving East to find affordable housing means we need to add extension. BSRV has taken so long to make a decision the "goal posts have moved".

If you do build to Livermore how will you control parking spill over to existing communities who already have issues with parking? Some communities like mine have private parking. How will we keep commuters out of private space without passing expense to local HOA's? BART and developers never allow for enough parking. Pleasanton station parking is a prime example.

The current plan also places more car and truck traffic into Campus Hill Drive which is already out of control with citizens in accidents on this road including at least one death. The road is already designed poorly for the amount of student traffic.

I would appreciate a reply so that I as a Director of a local HOA can answer residents questions. Thank you for your time in reading my notes.

First Name: Lani
Last Name: Longshore
Email:
Phone:
City: Livermore
State:
Zip:

Subject:

Comment: I am in favor of full BART to Isabel with the intention of extending the line to Greenville Road, with a seamless integration to ACE. Bus service or other options are not efficient.

First Name: Mark
Last Name:
Email:
Phone:
City: Livermore
State:
Zip:

Subject: BART to Livermore - NOT needed

Comment: With the Pleasanton/Dublin BART stations in place, a Livermore BART station is NOT NEEDED! The expense to extend BART a few more miles East far exceeds any benefits for BART or the TriValley. BART would be better served using that funding to improve the existing infrastructure and service. I am a Livermore resident. A Livermore BART extension is not needed here!

First Name: Gary
Last Name: Mark
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bart to Livermore

Comment:

I live at the new community at Portola & Isabelle & would love have the bart stop at Isabelle. Please also run the tracks further on the 580 to Greenville Rd.

The current pricing estimate of the bart stop and yard at \$2billion is ridiculous. For such a short run of track, you can do better.

Lastly, please find another place for the rail yard. It doesn't belong here.

First Name: Michael
Last Name:
Email:
Phone:
City:
State:
Zip:

Subject: I hope the BART politicians mismanaging this system is embarrassed with themselves. I want to hear more about this much needed extension that has been paid by the local residents in mismanaged taxes since the 70's

First Name: James
Last Name: Mitchell
Email:
Phone:
City: Livermore
State:
Zip:

Subject: FULL BART to Livermore please
Comment: Regarding the Livermore Extension Project... Livermore has been paying into the BART system for a very long time; please do not defraud us by substituting an alternative at the last minute. We want local access to BART without any intermodal gimmicks; please provide it as agreed.

First Name: Pam
Last Name: Mori
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Prefer DMU with an electric option, EMU

Comment:

Hello:

My Smr Mgmt Analyst indicates you would like to hear what Livermore residents prefer regarding BART options. I prefer the DMU with an electric option, EMU.

Thanks
Pam

First Name: Rebecca
Last Name: Owens
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Resident comment for board meeting

Comment: The most traffic comes down the Altamont and Vasco. Placing BART at Isabel will barely affect traffic. It would be well suited at Vasco and 580.

That would have the largest impact on traffic. And it's a small bus ride from there to the lab. A second station later at Fallon makes sense for bringing in shoppers to the outlets. But Isabelle makes zero sense.

First Name: Robert
Last Name: Palasek
Email:
Phone:
City: Livermore
State:
Zip:

Subject: proposed project & build alternatives

Comment:

The four alternatives presented at the open house today, 2/27/2018, all show the proposed station in the middle of I-580 in the vicinity of Isabel Ave.

In the middle of I-580 !

For goodness sakes, do this: Please sit for fifteen minutes, 5 days a week, on the Dublin/Pleasanton platform at 8 am. Feel the cold wind blow through your coat. Listen to all the vehicle traffic just 20 feet away. I-580 is the main route from the bay to Stockton and Fresno and all of the San Joaquin valley, just 20 feet away. It's toxic and stressful. After doing this for two weeks you will decide not to take public transit but to just get in your car.

Please point this observation out to everyone you meet who just assumes that it's OK to put the station in the middle of the interstate highway.

Move the station away from the highway where the people waiting for public transportation are not subject to the racket.

Build the station so that those waiting are not subject to harsh weather, both in the summer and in the winter.

Plain and simple you do not want to discourage riders from public transit.

Give them a decent environment for waiting.

That station will be there 100 years after it first opens. Do it right.

First Name: Robert
Last Name: Palasek
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Livermore Extension

Comment:

Every transfer involves a delay. How are you gonna compete with cars if your solutions involve lots of transfers?

Transfer from BART at Dublin to bus/electric/diesel. Transfer from bus/electric/diesel at Isabel to Wheels. Transfer from Wheels downtown or at Vasco to ACE.

First Name: Cynthia
Last Name: Panas
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Support Full BART to Livermore

Comment:

I am a resident of Livermore and sadly will not be able to attend the meetings in the next week. I would like to voice my support for the full BART to Livermore option.

As a side note, I think BART needs to go further over the Altamont, but I understand that is not on the table right now.

First Name: Richard
Last Name: Ryon
Email:
Phone:
City: Livermore
State:
Zip:

Subject: BART to Livermore

Comment:

I have been waiting 50 years for BART to finally come to Livermore. Please understand what is important:
• Full BART to Isabelle must be expedited. The site is selected, Livermore has already established high-density housing at the site. It is read to go NOW!

• Full BART should be extended to Greenville Road to interconnect with the ACE train as soon as possible.

• Maintenance and turn-around yards should be established near the Greenville Station.

Do these three things, and BART will be applauded for generations to come. Do not do these things, and you will deserve the curses of all Livermore citizens.

First Name: Navjyoti
Last Name: Sharma
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Livermore BART

Comment: My recommendation is to do a full service BART station at Isabel avenue in Livermore . There will be tremendous benefits to the traffic congestion issue and the surrounding development for the area

First Name: Lori
Last Name: Souza
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Please invest in a full BART extension to Livermore. I've been investing in BART for 40+ years with the promise of full BART service to Livermore. I'd like to my tax dollars to work as promised.

First Name: Collin
Last Name: Straka
Email:
Phone:
City: Dublin
State:
Zip:

Subject: Comment: Would love to see this project go through, it would alleviate parking at Dublin/Pleasanton, and offer greater access to Livermore!

First Name: Gary
Last Name: Takemura
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Choice of Alternatives
Comment: I vote for A. Conventional BART Extension. Livermore has been paying Tax for decades. There is more than enough money to pay for a conventional BART Extension

First Name: Greg
Last Name: Thompson
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Preferences for BART to Livermore
Comment: We strongly prefer Traditional BART along the freeway both to the Isabel station and future Greenville station connecting with the ACE train to Stockton. We also do not believe measure BB funds for BART can be used towards for any tracks, storage or maintenance yard constructed away from the 580 corridor the funds were approved for.

First Name: Robin
Last Name: Thornton
Email:
Phone:
City: San Ramon
State:
Zip:

Subject: BART to Livermore Extension
Comment: I am an eminent domain attorney who lives in Dublin and works in San Ramon. I have read about your extension through Livermore and wanted to offer my services in the event your project requires any acquisition of right-of-way or any consultation on right-of-way issues. Please let me know if there is an RFP for this work or if there is any way I can be of assistance. I would love to be part of this project.

First Name: Nathan
Last Name: Tuttle
Email:
Phone:
City: San Ramon
State:
Zip:

Subject: Full BART
Comment: My preference is for the full BART extension I do not want light rail or buses. Thanks for your consideration.
Nathan Tuttle



March 7, 2018

Andrew Tang
Livermore Extension Project
300 Lakeside Dr., 21st Fl.,
Oakland, CA 94612

RE: BART to Livermore Extension Project Draft Environmental Impact Report

Dear Mr. Tang

Thank you for the opportunity to submit comments on the BART to Livermore Extension Project Draft Environmental Impact Report (Draft EIR) alternatives. The City of Pleasanton is excited to see this project moving forward and is encouraged that the publishing of this Draft EIR will bring the BART Extension to Livermore much closer to completion.

In general the City of Pleasanton is very supportive of the BART Extension to Livermore and specifically the Full/Conventional BART extension from Dublin/Pleasanton to the future Isabel station. As discussed in the Draft EIR, the benefits include significant environmental improvements and increased ridership both regionally and within Pleasanton. Further, the City's support is based on the fact that the conventional project meets more of the BART 2002 station evaluation metrics than any of the other alternatives considered.

In addition, this project is a great start to the Tri-Valley's ultimate goal of extending BART to ACE. This long range goal will allow for a single station connection to the Central Valley which will provide a much needed transportation congestion solution to the thousands of commuters that travel across the Alameda Pass on a daily basis.

In regards to the proposed 3,400 space parking garage at the proposed Isabel station with the Conventional BART extension project, the City believes that additional parking should be considered at this location. This will be an "end of the line" station and will receive ridership from the Tri-Valley and the San Joaquin Valley.

Thank you for your consideration of our comments. The City looks forward to our continued cooperative and proactive effort to improve transit ridership and transportation alternatives in the Tri-Valley and Bay Area.

Andrew Tang, Livermore Extension Project
March 7, 2018
Page Two

If you have any questions, please contact Mike Tassano, Deputy Director of Community Development, Transportation at 925-931-5670.

Sincerely,

Gerfy Beaudin
Director of Community Development

COMMUNITY DEVELOPMENT

www.cityofpleasantonca.gov

Planning 925/931-5000
925/931-5000
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Building & Safety 925/931-5620
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Code Enforcement 925/931-5620
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Permit Center 925/931-5630
925/931-5677
Fax: 931-5476

Traffic Engineering 925/931-5677
925/931-5687
Fax: 931-5487

P. O. BOX 520 • 200 Old Bernal Avenue
Pleasanton, CA 94566-0802



April 11, 2018

Andrew Tang
Livermore Extension Project
300 Lakeside Dr., 21st Fl.
Oakland, CA 94612

RE: BART to Livermore Extension Project Draft Environmental Impact Report

Dear Mr. Tang

This is a supplemental letter to the one provided on March 7, 2018, in which the City of Pleasanton conveyed its support of the Full/Conventional BART Extension to Livermore.

The BART to Livermore project was presented to the Pleasanton City Council on March 6, 2018. The City Council was presented with the project objectives, the Conventional BART Extension project, and all of the extension alternatives. Based on the information received at the meeting, the City Council made a motion to support the Full/Conventional BART Extension to Livermore.

Thank you again for your consideration of our comments. If you have any questions, please contact Mike Tassano, Deputy Director of Community Development, Transportation at 925-931-5670.

Sincerely,

Gerry Beaudin
Director of Community Development

From: Andrew Tang
To: Andrew Tang
Subject: EBLC Prelim Position on LVX
Date: Wednesday, April 04, 2018 9:58:08 AM

From: Josh Huber
Sent: Tuesday, April 03, 2018 12:05 PM
To: Andrew Tang
Subject: BART to Livermore

Andrew,

Thanks again for taking the time yesterday to brief us on the status and project alternatives for the Livermore extension to Isabel. We discussed your presentation this morning at a meeting of our Transportation Task Force Core Group, and arrived at a consensus that the Express Bus/ BRT option would not and could not meet our goals for the extension in terms of ridership or reduced VMT. The EBLC continues to support a rail extension, as well as a connection to the ACE system under a separate project.

We hope to develop a more complete position statement in advance of your Board's vote on its preferred alternative. To that end, we are scheduling a meeting of our full Transportation Task Force on May 1st at 8am at Hacienda (4305 Hacienda Dr. in Pleasanton) and would be grateful if you would attend. Please let me know if you're available to attend and speak at that meeting.

Best,
Josh

Josh Huber
Policy Director
East Bay Leadership Council
(925) 246-1880

COMMUNITY DEVELOPMENT
www.cityofpleasantonca.gov

Planning (925) 931-5600 Fax: 931-5483	Building & Safety (925) 931-5300 Fax: 931-5478	Code Enforcement (925) 931-5620 Fax: 931-5478	Permit Center (925) 931-5630 Fax: 931-5478	Traffic Engineering (925) 931-5677 Fax: 931-5487
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P. O. BOX 520 • 200 Old Bernal Avenue
Pleasanton, CA 94566-0802

February 7, 2018

Director John McPartland
c/o BART Board of Directors
P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6095

Regarding: Purposed Storage & Maintenance Facility off N. Livermore Avenue
Subject Property 2294 N. Livermore Avenue, Livermore Ca 94551
(Agricultural Property)

Dear Mr. McPartland and Others Whom it may concern:

We are requesting BART Board to consider buying the subject property or at the very least, compensate damages caused by the installation of the facility (loss in subject's property value) as a condition of the Approval of the Proposed Project.

I no longer want to live in this location due to the influences we will have to endure with the purposed project, nor can we sell without severe loss in value, due to the law of required disclosure. If you could please inform us to your decision as soon as possible, so we know how to move forward with plans, we were right in the middle of our property renovation, when we were informed of the current proposal.

Sincerely,

Mike Rinaldi, Patricia Ratto-Rinaldi

Enclosed: email dated October 16, 2017

Appendix D

Bay Area Transportation Working Group

900 Paramount Road
Oakland Ca 94610
August 12, 2017

Public Comments Received from Stakeholders During Draft EIR Process

Dear Ms. Saltzman and other members of the BART Board:

Following is a recap of BATWG's initial comments presented to the BART Board on August 10, 2017, plus by a few other items, unspoken because of a lack of time:

- 1.) As Mr. Tang acknowledged in his presentation, ridership is "very sensitive" to the amount of available parking. It is therefore not appropriate to provide 23 times as much parking for the "Conventional BART" alternative as for the Express Bus/BRT alternative (See Plate 16).
- 2.) The annual operating cost of the Conventional BART alternative would be seven times higher than the equivalent cost of the Express Bus/BRT alternative (See Plate 29). Given BART's budgetary problems, a \$22.8 million a year operating cost would appear to constitute a "fatal flaw".
- 3.) It would cost over \$3 billion to extend BART far enough to create a connection between BART and ACE. An ACE/BART connection might cause some San Joaquin auto commuters to take ACE to Greenville Road and then transfer to BART. However this would not ease congestion on I-580 because the freed up highway space would soon be taken up by other drivers. (When it comes to freeway backups, unless and until roadway tolls and congestion pricing are imposed, congestion itself will continue to be the limiting factor).
- 4.) A connection to ACE in east Livermore would do little for those who have been paying into BART for 36 years. Much more beneficial would be a speeded-up and upgraded ACE line between Stockton and Fremont, a service that currently carries a paltry 2,200 commuters a day.

Rachel Russell

From: Robert Feinbaum <bobf@att.net>
Sent: Wednesday, September 13, 2017 9:35 AM
To: BART To Livermore Outreach
Subject: EIR comments

Comment: BART to Livermore Extension Project
Date: September 13, 2017

Prepared by: Bob Feinbaum,
Co-founder, Bay Area Transportation Working Group (BATWG)

Although Livermore needs and deserves better regional transportation connections, BART rail service does not provide the answer. Instead, the BRT option offers a better choice that can be in operation far sooner than any rail option and at a significantly lower cost.

The EIR raises three issues that should be addressed in greater detail:

1. Ridership projections for the BART option seem to be unrealistically high. Livermore boardings exceed those of any existing end station in the BART system. We suspect that may be a result of counting existing passengers who now board at Dublin-Pleasanton as new passengers from Livermore.
2. The BART rail option contained a new parking structure at Isabel, whereas the BRT option does not provide for expanded parking. That certainly decreases the BRT ridership estimate and, as such, makes for an apples to oranges comparison.
3. BRT can largely be financed with existing funding sources while BART rail depends on nearly \$ 1 billion of unknown funding for completion. The EIR should identify a realistic time frame for completion of each of the options. Livermore deserves service at the earliest opportunity and the difference of a build out of a few years (for BRT) and a few decades (for BART) could be significant.

Please incorporate these comments into those provided in BATWGs earlier submission.

Thank you
Bob Feinbaum

None of this is to say that Livermore doesn't need and deserve a good fast connection to BART; it does. Livermore's longer distance transportation needs can best and most efficiently be served by well-appointed buses that make full use of I-580 transit-only lanes between Isabel Avenue and the East Dublin BART Station. A significantly improved bus service, coupled with a large park and ride lot at Isabel, would serve Livermore better than a BART extension would.

The rest of BART's riders and tax payers also deserve consideration. As everyone knows, BART's transbay section is dangerously close to running out of carrying capacity. Yet the much-heralded second transbay rail crossing complete with connecting subways on both side of the Bay is at least \$30 billion and a half a century away. For these and other reasons now is no time to be building new BART extensions. BART has many other capital needs of higher priority that need attention.

And lastly, the population density of Livermore is very low. Northwest San Francisco, whose residents have also been paying into the BART for 36 years, has roughly 3 times the population of Livermore. Yet in order to get to either BART or downtown San Francisco these residents must travel actually farther by bus than the distance between Isabel and the East Dublin Station. Instead of an expensive rail line, the current plan is to create a BRT line along Geary Boulevard similar to the proposed Livermore Express Bus/BRT alternative. Billions of dollars spent on sending BART to the very low density east end of Alameda County would be very wasteful. It would also be immeasurably unfair to other BART riders and tax payers.

Your consideration of these remarks would be appreciated.

Gerald Cauthen, Chair
Bay Area Transportation Working Group
510 208 5441



September 3, 2017

BART to Livermore Extension Project
300 Lakeside Dr.
Oakland CA 94612

Dear BART:

We appreciate the exhaustive effort that has gone into the preparation of the Draft EIR for BART to Livermore. Please accept the following suggestions of additional content and changes to improve the accessibility, clarity, and usefulness of the Report.

1. Reorganize the entire report to be more brief and user friendly. 4,000 pages is far too lengthy for an engaged populace to manage, many of whom won't normally read 50 pages. One way to accomplish this would be to issue several, smaller reports or sections such as: No Project/Conventional BART, No Project/DMU, etc. Providing a report with just the components of the Build/No Build alternatives might be easiest to parse. Just because you're legally required to study alternatives may not mean that they all have to be within the same bound report.

2. Freeway traffic congestion may be the primary concern of most people. Pages 317, 320, 326, 329, 396, 398, 401 would be far more useful if the density of relevant information were isolated from the noise generated by the "filler material" of the non-BART alternatives. An improvement of p. 317 might instead consist of the following columns:
Current LOS
No Project 2025
Conventional 2025
No Project 2040
Conventional 2040

This arrangement could apply similarly to many other charts so that readers could easily determine where we are today and where we'll be at the two studied future dates. It would also dramatically reduce the length of the Conventional Build section of the report and make it far more readable.

3. Page 298 has data on peak hour train loads. This is a good start, but not nearly complete enough to give the public a true understanding of how future BART will compare with present BART. Again, conventional build is what we believe is most useful at this point.

a. Here are some ideas to improve the current charts:

i. Chart of peak loads AM, all stations

1. Current
2. 2025
3. 2040

ii. Chart of peak loads PM, all stations

1. Current
2. 2025
3. 2040

b. Pleasanton and Dublin residents need to be able to compare their actual experience of train load today, contrasted with the future. The number of milestones might need to be expanded based on your current estimate of increased train capacity and frequency of trains. 2025 and 2040 might provide insufficient granularity.

For example, if there would be a year of greater crowding in between years of lesser crowding, include any number of milestones necessary to describe the experience over the years in full. The frustration factor of rider congestion may ebb and flow when taking all variables into account and the dates upon which major changes take place.

- i. Date of replacement of older 9 car trains with 9 newer high capacity models
- ii. Date of increasing Valley throughput by populating the fleet with 10 car commute hour trains
- iii. Dates the frequency of trains increases from 4/hr to 5/hr to 6/h or however the planned frequency increases take place
- iv. Number of empty seats available in trains at existing stations before/after the extension. The object of this is to give existing station riders a clear idea of the ease/difficulty by which an existing rider may expect to find a seat going forward at key milestones, when they board peak trains. e.g. Will there be any empty seats in the morning at the Dublin/Pleasanton station?

4. New parking capacity is listed in the report. What is not addressed is the existing parking in Pleasanton and how that may change in the future. Does this extension come with a commitment to keep all existing parking at all stations in perpetuity? The point is, people are being told that a lot of parking is being added, but is there any guarantee that some spaces will not be removed elsewhere? The EIR should mention any possibility of parking reductions in other lots.

11. We don't have a clear understanding of the several references to "cost is escalated to the estimated mid-point of construction (2024)." Does this mean that there will be more costs in order to complete the project? Please explain clearly, or advise us as to where this explanation exists within the current document. In any case, the EIR should estimate the full cost of the project and all its parts and pieces for which funding would in any way need to be obtained.

12. 2024 is defined as the project mid-point of construction. Mid-point? How long will it take to build? We do not find a reference to the conventional commencement of operation. This date belongs in the Executive Summary. Should we infer that completion would be 2030? Does this mean that the 2025 traffic data applies to a condition where BART is under construction but not running?

Thank you for considering these requests. We look forward to your response and the next Draft version of the EIR.

Regards,



Doug Mann
Secretary

5. For data relevant to "project conditions", emphasize in much stronger terms that they apply to the environment WITHOUT the Isabel Neighborhood Plan. It is currently not easy to see a direct comparison of freeway conditions for the Conventional Build with and without the Isabel Neighborhood. Basically, we want to see a clear illustration of traffic flow on the freeway if 1) BART is built but Isabel Neighborhood is not, or 2) BART is built as well as Isabel Neighborhood. You may have a better way to chart this.

6. Remove all studies of the Hartman Road Maintenance Yard. It was not included in the 2012 BART to Livermore Extension Project EIR Notice of Preparation. We believe it is a lost cause and a waste of time to study. Another suitable area near the freeway needs to be considered, such as the BART land on Herman Avenue and should be included in the EIR. Enabling static brakes or blocks on your fancy new trains so they can be parked on a grade (such as the median of 580 east of Isabel) makes that a possibility too.

7. P. 512, we find troubling your assessment "The facility would not indirectly lead to the conversion of adjacent agricultural lands, because it would not put pressure on adjacent uses to remove agriculture, unlike residential and commercial uses, which can have this effect." Please back this up with relevant facts, as we expect spirited debate on this subject to ensue if this location is not dismissed. Also on the same page, for accuracy please change "is near the proposed storage and maintenance facility" to "runs directly through the proposed..."

8. There are many places in the PDF report that reference other areas. Again for the goal of accessibility, we would like to see the document utilize hyperlinks to allow users to easily navigate to relevant content in a more modern way. Likewise, the Table of Contents should be thoroughly populated with hyperlinks.

9. Page 191, do these costs include all the infrastructure necessary to increase the conventional BART train frequency to 6/hr at 10 cars each? Please indicate train frequency in 2024. This also speaks to the need to detail the frequency upgrade schedules in general.

10. Page 195 totals \$533 million of confirmed funding sources. We think this number might be out of date, so confirmation would be good to have. Please provide a dollar specific number for the conventional build "The remaining funding [of \$xxx] required for the conventional build has yet to be determined." This detail is crucial for the Executive Summary and not placed solely deep in the report.

Allen Matkins

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Via Electronic Mail
(BarfL@livermore@bart.gov)

October 12, 2017

San Francisco Bay Area Rapid Transit District
Attention: BART to Livermore Extension
Project
300 Lakeside Drive, 21st Floor
Oakland, CA 94612

Re: **BART to Livermore Extension Project Draft EIR Comments**

Dear Sir or Madam:

On behalf of IKEA Property, Inc., we submit the following comments regarding the BART to Livermore Extension Project's Environmental Impact Report ("EIR"). For the reasons set forth below, we support the Conventional BART Project ("Proposed Project") over the proposed project alternatives identified in the EIR: (i) the Diesel Multiple Unit Alternative, which includes an Electrical Multiple Unit (EMU) Option ("DMU Alternative"); (ii) the Express Bus/Bus Rapid Transit Alternative ("Bus/BRT Alternative"); and (iii) the "Enhanced Bus Alternative." Collectively, the DMU Alternative, the Bus/BRT Alternative, and the Enhanced Bus Alternative are referred to herein as the "Alternatives."

I. The Proposed Project Would Result in the Largest Increase in BART Ridership

The Proposed Project would result in the greatest increase in BART systemwide ridership as compared to the Alternatives. The Proposed Project will increase BART systemwide ridership on the average weekday by 11,900 riders in 2040. The Proposed Project would generate 5,000 more riders than the DMU Alternative, over 8,000 more riders than the Bus/BRT Alternative, and over 11,000 more riders than the Enhanced Bus Alternative. (EIR, pp. 20, 1494-1495.)

Additionally, based on the 2040 BART ridership projections, the Proposed Project would result in an average of 16,200 daily entries and exits at the Isabel Station, attaining a Medium-High ridership rating, which is higher than the projected Low-Medium rating (9,600 daily entries and exits) under the DMU Alternative. (EIR, p. 1500.)

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Attorneys at Law

San Francisco Bay Area Rapid Transit District
October 12, 2017
Page 2

By increasing BART ridership, the Proposed Project will support one of the major goals and objectives of the BART to Livermore Extension Project, which is to provide an effective commute alternative to traffic congestion on I-580. (EIR, p. 44.)

II. The Proposed Project Would Result in the Largest Reduction in Vehicle Miles Traveled

The Proposed Project would result in the greatest reduction of weekday Vehicle Miles Traveled ("VMT") as compared to the Alternatives. The Proposed Project will reduce VMT by 244,000 miles in 2040. This reduction equates to 100,000 less trips than the DMU Alternative, over 151,000 less trips than the Bus/BRT Alternative, and over 237,000 less trips than the Enhanced Bus Alternative. (EIR, pp. 20, 1494-1495.)

By substantially reducing VMT, the Proposed Project will help reduce traffic congestion while supporting two of the major goals and objectives of the BART to Livermore Extension Project, including providing an effective commute alternative to traffic congestion on I-580 and reducing GHG and other emissions associated with automobile use. (EIR, p. 44.)

III. The Proposed Project Would Result in the Greatest Reduction in Annual GHG Emissions

The Proposed Project would result in the greatest reduction in greenhouse gas ("GHG") emissions as compared to the Alternatives. The Proposed Project will reduce Annual GHG emissions by 11,200 metric tons of CO₂e/year in 2040, which are 7,700 metric tons more than the DMU Alternative, 5,200 metric tons more than the DMU Alternative with the EMU option, and 7,500 metric tons more than the Bus/BRT Alternative. Furthermore, the Enhanced Bus Alternative would not result in any reduction in GHG emissions and would actually increase GHG emissions by 600 metric tons of CO₂e/year. (EIR, pp. 20, 1495-1496.)

The Proposed Project's large reduction in GHG emissions supports the BART to Livermore Extension Project's goal and objective to improve air quality and reduce GHG and other emissions associated with automobile use. (EIR, p. 44.)

IV. The Proposed Project Would Result in the Largest Reduction in Regional Energy Consumption

The Proposed Project would result in the greatest reduction in energy consumption as compared to the Alternatives. The Proposed Project will reduce Regional Energy Consumption by 130,800 million British Thermal Units per year ("MMBTU/year") in 2040, which reduction is over 95,000 MMBTU/year more than the DMU Alternative, over 64,000 MMBTU/year more than the DMU Alternative with the EMU option, and 74,000 MMBTU/year more than the Bus/BRT Alternative. Moreover, the Enhanced Bus Alternative would not result in a reduction in energy

consumption and would actually increase energy consumption by 8,200 MMBTU/year. (EIR, pp. 20-22, 1471, 1495, 1497.)

The Proposed Project's reduction in energy consumption will benefit the environment by resulting in less energy related environmental impacts.

V. The Proposed Project Would Not Result in a Significant Impact to HOV/Express Lanes on I-580

Unlike the DMU Alternative, the Proposed Project will not create a significant impact under Transportation Impact TRAN-5: HOV/express lane freeway segments operating at unacceptable LOS, under 2025 project conditions. Furthermore, the DMU Alternative will have a significant and unavoidable TRAN-5 impact because there are no feasible mitigation measures. (EIR, pp. 27, 1484.)

VI. The Proposed Project Would Result in Benefits to Bicycle and Pedestrian Access, Circulation, and Safety

Unlike the Bus/BRT Alternative and Enhanced Bus Alternative, the Proposed Project will create beneficial effects for pedestrian and bicyclists. The Proposed Project will include pedestrian and bicycle access improvements near Isabel Station, including new sidewalks and a new I-580 pedestrian and bicycle overcrossing. (EIR, p. 1496.)

These improvements will benefit the community by facilitating improved pedestrian and bicycle access, circulation, and safety.

VII. The Proposed Project Does Not Preclude Future BART Extension Options

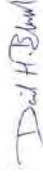
Unlike the DMU Alternative and the Bus/BRT Alternative, the Proposed Project would not preclude the use of any technologies evaluated in the EIR for a future extension farther east of the Isabel Station. (EIR, p. 1498.)

The DMU Alternative would preclude the extension of conventional BART service past Isabel Station. The transition from conventional BART service at the Dublin/Pleasanton Station to DMU service for one stop to the Isabel Station and then back to conventional BART service east of the Isabel Station would be "highly ineffective." (EIR, p. 1498.)

The Bus/BRT Alternative would preclude the extension of DMU east from the Dublin/Pleasanton Station because it would require reconstruction of the Express Bus/BRT infrastructure at the Dublin/Pleasanton Station to accommodate DMU technology, which "would be cost prohibitive." (EIR, p. 1498.)

Thank you for the opportunity to provide these comments.

Very truly yours,



David H. Blackwell

DHB:kem



October 12, 2017

BART to Livermore Extension Project
Attention: Andrew Tang
300 Lakeside Drive, 21st Floor
Oakland, CA 94612

Subject: BART to Livermore Extension Project – City of Dublin's Comments on the Draft Environmental Impact Report

Dear Mr. Tang,

Thank you for giving the City of Dublin the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the BART to Livermore Extension Project. It is our understanding that the DEIR comment period will close on October 16, 2017 at 5:00 PM.

At the October 3, 2017, City Council directed staff to forward the attached comments to BART for consideration in the Final Environmental Impact Report. We appreciate your coordination with City Staff on this project and look forward to a continued collaboration on this very important project for the City and the region. If you have any questions or concerns regarding the attached comments, please contact Obaid Khan, Transportation and Operations Manager at Obaid.Khan@dublin.ca.gov, or 925-833-6630.

Sincerely,

Christopher L. Foss
City Manager

Cc: Dublin City Council

Attachments:

1. City of Dublin Comments on the Draft Environmental Impact Report for BART to Livermore Extension Project.
2. Exhibit A to the Comments.

City of Dublin Comments on the Draft Environmental Impact Report for the BART to Livermore Project

Proposed Project and Alternatives Descriptions

Conventional BART Project (Proposed Project). The Proposed Project involves extending the Daily City-Dublin/Pleasanton Line from its existing terminus at the Dublin/Pleasanton BART Station (Dublin/Pleasanton Station) approximately 5.5 miles to the east, to a new station located at the Isabel Avenue/I-580 (State Route 84) interchange in the city of Livermore. The new alignment and the new Isabel BART Station (Isabel Station) would be constructed in the I-580 median. New parking facilities—a parking structure and surface lot containing a total of approximately 3,412 spaces—would be constructed immediately south of I-580 along East Airway Boulevard. In addition, a new, approximately 68-acre BART storage and maintenance facility would be constructed north of I-580, beyond the Isabel Station.

To accommodate the widening of the I-580 median for the new BART alignment and Isabel Station, the California Department of Transportation (Caltrans) right-of-way (ROW) would be widened along approximately 5.6 miles. I-580 lanes would be relocated by a total of approximately 46 feet, from just east of the Hacienda Drive interchange to west of the Portola Avenue/I-580 overcrossing. At the proposed Isabel Station, I-580 would be relocated by approximately 67 feet to accommodate the new station within the median. The relocation of I-580 would require modification of some interchanges and surface frontage roads.

Diesel Multiple Unit/Electric Multiple Unit Alternatives. The (DMU) Alternative differs from the Proposed Project in terms of vehicle technology. DMUs are self-propelled rail cars that use a diesel engine to generate their own power and run on a standard-gauge rail track, whereas BART trains use electricity and run on wide-gauge rail track.

The DMU Alternative would have a similar median alignment and station configuration as the Proposed Project, but would have a longer total length of freeway alignment changes and includes a new transfer platform at the Dublin/Pleasanton Station. A new parking structure for the Isabel Station, with approximately 2,428 parking spaces, would be constructed immediately south of I-580 along East Airway Boulevard. In addition, a new, approximately 32-acre storage and maintenance facility would be constructed north of I-580, beyond the terminus of the alignment.

To accommodate the median widening, approximately 7.1 miles of I-580 would be relocated by a total of approximately 46 feet, from west of the Dougherty Road/Hopyard Road interchange to the Portola Avenue/I-580 overcrossing. Around the Dublin/Pleasanton Station, the north side of I-580 would be relocated to accommodate the new DMU transfer platform. At the proposed Isabel Station, I-580 would be relocated approximately 67 feet to accommodate the station within the median. The relocation of I-580 would require modification of some interchanges and surface frontage roads.

The DMU Alternative includes the same feeder bus component as the Proposed Project, including new and modified bus routes connecting the new station to areas east of the BART system.

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A variant of the DMU Alternative—the Electric Multiple Unit (EMU) Option—is also being considered. The EMU Option is generally the same as the DMU Alternative, except that it is electrically powered rather than diesel-powered.

Express Bus/BRT Alternative. The Express Bus/BRT Alternative seeks to achieve the project goals using bus technology only. This alternative does not include an extension of BART rail service or development of a new rail station. Under this alternative, new bus transfer platforms would be constructed at the existing Dublin/Pleasanton Station. Buses would enter these bus-only transfer areas via direct bus-only ramps from the I-580 express lanes, allowing passengers to transfer from bus to BART within the station.

To accommodate the new bus transfer platforms and facilities under this alternative, approximately 2.2 miles of I-580, from west of the Dougherty Road/Hopyard Road interchange to the Tassajara Road/Santa Rita Road interchange, would be relocated by approximately 88 feet. The relocation of I-580 would require modification of some interchanges and surface frontage roads.

A new parking lot or garage on the Pleasanton side with approximately 210 parking spaces would be constructed at the Dublin/Pleasanton Station to replace the 210 parking spaces removed for the relocation of I-580 to accommodate the bus platforms. In addition, a remote, approximately 230-space park-and-ride lot would be constructed at Laughlin Road; regular bus service would be provided during peak hours from the Laughlin parking lot to the Dublin/Pleasanton Station.

Enhanced Bus Alternative. Like the Express Bus/BRT Alternative, the Enhanced Bus Alternative uses bus-related technology only and does not include an extension of BART rail service or the development of a new rail station. Unlike the Express Bus/BRT Alternative, however, this alternative does not include any major capital improvements and would not involve the development of bus transfer platforms or direct bus ramps.

DEIR's Analysis Scenarios

Year 2040	Land use at Isabel	Land use elsewhere	DP garage ¹ expansion	BART or Alternative
Future Baseline (PBA)	PBA ² 2040	PBA 2040	No	No
Future Project	PBA 2040	PBA 2040	No	Yes
Future Cumulative	INP ³ 2040	PBA 2040	Yes	Yes
Year 2025				
Future Baseline (PBA)	Land use at Isabel	Land use elsewhere	DP garage expansion	BART or Alternative
Future Project	PBA 2025	PBA 2025	No	No
Future Cumulative	INP 2025	PBA 2025	Yes	Yes
Year 2013				
Existing Conditions	Land use at Isabel	Land use elsewhere	DP garage expansion	BART or Alternative
	Existing	Existing	Existing	No

1. DP Garage – Dublin Pleasanton BART Garage expansion
 2. PBA – Plan Bay Area/ABAG
 3. INP – Isabel Neighborhood Plan

City of Dublin COMMENTS

City Council Comment: At the October 3, 2017 meeting, City Council provided the below comment for BART's consideration.

BART should consider a long term solution since it seems that the original intent of extending BART to Greenville has been dropped. Therefore BART should add and analyze a hybrid alternative that would extend existing conventional BART service to a drop-off only transfer station in the vicinity of Fallon Road/EI Charro Road interchange on I-580 and then connecting with DMU/EMU or other type of system to Livermore. By extending existing conventional BART to the proposed location would significantly reduce land-use impacts at and near the Dublin/Pleasanton BART Station and would shift them to relatively less developed areas. This station could provide connectivity to Livermore outlet malls, enhance first and last mile connectivity for transit including Autonomous shuttles, improve access to schools in the City, improve east-west connectivity, reduce congestion on City streets and along I-580, and could help in realizing the San Juaquin connection in the future.

A. Land Use Impacts

The City of Dublin has significant concerns about some of the right-of-way (ROW) acquisition required by the Proposed Project, DMU & EMU Alternative and Express Bus Alternative currently being considered and we appreciate the opportunity to provide comments on the DEIR. Many of Dublin's key revenue and employment generators are located along I-580. As such, any potential purchase of ROW will need to identify the full impacts including short and long-term viability of affected businesses and ongoing revenue impact to both the businesses and to the City.

The DEIR identifies the surface frontage roads and structures adjacent to I-580 that would need to be relocated outward in order to accommodate the Proposed Project and Alternatives. The relocation of the frontage roads results in potentially significant impacts to some of the existing and key businesses in the City of Dublin. The proposed roadway footprints as provided in Appendix B: Footprint Map Books of the DEIR, provide insufficient information to determine the severity of the potential impact to each parcel. The DEIR does not provide any dimensions or details on the necessary roadway and parcel modifications required to relocate the ROW and how those impacts will be mitigated. For example, under the DMU Alternative, the relocation of Scarlett Court shows the potential roadway to extend into the Hyundai and Volkswagen Dealerships parking areas; however, no details are provided as to how much of the existing parking lots will need to be removed, number of parking spaces eliminated, how the removal of the landscape buffer strip will impact the public safety and aesthetics and how the new roadway alignment will impact the on-site circulation. No mitigation has been provided to address these impacts. Auto dealerships are very sensitive about location, visibility of dealership and automobiles, and inventory storage. The ability to showcase and store vehicles is critical and these ROW purchases could have significant impacts, not only to the dealership's revenues, but potentially the City's tax base. The table below provides an outline of all potentially significant

ROW impacts to the City of Dublin identified in Appendix B of the DEIR that are not sufficiently detailed in the analysis.

Table A. Potentially Significant ROW Impacts

PROPOSED PROJECT – Conventional BART		Potential Impacts
ROW	Parcel Impact	
Northside Drive	Lowe's (985-0061-007-00/-015-00)	The relocation of Northside Drive shows the potential roadway and ROW need impacting the Lowe's parking lot. Any reduction in parking level may impact future ability to construct new stores or replace existing tenants in the future.
PROJECT ALTERNATIVE – DMU & EMU Alternatives AND Express Bus Alternatives		Potential Impacts
Scarlett Court	Parcel (APN) Hyundai Dealership (941-0550-025-02) Volkswagen Dealership (941-0550-032-02/-03)	The relocation of Scarlett Court shows the potential roadway to extend into the Hyundai and Volkswagen Dealerships parking areas, thus removing the landscape buffer, parking area and impacting on-site circulation. This parking impact is a significant impact to access and circulation, and no mitigation has been provided to address this impact.
Scarlett Court	El Monte RV Rentals (941-0550-016-04) U-Haul Truck Rental (941-0550-037-05)	The relocation of Scarlett Court creates potential access issues for the business west of Scarlett Drive. This road serves the recreational vehicle operator, U-Haul Truck Rental and El Monte RV Rentals as well as automotive delivery trucks to the Dublin Mazda Dealership. City staff feels that any narrowing would cause significant impacts to the adjacent uses.
Scarlett Court	Alameda County Fire Department and Dublin City Maintenance Building (941-0550-077-01)	The relocation of Scarlett Court has significant impacts for the City and Alameda County's operations. In 2014, the Alameda County facility was remodeled and the City Corporation Yard was constructed. Both of these facilities provide maintenance support to local and regional government agencies and will be challenging to relocate, if necessary. The relocation will impact the parking and frontage improvements at a minimum. The loss of the City's maintenance facility will be costly to replicate.
I-580 Frontage	Hacienda Crossings (986-0008-001-00)	Hacienda Crossings is a very popular regional shopping and entertainment destination with tight parking during the weekend. <u>Express Bus Alternative:</u> ROW expansion identifies removal of the landscape buffer along I-580 which serves both an aesthetic and public safety function between the parking lot and the freeway. This impact could be a significant impact; however, no site level details are provided so that the impacts can be identified and no mitigation has been provided to address this potential impact.

		<p>DMU/EMU Alternative: The ROW expansion includes those impacts identified above for the Express Bus Alternative and further removal of a large portion of the parking area near the Hacienda Drive off-ramp. This ROW expansion will have a significant impact to parking and on-site circulation in this area of the shopping center and no mitigation has been provided to address this impact. Any proposed ROW adjustment will need to be carefully crafted with the property owner to ensure full replacement of the displaced parking, as well as thoughtful construction placement to ensure no loss of visibility of existing businesses.</p> <p>ROW expansion identifies removal of the landscape buffer along I-580 which serves both an aesthetic and safety function between the parking lot and the freeway.</p>
I-580 Frontage	Toyota Dealership (986-0016-023-00/024-00)	ROW expansion identifies removal of the landscape buffer along I-580 which serves both an aesthetic and safety function between the parking lot and the freeway.
I-580 Frontage	Chevrolet/Cadillac Dealership (986-0016-004-01)	ROW expansion identifies removal of the landscape buffer along I-580 which serves both an aesthetic and safety function between the parking lot and the freeway.
PROJECT ALTERNATIVE – DMU & EMU Alternatives ONLY		
Potential Impacts		
Northside Drive	Lowe's Parcel Impact (985-0061-007-00/-015-00)	The relocation of Northside Drive shows the potential roadway and ROW need impacting the Lowe's parking lot. Any reduction in parking level may impact future ability to construct new stores or replace existing tenants in the future.
I-580 Frontage	IKEA Retail Center Project (986-0033-005-02/-006-00)	The impact to the future development of this parcel is significant. The current property owner is exploring development scenarios for this site and we believe the impacts would be unacceptable as they would significantly impact the ability to develop the site.
Dublin/Pleasant BART Station Access Road	Dublin/Pleasant BART Station (986-0034-019-00)	This alternative relocates the ROW into the surface parking area of the future garage expansion at the Dublin Pleasant BART. This alternative will move Altamirano Road into the surface lot for Dublin/Pleasant BART station on the Dublin side next to the existing BART garage removing available parking. This parking impact is a significant impact to access and circulation, and no mitigation has been provided to address this impact. Our review indicates that a similar parking impact on the south side of I-580 in Pleasanton under the Express Bus/BRT alternative was mitigated by either providing new surface lot parking or by building a garage (see Chapter 2, Page 151). So it is not clear why BART has not addressed a similar significant impact on the north side of I-580 in Dublin under a different alternative. Additionally, the

		Cumulative analyses for the Project and all alternatives have assumed a future BART garage expansion at the Dublin Pleasanton BART station. By having the space for the future BART garage expansion impacted without mitigation, cumulative analysis results for the Express Bus/BRT alternative are not valid and need to be redone.
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As stated in the DEIR, "Acquisition of privately owned land—including businesses, farm operations, and/or parking"—is considered a significant impact. Therefore, the Proposed Project [DMU/EMU Alternative and Express Bus Alternative] would result in a potentially significant impact related to displacement of businesses. This impact would be reduced to a less-than-significant level with implementation of **Mitigation Measure PH-2**, which would require BART to implement an acquisition and relocation program. (p. 543)

Mitigation Measure PH-2: Acquisition of Property and Relocation Assistance. (Conventional BART Project and DMU Alternative/EMU Option)

BART's Real Estate Department will implement an acquisition and relocation program that meets the requirements of applicable State acquisition and relocation law. Acquisition will involve compensation at fair market value for properties, and relocation assistance would include, but is not limited to, down payments or rental supplements, moving costs, business reestablishment reimbursement, and goodwill offers as appropriate. All benefits will be provided in accordance with the California Relocation Assistance and Real Property Acquisition Guidelines.

While the acquisition and relocation program may meet the applicable State acquisition and relocation law, the issue lies in the DEIR not disclosing the actual physical impacts to each property. The level of detail provided in the DEIR does not provide sufficient information to determine what acquisition would be required and how that acquisition would impact each parcel. As previously stated, the properties along I-580 are home to some of the community's key businesses and impacts to public safety, aesthetics and functionality of the property that remove parking, modify circulation patterns, limit visibility from I-580 are considered to be significant impacts and no mitigation has been provided to address these impacts.

Requested Change:

Provide detailed ROW acquisition needs by each parcel and provide description on how each acquisition would impact the property. Include proposed mitigation to address public safety, aesthetics and functionality of the property with removed parking, changed circulation patterns, and visibility from I-580.

B. Transportation Impacts

An overall problem with the Draft EIR is its failure to adequately analyze the impacts of the DMU, Express Bus/BRT, and Enhanced Bus alternatives within the City of Dublin, and particularly near the Dublin/Pleasanton BART Station. Both the DMU and Express Bus/BRT

alternatives contemplate significant infrastructure improvements at the Dublin/Pleasanton BART Station, including new platforms and track extensions. And the Enhanced Bus Alternative contemplates operational changes at the Dublin/Pleasanton BART Station, particularly a significant increase in bus traffic on existing streets. And yet, portions of the EIR expressly exclude analysis of impacts in and around this station. For example, page 252 states that "The bicycle study areas include all bicycle facilities within a 15-minute bike ride of the proposed Isabel Station" and page 256 similarly states that "The study area for pedestrians comprises all pedestrian facilities . . . within a 15-minute walk from the proposed Isabel Station." These statements suggest that the Draft EIR did not study bicycle and pedestrian impacts resulting from project changes to the Dublin/Pleasanton BART Station, notwithstanding the fact that these alternatives contemplate significant infrastructure and/or operational changes at that location. This is a problem with the Draft EIR's analysis of those three Build alternatives but not of the Conventional BART Project alternative, since that alternative does not contemplate significant infrastructure or operational changes at the Dublin/Pleasanton BART Station.

Traffic Model Assumptions

1. The Draft EIR (DEIR) has assumed that the BART garage expansion at the Dublin/Pleasanton Station would occur with the Project in Cumulative conditions, but did not include the funding for the garage expansion. This is not the correct way to assume Project Cumulative conditions while not including the funding for it, especially when constructing a garage is the responsibility of BART on its own land. This needs to be corrected in the model to reflect the proper No-Project conditions that would also change the traffic patterns under the "With" and "Without" Project scenarios. Garage Expansion at the Dublin Pleasanton Station should either be part of the future baseline (background development) without Project or be kept as currently it is in the DEIR but with funding provided for the garage construction as part of the Project. Furthermore, as per the Chapter 3, Environmental Analysis, Page 226, DEIR assumed that under the Cumulative scenarios for 2025 and 2040, Isabel Neighborhood Plan (INP) in Livermore will have additional land use changes that could not be evaluated separately from the Garage Expansion traffic patterns, which in turn impacts the With Project analysis results. For example, it is not clear what impacts would be with the INP land use addition in conjunction with the Project and the Alternative alone would have on the system.

Requested Change:

Move the BART Garage expansion at Dublin/Pleasanton BART Station to the future 2025 and 2040 baseline Without Project Conditions, similar to many other local and regional projects in this corridor.

2. The DEIR's Chapter 3, Environmental Analysis, Table 3.B-18, Page 281, provides 2025 and 2040 roadway improvements assumptions used in traffic models. There are several incorrect assumptions in this table for the City of Dublin's roadway infrastructure. The incorrect assumptions would create incorrect model results for impacts to the City of Dublin roadway infrastructure and intersections, and any related mitigations need to be redone.

Requested Change:

Use the attached (Exhibit A) corrections to Table 3.B-18 and update the traffic models network.

Other Transportation Related Technical Issues

1. Under the DMU/EMU and Express Bus/BRT Alternatives, DEIR (Chapter 2, Project Descriptions) did not assume any time loss for transfer of passengers from one type of vehicle to the Conventional BART at Dublin/Pleasanton Station. This loss of time is critical in comparing the Conventional BART with other Alternatives. Additionally, there was no mention of travel time for buses under the Express Bus/BRT Alternative. This will be an important factor to know and compare as part of the information disclosure about project alternatives.

Requested Changes:

- i. Provide the transfer time loss for DMU/EMU and Express Bus/BRT Alternatives.
- ii. Provide travel time of Express Bus/BRT from Park and Ride facilities connecting the Express Bus/BRT to conventional BART at Dublin Pleasanton BART station.

2. DEIR failed to evaluate bicycle and pedestrian related impacts outside the INP. The bicycle and pedestrian impact evaluation was considered for access within 15 minute ride or walk from the future Isabel Station.

Requested Change:

Identify and evaluate the bicycle and pedestrian impacts at Dublin/Pleasanton Station and surrounding streets that will be impacted by the Project and Alternatives.

3. Chapter 3 of the DEIR on Page 226 provides the Cumulative Projections for population, employment, and housing. It states that "For the quantitative sections, the cumulative No Project Conditions for 2025 and 2040 are based on the traffic volumes forecast for those years determined by the Travel Demand Model. The Travel Demand Model is a computer model used to forecast travel volumes by different travel modes (BART, bus, automobile, etc.) across a transportation network based on projected land uses." However in Appendix E, the DEIR states, "the proposed Dublin/Pleasanton Station Parking Expansion and the City of Livermore's INP are two specific probable future projects/plans that are the focus of the projects/plans considered in the cumulative analysis. In addition, a list of other approved or reasonably foreseeable projects in the BART project corridor was developed." Then in Chapter 3, Page 226, DEIR states, "This EIR uses a combination of the two approaches for the analysis of cumulative impacts; that is, the projections-based approach is used, but is augmented where appropriate with the list-based approach of past, present, and probable future projects in the project area." It is not clear if list projects were coded into the model by replacing the assumed land use in the Alameda CTC's regional model's TAZs with the projects in the list.

Requested Change:

This conclusion is confusing. Given the fact that if one passenger goes to BART Station due to the availability of additional parking supply, then there should be a reduction in the length of the trip when compared to the same passenger driving to the final destination, like San Francisco. So it is critical to check the difference or the delta of trip length to BART and to that of driving all the way to the final destination. Also it is not clear what share of riders came from San Joaquin County due to the expanded BART service. This would provide some idea on trip lengths that were attracted to BART with and without expanded parking.

Requested Changes:

- i. Provide a comparison of trips diverted from the roadway network including I-580 under various scenarios for 2025 and 2040 due to the availability of expanded BART service and additional parking at Dublin/Pleasanton BART Station and Isabel Station.
 - ii. Provide an explanation on how the Passenger VMT was calculated as indicated in Table 3.B-30.
 - iii. Provide the actual number of riders that came from San Joaquin County to take BART under the Project and Alternatives to properly disclose the impacts.
 - iv. Provide a table that shows delta of trips that were attracted to BART parking expansion VS those that had to drive after not finding parking.
6. Tables 3.B-32 to 3.B-35 have several discrepancies in V/C for freeway lanes when compared to earlier tables 3.B-14 and 3.B-15. For example, V/C for freeway segment between Vasco Road and Greenville Road is shown as LOS D in Table 3.B-14 with delay of 0.87. But in Table 3.B-32 it is shown as LOS E with a delay of 0.977. Similar issues were noted in Tables 3.B-36 to 3.B-39.

Requested Change:

- Review and reconcile different numbers in tables for Freeway segments.
7. Table 3.B-40 indicates a significant impact at Segment 7 (Livermore Ave to Springtown Blvd/First Street). But the text on Page 337 (page after Table 3.B-43) indicates a wrong segment for mitigation under the DMU Alternative.
- Requested change:
Correct text accordingly.
8. Mitigation Measures TRAN-7a, TRAN-7b, TRAN-19b, TRAN-19c, TRAN-20a, TRAN-20b, TRAN-20c, and TRAN-20d recommend adding a third southbound left-turn lane and a second westbound right turn lane at the intersection of Dublin Blvd and Dougherty Road. This mitigation is suggested to address the peak hour significant impacts to this intersection in 2025, and 2040 under with project/alternatives and Cumulative Scenarios. The proposed mitigation is not compatible with the existing land use at this intersection. It also would impact the pedestrian access by increasing the crossing distance for pedestrians on two approaches. Therefore this mitigation is not supported by the City of

Provide a clarification on how the list projects were used in the travel demand model forecasts for Cumulative conditions in 2025 and 2040. Was the model land use modified or not? Or something else?

4. Table 3.B-23 of the DEIR shows the Dublin/Pleasanton BART station boardings. Then on the next page third paragraph, it states "Under 2040 Cumulative Conditions, which includes a net expansion of the Dublin/Pleasanton Station parking by 540 spaces, that station attracts a large number of additional park-and-ride BART patrons—a higher number than the increase in supply, as some spaces are used more than once during the day or serve multiple patrons who are carpooling together." However, a similar change or relative change did not occur between the No Project and With Project conditions for Park and Ride mode when there will significantly be more BART service to the Isabel Station. So why no change? Additionally, a recent BART Board action has modified the garage construction with hybrid parking supply plan. The supply of hybrid parking will not be concentrated at the planned garage site. How this Board action would impact the assumed circulation under the cumulative scenarios for Project and other build alternatives.

Requested Changes:

- i. Provide the reasoning behind no change in Park and Ride mode share between the No Project and Project Conditions in Table 3.B-23.
- ii. Provide an analysis on traffic circulation changes due to a decision by the BART Board on supplying planned 540 parking spaces through a hybrid parking supply scheme instead of a parking garage on Dublin Side of the Dublin/Pleasanton BART station. Also to note that the hybrid parking supply will have different traffic circulation and operations due to the distributed location of parking as compared to a garage. Due to these changes many of the current traffic analysis outcomes may no longer be valid.

5. Table 3.B-30 provides VMT Reduction summary for the Project and Alternatives for various future year scenarios. The results indicate an increase in VMT when there is additional parking spaces are provided at the Isabel Station and at the Dublin/Pleasanton Station. The explanation on the next page states, "The cumulative analysis for 2025 results in smaller VMT reductions for the Proposed Project and DMU Alternative than the VMT reductions for the Proposed Project and DMU Alternative in the 2025 project analysis. This is due to the level of parking supply assumed for the Proposed Project and the DMU Alternative under the cumulative analysis in comparison to the project analysis. The Proposed Project and DMU Alternative provide enough parking supply at the Isabel Station to meet the parking demand projected for the station, as well as to absorb a substantial portion of the latent parking demand originating from areas relatively close to the Dublin/Pleasanton Station. The presence of new parking at the Dublin/Pleasanton Station under the cumulative analysis—in addition to the significant proposed supply of parking at the Isabel Station—in total offers enough parking to attract park-and-ride trips to the station from greater distances, ultimately resulting in an increase in auto VMT under the cumulative analysis relative to the project analysis."

Dublin. In order to improve operations at this intersection, the City recommends that BART contribute towards implementing an Adaptive Traffic Signal system along Dougherty Road. Enhanced signal operations under the Adaptive Traffic Signal system would minimize the significant impacts.

Requested Change:

Modify TRAN-7a, TRAN-7b, TRAN-19b, TRAN-19c, TRAN-20a, TRAN-20b, TRAN-20c, and TRAN-20d by providing Adaptive Traffic Signal system along Dougherty Road in the City of Dublin to minimize the significant impacts at the intersection of Dublin Blvd and Dougherty Road.

C. Air Quality Impacts

- The Draft EIR Does Not Adequately Address Toxic Air Contaminants and Health Risks.** The methodology and impact analysis (Draft EIR pages 1,120 – 1,125 and pages 1,160 – 1,165, respectively) indicate that the risk/TAC analysis focused on passenger vehicles, DMU vehicles, maintenance trucks, buses, shuttle vans, and emergency generators. However, there is no mention of an analysis associated with widening of the I-580 freeway right-of-way (ROW). I-580 currently has 219,000 daily vehicles, including 14,828 daily trucks traveling through Dublin.¹¹ Freeway ROW widening would move truck traffic (and associated diesel particulate matter [DPM] emissions) closer to receptors along the freeway. It should be noted that the VMT reductions associated with implementation of the Build Alternatives would affect passenger vehicles and would not reduce heavy duty truck traffic. As such, the Draft EIR does not demonstrate that it has adequately analyzed operational TAC/risk impacts.

Requested Change:

The Draft EIR must be revised to clearly identify impacts associated with moving heavy duty diesel vehicles (due to ROW widening) closer to receptors located along the freeway.

D. Noise and Vibration Impacts

- The Draft EIR Should Identify Additional Options to Mitigation Pile Driving Noise.** When technically feasible, silent press-in piling (such as the Giken Silent Piler) should be the preferred method rather than drilling to reduce noise and vibration impacts. This option should be included in Mitigation Measure NOI-1.
- The Draft EIR Does Not Include All Feasible Options to Mitigate Construction Noise.** Mitigation Measure NOI-1 should include noise monitoring during construction to ensure the 90 dBA L_{eq} limit is not exceeded. If it is exceeded, construction activities should halt until a remedy is implemented to reduce the noise levels below the 90 dBA L_{eq} limit.

Requested Change:

The noise monitoring should be incorporated into the following section of Mitigation Measure NOI-1:

To reduce potential daytime construction noise impacts to residential uses immediately south of the realignment of the eastern extent of East Airway Boulevard (Proposed Project and DMU Alternative), BART contractors shall employ moveable noise curtains or barriers along the southern side of East Airway Boulevard to shield daytime construction noise impacts to residential uses to the south. These temporary noise barriers shall be employed for construction along East Airway Boulevard, east of Sutter Street. Implementation of this measure will ensure that daytime construction activities do not exceed FTA noise criteria for L_{eq} . Additionally, noise monitoring shall be conducted during construction to ensure this limit is not exceeded. If it is exceeded, construction activities should halt until a remedy is implemented to reduce the noise levels below the 90 dBA L_{eq} limit.

- The Draft EIR Does Not Include All Feasible Options to Mitigate Construction Vibration Impacts.** Vibration monitoring should be conducted while these construction activities are taking place to ensure the vibration limit (0.2 PPV in/sec and 72 VdB) is not exceeded. If it is exceeded, construction activities should halt until a remedy is implemented to reduce the vibration levels below the limit.

Requested Change:

Mitigation Measure NOI-1 should be revised as follows:

To reduce potential vibration impacts to residential uses immediately south of the realignment of the eastern extent of East Airway Boulevard (Proposed Project and DMU Alternative), BART contractors shall use non-vibratory excavator-mounted compaction wheels and small smooth drum rollers for final compaction of asphalt base and asphalt concrete. If needed to meet compaction requirements, smaller vibratory rollers will be used to minimize vibration levels during repaving activities where needed to meet vibration standards. These methods shall be employed for construction along East Airway Boulevard, east of Sutter Street. Vibration monitoring shall be conducted while these construction activities are taking place to ensure the vibration limit (0.2 PPV in/sec and 72 VdB) is not exceeded. If it is exceeded, construction activities shall halt until a remedy is implemented to reduce the vibration levels below the limit.

Attachments:

Exhibit A

¹¹ California Department of Transportation, Traffic Data Branch, Annual Average Daily Truck Traffic on the California State Highway System, 2015.

EXHIBIT - A

TABLE 3.B-18 LOCAL ROADWAY IMPROVEMENTS, 2025 AND 2040 NO PROJECT CONDITIONS

Street	Limits	Improvement	Relevant Analysis Year	Relevant Study Intersection #
Livermore				
Isabel Avenue	I-580 EB Ramps	Widen overpass	2040	#30
Isabel Avenue	I-580 WB Ramps	Widen overpass	2025 and 2040	#28 and #29
Isabel Avenue	Stanley Boulevard to Ruby Hill Drive	Widen to four lanes	2040	#33
Isabel Avenue	Isabel and Jack London Boulevard	Intersection improvements	2025 and 2040	#36
Vasco Road	Northfront Road to Las Positas Road	Widen to eight lanes	2040	#43 and #44
Greenville Road	Interchange improvements	Widen underpass to six lanes	2025 and 2040	#48
Greenville Road	Las Positas Road to Patterson Pass Road	Widen to four lanes	2025 and 2040	#48
Greenville Road	Westbound ramp	Signalize intersection and add westbound left-turn pocket and eastbound right-turn pocket	2025 and 2040	#46
Greenville Road	Greenville Road and Allamont Pass Road	Signalize intersection	2025 and 2040	#48
Greenville Road	Greenville Road and Patterson Pass Road	Signalize intersection	2025 and 2040	#50
Pleasanton				
El Charro Road	Stoneridge Drive to Jack London Boulevard	Extension	2040	#23
El Charro Road	Jack London to Stanley Boulevard	Extension	After 2040	N/A
Dublin				
Dublin Boulevard	Brannigan Street to Fallon Road	Widen to eight lanes	2025 and 2040	#19
Dublin Boulevard	Dougherty Road to North Canyons Parkway	Extension	2040	N/A
Fallon Road	Connect to Tassajara Road	Extension	2040	N/A
Gleason Drive	To Fallon Road	Extension	2040	N/A
Fallon Road Interchange	N/A	Upgrade	2040	#20
Dublin Boulevard	To Schaefer Ranch Road	Extension	2040	N/A

2017-2025 2040 - ALREADY CONSIDERED
2017-2025 2040 - ALREADY CONSIDERED
2017-2025 2040 - ALREADY CONSIDERED

TABLE 3.B-18 LOCAL ROADWAY IMPROVEMENTS, 2025 AND 2040 NO PROJECT CONDITIONS

Street	Limits	Improvement	Relevant Analysis Year	Relevant Study Intersection #
Tassajara Road	Dublin Boulevard to I-580	Widen to eight lanes	2025 and 2040	#14
Tassajara Road	Fallon to Dublin	Widen to six lanes	2040	#14
Hacienda Road	Dublin Boulevard to Central Parkway	Widen to six lanes	2040	#9
Dougherty Road	Sierra Court to City Limits	Widen to eight lanes	2025 and 2040	#1

Notes: EB = eastbound; WB = westbound; N/A = not applicable.
Local roadway improvement assumptions were made with input from the Cities of Livermore, Dublin, and Pleasanton.
Sources: City of Livermore, 2009; City of Pleasanton, 2009; City of Dublin, 2013.
NITB I-580 IS CHANGING BUT NOT TO THE NORTH

The Pleasanton General Plan has identified major roadway improvements. Table 3.B-18 summarizes the intersection and roadway lane improvements near the study area. Completion of the Stoneridge Drive extension, Busch Road, and El Charro Road are significant and necessary parts of Pleasanton's local circulation system. The extension of Nevada Street has the potential to provide some traffic relief to the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection.

In addition to these improvements, the Triangle Study¹⁴ identified projects required for a strategic approach to relieving traffic congestion in the Tri-Valley Area. The Tri-Valley Triangle Study Final Plan Recommendations were approved in February 2011. This included an agreement on the sequencing of projects, specifically that the Stoneridge Drive extension be completed before construction can begin on State Route 84 as a four-lane facility between west of Ruby Hill Drive and I-680.

Table 3.B-19 presents the No Project Conditions in 2025 and 2040.

¹⁴ Alameda County Transportation Commission (Alameda CTC), 2007. Tri-Valley Triangle Study.



Lawrence Livermore National Laboratory

October 9, 2017

San Francisco Bay Area Rapid Transit District
300 Lakeside Drive
Oakland, CA 94612


Re: BART to Livermore Extension Project

Dear President Saltzman and district directors

Thank you for this opportunity to comment on the BART to Livermore Extension Project Draft Environmental Impact Report.

Lawrence Livermore National Laboratory has been a fixture in the Tri-Valley region for nearly 65 years. It employs more than 6,000 individuals who commute to Livermore from all parts of the greater San Francisco Bay Area. These employees utilize all means of transportation, from automobiles to carpool vans, to rail, bicycles and buses. A BART extension to Livermore would be a welcome addition to these commuting options. It also would help address the area's long-held desire for extended service into the Tri-Valley to serve daily commuters and visitors, ease traffic congestion and accompanying air emissions in the I580 corridor, and potentially provide a key connection to regional Altamont Corridor Express service.

Your careful consideration of the alternatives in the Draft EIR, while in close consultation with regional stakeholders, will be greatly appreciated as this important decision process moves forward.

Sincerely,


Lynda Seaver
Director, Public Affairs



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October 13, 2017

Andrew Tang
Livermore Extension Project
300 Lakeside Dr., 21st Fl.,
Oakland, CA 94612

RE: BART to Livermore Extension Project Draft Environmental Impact Report

Dear Mr. Tang:

Thank you for the opportunity to submit comments on the BART to Livermore Extension Project Draft Environmental Impact Report (Draft EIR). The City of Pleasanton is excited to see this project moving forward and is encouraged that the publishing of this Draft EIR will bring the BART Extension to Livermore much closer to completion.

In general the City of Pleasanton is very supportive of the BART Extension to Livermore and specifically the Proposed Project (the Conventional BART project). The benefits that Conventional BART extension brings both locally and regionally are well documented in the Draft EIR. These benefits include significant environmental improvements, including reducing greenhouse gas emissions by 11,200 metric tons per year and reducing energy consumption by 130,800 million British thermal units per year. These reductions occur in large part because based on the analysis vehicles miles traveled is reduced by 244,000 miles per day with the Conventional BART project.

The City is encouraged by the significant increase in ridership the Conventional BART to Livermore Extension provides which is projected to increase ridership by 11,900 riders per day. A significant portion of these new riders come from the City of Pleasanton (17 percent of new riders are from Pleasanton - BART Presentation on 8/16/17) and these new riders are able to ride due to the additional station capacity created by the Conventional BART extension to Livermore and construction of 3,400 new parking spaces.

This project is a great start to the Tri-Valley's ultimate goal of extending BART to ACE. This long-range goal will allow for a single station connection to the Central Valley which will provide a much needed transportation congestion solution to the thousands of commuters that travel across the Altamont Pass on a daily basis.

COMMUNITY DEVELOPMENT
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Planning 290 Old Bernal Ave 290 Old Bernal Ave Inspection
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The City appreciates the inclusion of Chapter 5 of the Draft EIR that details the "project alternative merits." This is an optional chapter in the environmental document and its inclusion provides additional data to help decision-makers better understand the project.

The City believes that the Conventional BART extension best meets the goals of the project, including:

- Provide a cost-effective intermodal link of the existing BART system to the inter-regional rail network and a series of Priority Development Areas (PDAs) identified by the City of Livermore, the Metropolitan Transportation Commission, and the Association of Bay Area Governments. These PDAs include the Livermore Isabel Avenue BART Station PDA, the Livermore Downtown PDA, and the Livermore East Side PDA
- Support the regional goals of integrating transit and land use policies to create opportunities for transit-oriented development in PDAs in the Livermore area
- Provide an effective commute alternative to traffic congestion on I-580
- Improve air quality and reduce greenhouse gas (GHG) and other emissions associated with automobile use.

The Conventional BART provides a cost effective intermodal link, supports the regional goals, is the most effective commute alternative and shows the greatest reduction in greenhouse gas. Vehicle Miles Traveled and greatest increase in ridership. In addition, the Conventional BART project minimizes impacts to local land use and right of way.

To a lesser extent, the DMU/EMU alternative also meets these objectives, although the environmental benefits are lower as is the ridership and there is a significant increase in impact to needed right of way and an increase in the cost per rider. The City does not believe the No project, Express Bus or Enhanced Bus meet these objectives and these alternatives are not supported by the City.

The City is looking forward to the updated operational costs and associated cost per rider, as it appears the significant increase in ridership would make the conventional BART extension one of the most cost effective stations when considering fair box recovery.

The City submits the following comments for consideration to the BART to Livermore Extension Project's Draft EIR:

Freeway capacity: Table 3.B-36 on page 326 of the Draft EIR provides 2040 freeway level of service. Within this table it is shown that the No Project alternative is over capacity between Airway Boulevard and Greenville Road. Page 321 of the EIR provides a graphic that indicates that the Conventional BART project will increase traffic east of Isabel station as "new riders are attracted to the BART Station."

These trips under the No Project condition would either already be on the network as automobiles or as ACE riders. We are concerned that the model inaccurately predicts that ACE riders would leave the

ACE system to drive on an over capacity freeway network. This assumption in the modeling leads to identification of 5 Significant and Unavoidable Impacts (listed on page 330) that should not be attributed to the Conventional BART project.

Ridership: Pages 188 and 291 provide the ridership numbers for both Project Conditions and Cumulative Conditions. The Cumulative Conditions identify a change in land use adjacent to the Conventional BART Project.

This change in land use is a requirement by both BART and the Metropolitan Transportation Commission for rail expansion and should therefore be included in the basic project assumptions, not in the Cumulative Conditions. Cumulative Conditions analysis are intended to review "probable future projects," but the Livermore Transit Oriented Development (TOD), is not "probable" under the Conventional BART project, it is a requirement and should therefore be included as a Conventional BART assumption.

This required Transit Oriented Development increases BART ridership to 13,400 riders per day, an additional increase of 1,500 riders per day.

There are other benefits to Vehicle Miles Traveled (VMT) as shown on page 1221 where the cumulative condition would further reduce the annual VMT by 29,000 miles per day and Green House Gases would be further reduced by 1,606 metric tons of carbon dioxide per year (pages 1239 and 1252).

The EIR includes the Bayfair Connector Project, which the City also supports, as it will provide travel time benefits to BART riders from the Tri-Valley. The ridership numbers, however, don't include the operation as a single trip from the Tri-Valley. The City's expectation is that the Bayfair Connector Project would allow for the "one seat ride" to San Jose and this operational change would increase BART ridership beyond the values shown in the Draft EIR. The analysis of the "one seat ride" should be included in the EIR.

Cost Analysis: The Draft EIR assumes that 25 percent of both the capital cost and operating cost for the storage and maintenance facility in the overall cost of the proposed project.

The use of 25 percent of the capital cost is noted to be the result of needing two or three of the ten proposed repair bays that are proposed in the shop facility. The use of 25 percent of the operating cost seems excessively high, as the station would be just 1 of 19 stations that is located along the Blue Line and just 1 of 46 total stations. The Project should not include this 25 percent operating cost of the yard.

Similarly, the cost of the storage yard should be removed from the project cost. The storage of BART trains currently takes place in the median. The Conventional BART extension will use these storage tracks for operation, and new storage tracks are necessary, however, assigning the full 172 car train storage to a project that will only require an additional 36 train cars places an unfair burden on the Proposed Project.

The storage yard and maintenance facility is located 1.9 miles from the Isabel Station and includes bridges over the Arroyo Las Positas and Cayetano Creek as well as a hillside tunnel. This adds significant cost to the project. This project capital cost would be better served constructing rail that will benefit the ultimate extension to Greenville. 1.9 miles of tracks would extend from Isabel station past North Livermore interchange and nearly to the First Street Interchange. This is nearly half of the distance needed to get to the originally planned Greenville maintenance facility.

This 100% cost artificially inflates the Proposed Project and does not allow for an equal comparison between the Project and the alternatives. The storage cost should be removed from the cost calculation to allow for an equal comparison of the Project and alternatives.

Beneficial Effects: Table S-4 on Page 20 of the Summary shows the Beneficial Effects of the proposed project and the project alternatives. A summary paragraph on the Conventional BART providing the greatest number of benefits should be included on Page 19 of the Summary.

Environmentally Superior Alternative: Under CEQA guidelines, alternatives selected should describe a range of reasonable alternatives to the project . . . which would feasibly attain most of the basic objectives of the project" (CEQA Guidelines, § 15126.6, subd. (a)).

The Draft EIR identifies the Enhanced Bus Alternative (page 1482) of as the environmentally superior alternative. This alternative, however, fails to meet the basic objectives of the project and should be eliminated as the Environmentally Superior Alternative.

The EIR goes on to identify the Express Bus Alternative as the next best Alternative due to it having the second fewest number of impacts (page 1483), but this alternative too fails to meet the objectives of the project. This alternative fails to provide a sufficient intermodal link to the rail network or provide an effective commute alternative. Pleasanton's residents do not gain any benefit in access to the BART station and are not presented with a "commute alternative" under the bus alternatives.

The Draft EIR does recognize that the selection of a project should not be based on the identification as environmentally superior and should also consider the project merits, but the document should also recognize the alternatives lack of meeting the objectives of the project.

Thank you for your consideration of our comments. The City looks forward to our continued cooperative and proactive effort to improve transit ridership and transportation alternatives in the Tri-Valley.

If you have any questions, please contact Mike Tassano, Deputy Director of Community Development, Transportation at 925-931-5670.

Sincerely,



Gerry Beaudin
Director of Community Development

- c: Mayor Jerry Thome and City Council
Nelson Fiatho, City Manager
Adam Weinstein, Deputy Director of Community Development, Planning
Mike Tassano, Deputy Director of Community Development, Transportation



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October 3, 2017

San Francisco Bay Area Rapid Transit District
BART to Livermore Extension Project
C/O Andrew Tang, Project Manager
21st Floor
300 Lakeside Drive
Oakland, CA 94612

RE: BART to Livermore Extension Project Draft Environmental Impact Report (SCH
2012082104)

Dear BART Board of Directors and Staff:

The City Council of the City of Tracy encourages the San Francisco Bay Area Rapid Transit District (BART) Board of Directors to review and include our comments as it relates to the Draft Environmental Impact Report (DEIR) for the proposed BART to Livermore Extension Project. We support your advancement of the region's economic growth with this system expansion project consisting of the 5.5-mile extension of the current transit system to Isabel Avenue/I-580 interchange and additional enhanced and new bus service linkages between BART and the Altamont Corridor Express (ACE) stations, but feel that there are elements missing from the DEIR that could more fully address the issue of interregional connectivity.

Population, housing and employment trends have created fundamentally different impacts on the Tri-Valley and San Joaquin Valley interregional trip pattern. A five-mile extension of the BART system to Isabel Avenue in Livermore for approximately \$2 billion over the next 10 years does not address mobility needs in the I-580 corridor. It does not create any significant reduction in congestion from the Altamont Pass through the project area and beyond the Dublin/Pleasanton station. The missing mobility links in the Tri-Valley and San Joaquin Valley extend far beyond Isabel Avenue. Transit improvements from the Tri Valley area to Tracy and beyond should be added to the scope of the DEIR. Serious consideration should be given to amending the DEIR to include additional alignment and route segments earlier in the project delivery cycle. The DEIR does not contain any alternative projects that provide a direct link to ACE in Livermore for the next 10 years. There are no cost-effective options to build the missing transit links to effectively manage the population, housing and employment trends on an interregional basis in a reasonable timeframe.

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October 3, 2017
Page 2 of 3

In the Chapter 1 Introduction Section of the DEIR in item "D" Regional Context, the document makes a compelling case for expanding the scope of the project geographically and functionally. In part the DEIR says:

"Eastern Alameda County has been one of the fastest growing subregions of the Bay Area. As a result travel demand has continued to increase despite frequent congestion on I-580. In addition, inter-regional commuting along I-580 from San Joaquin County to the Bay Area has exacerbated traffic issues throughout the project corridor. The regional trends of continued growth, a constrained road network, and limited transit options create the need for additional transit service to improve mobility throughout the area..."

Despite the DEIR calling for more effective transit options in the project area as well as focusing action on the substantial impacts that regional growth trends such as population, housing and employment create, there are no responsive build alternatives included in the DEIR assessment. The inclusion of responsive and relevant alternatives in the assessment is vitally necessary.

The DEIR articulates the need for pursuing more appropriate and sorely needed options that provide effective congestion relief as well as transit network accessibility gap fillers to combat the economic, environmental and quality of life issues across interregional boundaries when it states:

"San Joaquin County, immediately east of Alameda County along the I-580 corridor, is projected to have an approximately 44% increase in population by 2040 and an approximately 38% increase in households and by 2040, San Joaquin County is projected to have approximately 37 percent increase in Jobs..."

Despite these growth projections the DEIR provides no meaningful relief to increasing congestion on the I-580 corridor in the vicinity of the Altamont Pass and no direct rail connection between BART and ACE for at least the next ten years despite the expenditure of almost \$2 billion. These results do not meet two important project goals, namely, cost effectiveness and timely delivery. This calls for a re-evaluation of the list of project options that render more useful outcomes.

A highly connective regional transportation system only helps to enhance the economic vitality of the Greater San Francisco Bay Area and Northern California Megaregion. Approximately 65,000 employees from the Northern San Joaquin Valley commute daily through the City of Tracy via Interstates 205 and 580 to employers over the Altamont Pass

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Corridor. The highly congested corridor is impacted during peak hours from regional and interregional commuter, freight and recreational traffic.

The BART to Livermore Extension Project can assist in creating further economic development opportunities for our entire region including increased access to the public transportation network and major job centers, decreased vehicle congestion resulting in higher worker productivity and a better quality of life for commuters, and a reduction of stress and destruction of the highway / interstate transportation infrastructure, but only if these alternative solutions to address interregional connectivity are evaluated and implemented in a timely and cost effective manner.

The BART to Livermore Extension Project can also provide new, or enhanced connections between the Proposed Isabel Station and the ACE Livermore Station. The ACE rail currently operates four daily weekday round-trips between Stockton to San Jose. ACE provides an alternative to the heavily congested I-580/I-680 corridor for over 1.3 million riders a year—since 2011, ridership has doubled and is continuing to grow. Improving connectivity to the system will also provide opportunities for our residents to use the rail network systems in lieu of single passenger vehicle commute trips.

In addition, as a member of the Tri-Valley-San Joaquin Valley Regional Rail Authority, the City of Tracy supports our mutual efforts of planning, developing, and delivering cost-effective and responsive transit connectivity between the BART and ACE service in the Tri-Valley.

On behalf of the Tracy City Council, we support the proposed BART to Livermore Extension Project but respectfully request that the Board of Directors for the San Francisco Bay Area Rapid Transit include our recommendations for additional evaluation in the DEIR supporting this vital project that impacts the economy of the San Francisco Bay Area and its Northern California Megaregion. It is further recommended that the Board support the decision-making authority of the Tri-Valley – San Joaquin Regional Rail Authority, as identified in Assembly Bill 768, and urge the BART Board to expeditiously advance the BART extension within the context of interregional connectivity and consistent with the goals and objectives of the Authority.

Sincerely,



Robert Rickman
Mayor

Think Inside the Triangle 



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October 13, 2017

VIA E-MAIL: barttolivmore@bart.gov

BART Board Members
Mr. Andrew Tang, Project Manager
BART to Livermore Extension Project
300 Lakeside Drive, 21st Floor
Oakland, CA 94612

Re: BART to Livermore Extension Project: Comments on Draft Environmental Impact Report (SCH# 2012082104)

Dear BART Board Members and Mr. Tang:

We write on behalf of Chamberlin Associates ("Chamberlin"), the owner of an approximately eleven-acre vacant parcel in the City of Livermore ("City") that is bounded by North Canyons Parkway to the north, Airway Boulevard to the east, Interstate 580 ("I-580") to the south, and existing commercial development to the west (APN 905 000901303) (the "Chamberlin Property" or the "Property"). The Chamberlin Property also is within the City's proposed Isabel Neighborhood Plan ("INP") area. BART's proposed I-580 Relocation Area, and BART's proposed I-580 Airway On Ramp improvement area of the proposed BART to Livermore Extension Project (the "BART Project").

Chamberlin supports the extension of BART to Livermore, but has a few concerns about certain incorrect and misleading information in the draft environmental impact report ("DEIR") for the BART Project. These concerns are detailed below.

I. The Chamberlin Property

The Chamberlin Property is an infill site that is surrounded by commercial development, including hotels and a motorcycle dealership. The Property currently is zoned PD-1-181 (approximately 7.2 acres) and Highway Service Commercial (CHS) (approximately 4.1 acres). The General Plan designation for the site is Business and Commercial Park (BCP). The Property is located in a City of Livermore Priority Development Area, and is within the boundary of the proposed Isabel Neighborhood Plan area. The draft Isabel Neighborhood Plan (the "Plan") designates the Chamberlin Property as General Commercial. This designation provides for "a range of commercial uses with an emphasis on regional-serving uses such as gas stations, car sales, lodging, and retail. The designation allows limited office, professional

services, light industrial, entertainment, and community uses.” The designation allows for a floor area ratio of 0.5. (Plan, p. 13.)

Consistent with the City’s vision for regional-serving commercial uses, Chamberlin submitted an application to the City in March 2016 for a rezoning of the Property to a single PD zone; General Plan amendments regarding views and scenic corridors; and a conditional use permit and development code/zoning code amendments for a freestanding sign (the “Chamberlin Project”). As part of the application, Chamberlin assessed the impacts under the City’s scenic corridor regulations based on the conceptual development of a hotel, commercial center, and gas station. Chamberlin’s development application is on file with the City and, because it is in the area covered by the INP, is proposed to be processed in a manner consistent with the ongoing INP effort.

2. Comments On The DEIR

- a. The Chamberlin Property Is Incorrectly Described In The DEIR

The DEIR does not accurately describe the Chamberlin Property. For example, Page 3 of Appendix C to the DEIR shows the Chamberlin Property (APN 905 000901303) as having a “Collier Canyon” address. This is incorrect. The correct address for the Property is either Airway Boulevard or North Canyons Parkway.

The table on page 3 of the DEIR also shows the Chamberlin Property land use as “Vacant Industrial land.” As described above, however, the appropriate general land use designation for the Property is commercial. The DEIR should be revised to correctly identify the Chamberlin Property.

Figure 3.E-6.b of the DEIR designates the Chamberlin Property as “ornamental freeway.” But the Chamberlin Property does not meet the DEIR’s definition of ornamental freeway. (DEIR, p. 571.) The DEIR should be revised to show that the Chamberlin Property is not ornamental freeway.

Also, Appendix E, Table 1, “Cumulative Projects and Plans,” incorrectly assumes up to 100,000 square feet of commercial and office space of development on the Chamberlin Property. Under the proposed development standards set forth in the Plan, the Property could be developed with up to approximately 245,500 square feet of commercial uses.

Regarding “Concurrent Construction with [the] Proposed Project or Build Alternatives,” which is the section addressing construction anticipated to occur from 2021 through 2026, the table states that no current developer or project is known for the Chamberlin Property. As described above, this is incorrect. The DEIR should be revised to accurately reflect the fact that the Property likely will be developed in the near term.

- b. The DEIR Must Include Alternative Construction Staging Sites

The DEIR identifies the Chamberlin Property as a construction staging site. (DEIR, pp. 178-179.) As described above, however, Chamberlin currently has an application on file with the City. According to the DEIR, construction of the BART Project is anticipated to take place between 2021 and 2026. (DEIR, p. 168.) Although construction activity near the Chamberlin Property is planned to take place in the earlier construction phases for the BART Project (see DEIR, p. 170), construction of the Chamberlin Project may be well underway by the time construction of the BART Project commences. Chamberlin does not intend to postpone development of its Property and is not interested in making it available for construction staging. Thus, use of the Chamberlin Property for construction staging is not likely to be feasible, and the DEIR should be revised to include feasible alternative sites for BART Project construction staging.

- c. The Biological Resources Analysis Incorrectly Assumes the Chamberlin Property Provides Western Burrowing Owl Habitat And Is Grassland

Based on the incorrect conclusion that there is no development application currently pending for the Chamberlin Property, the DEIR assumes that no biological resources assessment has been conducted for the Chamberlin Property. As a result of this error, the DEIR provides that the Chamberlin Property will be subject to Mitigation Measure BIO-1.A. (DEIR, p. 886.) As part of the Chamberlin Project, a biologist completed a biological resources assessment for the Property, which concludes, “[i]n]o special status plant or wildlife species have a moderate or high potential to occur on the Chamberlin Property.” (WRA, *Biological Constraints Analysis* (June 13, 2016) at p. ii (the “Analysis”)) (attached.) Therefore, the DEIR should be revised to remove reference to the Chamberlin Property with respect to Mitigation Measure BIO-1.A.

The biological resources analysis in the DEIR also incorrectly identifies the Chamberlin Property as potential Western Burrowing owl (“Owl”) habitat. (DEIR, p. 854.) As disclosed in the attached Analysis, Owls are unlikely to forage or nest on the Chamberlin Property. (Analysis, p. 16.) The Property is disked twice annually for weed and fire control, and the Property is surrounded by commercial development and is relatively small. Therefore, it is unlikely to support an abundance of prey for Owls. Finally, a June 13, 2016, site visit confirmed that there are no Owls present on the Chamberlin Property and no signs of Owls were detected. Thus, Chamberlin requests that the DEIR be revised to indicate that the Chamberlin Property does not provide potential habitat for Owls.

Finally, the DEIR incorrectly identifies the Chamberlin Property as “grassland,” meaning annual grassland habitat dominated by grasses and forbs. (DEIR, Figure 3.1-1b & p. 825.) The Analysis found that the Chamberlin Property is “comprised of *ruderal* grassland, landscaped, and developed areas, which are not sensitive biological communities. No additional studies are warranted for biological communities.” (Analysis, p. 20 [emphasis added].) Based on

the Analysis, Figure 3.1-1b of the DEIR should be revised to show that the Chamberlin Property is "ruderal" rather than "grassland."

- d. Potential Noise Impacts To A Hotel On The Chamberlin Property Must Be Analyzed

The Chamberlin Project could be completed and operational during the BART Project construction period. As noted in the DEIR, hotels are in sensitive receptor land use category 2. (DEIR, p. 969.) A hotel is a likely land use on the Chamberlin Property and there are a few hotels already located directly across from the Chamberlin Property on Airway Boulevard. The Chamberlin Property is located adjacent to, and within 500 feet of the I-580 freeway, including the proposed BART Project and the I-580 Interchange Reconfiguration at Airway Boulevard. However, noise measurement analysis was not conducted at or near the Chamberlin Property. (See DEIR, p. 968.)

The noise analysis should be revised to include the Chamberlin Property as a potential sensitive receptor (see DEIR, p. 970, Table 31-2; p. 990, Table 31-12; p. 993, Table 31-13) the noise impacts on the future Chamberlin Project uses (e.g., hotel) from the BART Project's construction and operation must be considered. For example, the analysis for Noise Impact NOI-5 should be revised to evaluate whether a substantial permanent increase in noise levels will occur at the Chamberlin Property as a result of the BART Project under the 2025 and 2040 Project and Cumulative conditions. (DEIR, pp. 1024-25, 1050-70.) If potentially significant impacts would occur at this location, the DEIR should be revised to consider feasible mitigation measures for such impacts.

- e. Potential Electromagnetic Field Interference With Medical Equipment In Medical Office Buildings Must Be Considered

The DEIR identifies that the BART Project may produce electromagnetic fields ("EMFs") that interfere with medical equipment that also relies on magnetic fields such as a magnetic resonance imaging machine ("MRI") or electron microscopes. The DEIR states that such equipment can be found at hospitals and research universities (DEIR, p. 1335) and thus analyzes the potential impacts of EMFs on those uses. In addition to hospitals and universities, such equipment can be located in medical office buildings. (See, e.g., Building Design + Construction, *The New Medical Office Building: 7 Things to Know About Today's Outpatient Clinic* (Sept. 10, 2013), available at <https://www.bdcnetwork.com/new-medical-office-building-7-things-know-about-today%E2%80%99s-outpatient-clinic> [identifying a trend for more sophisticated medical services in medical office buildings]; Richard E. Juge, CCIM, *Rx for Success: Medical Office Buildings*, available at <http://www.ccim.com/cire-magazine/articles/rx-success-medical-office-buildings/> [noting the trend for some sophisticated imaging procedures to be done in medical office buildings rather than hospitals].) Accordingly, the DEIR should also analyze whether medical office buildings allowed to be constructed under the INP's commercial zoning and the proposed zoning for the Chamberlin Property could be adversely impacted by EMFs produced by the BART Project.

- f. The Cumulative Analysis Must Consider The Chamberlin Project

The cumulative analysis anticipates buildout of some of the Isabel Neighborhood Plan Area (see DEIR, pp. 227-229), but fails to include the Chamberlin Project in its projections. Because the Chamberlin Project may be under construction or operational at the same time as BART Project construction, the cumulative analyses throughout the DEIR should be revised to account for that fact. Specifically, the DEIR should consider cumulative air quality and traffic impacts that could result if construction of the BART Project overlaps with construction of the Chamberlin Project, and the DEIR should include the Chamberlin Project in its cumulative analysis of operations-related impacts from the BART Project.

- g. Since BART Has Elected To Consider The City's Scenic Corridor Policies, It Must Do So Correctly

- i. BART Should Consider The City's Scenic Corridor Policies

As provided in the DEIR, Government Code sections 53090 and 53091 exempt BART from complying with local land use regulations, such as the City of Livermore's General Plan. Although not required, BART has "elected to consider City of Livermore's scenic vistas and corridors as scenic-resources for purposes of impact analysis" in the DEIR. (DEIR, p. 553.) Because it has elected to consider the City's scenic vistas and corridors, BART should revise the DEIR to conduct the analysis in the manner described in the City's General Plan, Community Character Element, in which the scenic vistas and corridors are designated.

As described in the Community Character Element of the City's General Plan, the I-580 Scenic Corridor is divided into six subareas. "Policies and development standards are identified for each subarea that reflect the unique visual resources in each area The policies and development standards (such as identified view angles) are intended to preserve views to ridgelines and hillsides as seen from I-580." (General Plan, p. 4-41.) The City has prescribed exactly how the visual analysis must be undertaken to comply with its General Plan policies. (General Plan, pp. 4-38-4-69.) Based on the DEIR's analysis and photosimulations, BART did not follow the City's analysis methodology. (Compare analysis methodology in the City's General Plan with DEIR, pp. 618-622 [no discussion of how I-580 and interchange modifications will affect motorists' views from I-580].) The DEIR is thus misleading because it purports to do something that it does not in fact do. When revising the DEIR, BART should also consider how the proposed widening of I-580 and interchange modifications, particularly those requiring new or realigned retaining walls, impact the scenic views protected by the City's policies.



October 16, 2017

Bay Area Rapid Transit District
Attention: BART to Livermore Extension Project
300 Lakeside, 21st Floor
Oakland, CA 94612

RE: City of Livermore Comments
BART to Livermore Extension Project Draft Environmental Impact Report

Dear Mr. Tang:

Thank you for coordinating with the City of Livermore in the preparation of the BART to Livermore Draft Project-level Environmental Impact Report (DEIR). The City's General Plan considers the BART extension to Isabel as the first phase of an eventual extension to Greenville Road. The Metropolitan Transportation Commission's Regional Rail Plan calls for a connection between BART and the Altamont Corridor Express (ACE) in Livermore. The DEIR evaluates extending BART to Livermore and three build alternatives for improving the BART connection with Livermore: 1) A diesel or electric multiple unit (DMU/EMU) extension to Isabel; 2) Express Bus/Bus Rapid Transit (BRT) service to Dublin/Pleasanton BART; and 3) Enhanced Bus service to Dublin/Pleasanton BART. The BART Extension is an important project for the City and the Region.

Summary Observations

The release of the DEIR is a key milestone towards fulfilling the City's General Plan Policy to extend BART service to Isabel Avenue in the median of I-580. The DEIR shows that a conventional BART extension would have clear benefits over the other three alternative modes analyzed for the proposed 5.5 mile extension:

- The proposed BART extension would generate the most daily new BART riders (11,900 v. 7,000 for DMU/EMU without the Isabel Neighborhood Plan) and have the most environmental benefits compared to the other alternatives with respect to reduced daily vehicle miles traveled (244,000 v. 140,600 for DMU/EMU) reduced greenhouse gases emissions (11,200 metric tons of CO₂e/year v. 3,500 for DMU v. 35,000 for DMU and 66,500 for EMU).
- The proposed BART extension is 66 percent more cost effective than the DMU/EMU Alternative as measured by capital costs per new daily BART rider. It is also more cost effective than the DMU/EMU and Enhanced Bus Alternatives when measured by annual operational costs per new daily BART rider.

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- ii. *BART Should Work With The City To Ensure The Scenic Corridor Policies In The INP Area Do Not Unduly Limit Growth And The BART Project's Success*

The funding from the Metropolitan Transportation Commission ("MTC") for the BART Project depends on the ability of the INP to accommodate 3,850 housing units within a half-mile radius of the proposed BART station. The BART Project also must compete against other major transportation projects in the region for MTC funding. Therefore, the more successful the INP is at encouraging development, the more likely the BART Project is to receive MTC funding.

BART should be aware that the City's preferred INP proposal retains scenic corridor regulations that do not accomplish the City's purported goal, which is to protect scenic views from I-580, and instead serve only to limit growth near the BART Project. For example, the City has done studies showing that the majority of the Chamberlin Property is not visible to westbound drivers on I-580 (City Website, Scenic View Analysis, Diagram 1, available at http://www.cityoflivermore.net/citygov/cdd/bart/scenic_view_analysis.htm). Nevertheless, the City is not proposing to change the scenic corridor policies in the portion of the INP area that includes the Chamberlin Property, which will make that area more difficult to develop. Since the BART Project's success is contingent on the success of the INP, BART staff and Board Members should work with the City to ensure the scenic corridor regulations in the INP area protect only realistic views of the hills from I-580. By doing so, BART will ensure that the INP permits the growth needed to make the BART Project successful.

3. Conclusion

Chamberlin appreciates the opportunity to provide BART with information regarding its plans for the Chamberlin Property and encourages BART to revise the DEIR for the above-stated reasons. In addition, Chamberlin suggests that BART staff and the BART Board work more closely with the City to ensure that the DEIR accurately accounts for the regulatory changes proposed by the INP and that the INP provides the policies necessary for BART to compete successfully for MTC funding and operate successfully for years to come.

Please feel free to contact me with any questions regarding this matter.

Sincerely,

Linda C. Klein

Attachment: WRA, *Biological Constraints Analysis and Wetland Assessment, Airway Blvd.*
(June 2016).
07560390077585

- The proposed BART extension would generate at least 3.4 times more riders than the Express Bus/BRT Alternative, resulting in 151,400 fewer Vehicle Miles Travelled (VMT) per day and about 7,400 fewer metric tons of Green House Gases (GHG) per year. In addition, when farebox recovery rates are considered, the proposed BART alternative may be more cost effective than Express Bus/BRT.
- The proposed BART extension would create a major opportunity for the City of Livermore and property owners to implement transit-oriented development on approximately 1,130 acres of land around the proposed Isabel Station, including approximately 52 acres owned by BART, while the alternatives would not support the same level of development.
- The proposed BART extension would be better than the alternatives in helping to implement goals for targeting regional housing and job growth in Priority Development Areas (PDAs) served by regional transit.
 - It would support the Isabel Neighborhood Plan which, if adopted, is estimated to generate over 4,000 new housing units and about 9,000 new jobs—increasing the estimated new daily BART ridership to 13,400.
 - It would leverage Livermore's progressive affordable housing policies to place high frequency transit near a walkable neighborhood of affordable housing in the Isabel Neighborhood Plan.
 - It would take advantage of reverse commute capacity in the BART system by linking to jobs in Livermore.
- The proposed BART extension would enhance the core system by providing a new maintenance yard and shops and by extending the tail tracks to accommodate 12-minute headways, while the alternatives do not provide this system wide benefit.

In addition, the Chabot Community College District representatives have noted that the proposed BART extension would directly link Las Positas Community College to other Chabot Community College campuses and facilities, while the alternatives would require multiple transfers.

With respect to the other alternatives studied in the DEIR:

- Livermore cannot support the bus alternatives because they do not do enough to advance the project objectives of improving access to the BART system from Livermore, increasing transit ridership, and reducing VMT/GHG. In particular, the Enhanced Bus Alternative would have no measureable effect since it is very similar

to the system changes that LAVTA already implemented within the last year. The City will continue to support LAVTA's efforts to provide local bus service and connections to the BART system, but users of the system, including Livermore residents and workers and those from the Central Valley, need direct access to the regional transit system. In addition, the bus alternatives fail to support transit-oriented development at the same levels as the proposed BART extension, eliminating the opportunity for the Isabel Neighborhood Plan to support much needed housing in the region.

- Livermore is concerned about significant right of way impacts on our neighboring cities if the DMU/EMU and Express Bus/BRT alternatives were to be implemented. Alternative DMU-BART interface options, including those developed by AECOM Engineers as part of the ACEforward effort, need to be studied as they avoid many of the potential impacts to neighboring cities outlined in the DEIR.

Total boardings at the Isabel Station for the full BART option are 8,100 per day by year 2040, not including increased boardings due to the Isabel Neighborhood Plan. Only 3,500 parking spaces are planned. The City of Livermore is concerned about a lack of adequate parking similar to what the cities of Dublin and Pleasanton experience today with the same number of boardings. Of particular concern is the location of the Isabel station adjacent to residential communities; parking may spill over to nearby neighborhoods. In addition, the DEIR assumes 540 new parking spaces at the Dublin/Pleasanton station that the BART Board elected not to build.

CEQA Comments

As currently configured, the City cannot support locating a storage yard and shops in North Livermore. We acknowledge that BART studied several locations for a storage yard and tail tracks in the vicinity of the Isabel Station, and based on the analysis of the constraints, selected the Hartman Road location as the most cost-effective and least impactful to BART operations. The City is concerned that the proposed configuration would affect the rural character of North Livermore with respect to noise, lighting, aesthetics, and biological resources.

The City has the following comments on the environmental analysis in the DEIR:

1. The analysis of long-term noise impacts should identify the 24-hour average noise level at the closest residence to the yard, reflecting the potential for 24/7 activity, and identify mitigations for this impact if found to be significant. Consider moving the noise generators as far south as possible to increase the distance to sensitive receptors.
2. The aesthetics analysis should consider the effect of nighttime lighting on nearby residents and potential berm or other design treatments to minimize any adverse effects.

3. We expect BART to consider alternative designs and locations to avoid relocation of Hartman Road and displacement of existing residences/businesses, while continuing to minimize impacts to known habitats of sensitive species. This could mean reducing the size of the yard to accommodate fewer shop spaces.
4. All properties in the vicinity of the proposed yard that have not yet been surveyed should be surveyed to determine the presence or absence of protected species, prior to finalizing the yard location and design. Site-specific surveys may reveal a better location that minimizes impacts to both residents and biological resources.
5. The mitigation measures for potential impacts to biological resources and farmland should be amended to provide stronger protection of the rural character and open space assets in North Livermore. Revising the mitigation measures to specify geographic requirements and priorities would ensure consistency with and help implement the Eastern Alameda County Conservation Strategy, which establishes a vision and guidelines for open space preservation in the project area. The City recommends BART change the mitigation measures as follows:
 - A. The City is requesting that the compensatory mitigation for biological resources and farmland impacts must be implemented in Eastern Alameda County, not anywhere in Alameda County as indicated in the DEIR. The top priority should be sites immediately adjacent to the area of project impacts. If this is not acceptable to the Resource Agencies, other properties in North Livermore and Doolan Canyon (within unincorporated Alameda County) offer many opportunities. Potential mitigation areas that are farther from the project footprint but still within Eastern Alameda County include: Altamont hills, Greenville Road, and South Livermore.
 - B. Open space preservation should prioritize land that is adjacent to urban growth boundaries and/or existing easements, in order to create and protect wildlife corridors. For example, establishing easements on either side of I-580 could enable the connection of the north and south sides of the freeway via wildlife tunnels.
 - C. BART should work with the City and County to leverage other resources for open space preservation to maximize the value of the mitigation and benefits to North Livermore. For example, the City's Transfer of Development Credits program has been used to acquire and maintain land for natural resources and agricultural purposes in this area.

Without significant changes to the yard and shop configuration and the required mitigation for its impacts, the City cannot support this facility in North Livermore.

Selection of Preferred Alternative

When adopting a project, the City requests that BART consider other issues that influence ridership projections.

1. The land use assumptions in the travel model assume that housing growth will keep up with demand through 2040, and that adjacent regions provide more job growth relative to housing. The City recognizes the need to use *Plan Bay Area* land use assumptions in the travel model for the purpose of evaluating transportation-related impacts, since *Plan Bay Area* is the adopted regional plan for land use and transportation. While considering demographic and economic trends, the forecast of population and job growth at the jurisdictional level also assumes local government cooperation in implementing visionary policies. While the City of Livermore is committed to transit-oriented development of our self-identified Priority Development Areas (PDAs), many other Bay Area jurisdictions are less inclined to accommodate their fair share of regional housing demand. It is very likely that the Bay Area housing market will not keep pace with housing demand generated by job growth (as has been the case for decades) and that people will continue to seek more affordable housing options at the edges and outside the region. The Tri-Valley directly experiences the effects of this job-housing mismatch as the I-580 corridor has become one of the most congested corridors in the region. When choosing a preferred alternative, BART should analyze projected land use based on actual trends and consider ridership based on those conditions in addition to Plan Bay Area.
2. The travel model assumes "normal" travel conditions without delay-causing incidents such as traffic accidents and uses travel time as the dominant factor in predicting travel choices by mode. The City realizes that this is a standard practice in the industry for CEQA. In reality, there are frequent incidents on I-580 that slow down traffic and add unpredictability and frustration to daily commutes. Incidents are more likely to affect the two bus alternatives evaluated in the DEIR because the buses would use the same travel lanes as vehicles, while rail modes use separate facilities. When evaluating the preferred alternative, BART should consider travel model assumptions that reflect the likelihood of incidents in this corridor. This will likely result in longer travel times for buses with resulting changes in ridership.
3. The DEIR assumes that the Bay Fair Connector Project has been implemented; however, a one-seat ride from Tri-Valley to Silicon Valley was not operationally included. This operational change has the potential to further boost BART ridership, especially when considering the Livermore Extension. This analysis should be performed and considered when selecting a preferred alternative.
4. Considering the growth of the Tri-Valley and the influx of commuters to the Bay Area from San Joaquin Valley, any rail extension to Livermore must be planned with future rail connectivity to ACE in mind.

5. For conventional BART, the DEIR proposes 100 percent allocation of the cost of the 1.9 mile tail track to the Project while the tail track serves both the core system and the extension. The DEIR proposes 100 percent allocation of the cost of the 172 train car storage yard to the Project while only 36 train cars are needed to serve the extension. The DEIR proposes a 25 percent allocation of the shops to the Project, because the shop facility has been designed with 10 service bays while only 2-3 are required to serve the extension. Since the tail tracks, storage yard and shop facilities benefit both the core system and the extension, the total cost should be attributed to the system as a whole since Livermore residents have provided funding for BART capital and operation costs for over 40 years and will continue to provide this funding into the future.
6. Cost estimates in the DEIR appear to be excessively high. The current estimated capital costs for a 5.5 mile BART extension with 12 minute headways (5 trains per hour) is \$1.63 billion. The single station DMU/EMU alternative extension estimate is \$1.60 billion/\$1.68 billion. The results of an analysis by the ACEforward consultant of a 25 mile, single track with 30 minute (2 trains per hour) headways, DMU/EMU service from West Tracy to the Dublin/Pleasanton BART station show preliminary costs estimated within the same range as both the 5.5 mile conventional BART and DMU/EMU rail extension options. Please provide a cost comparison to other rail extension projects. We expect that delivery of the BART to Livermore extension project could be achieved at significantly less cost than shown in the DEIR using alternative project delivery methods administered through a single purpose agency.

Thank you for the opportunity to comment on the DEIR and for your ongoing coordination on this important project for the City of Livermore and the Region.

Sincerely,



Steven Spedowski
Vice Mayor

C: Mayor and City Council
City Manager
City Attorney
Community Development Director

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October 16, 2017

Via e-Mail and Federal Express
San Francisco Bay Area Transit District
(BART)
Livermore Extension Project
300 Lakeside Drive
21st Floor
Oakland, CA 94612

and

barttolivermore@bart.gov

Re: Comments of Dublin Toyota, Dublin Hyundai, Dublin Volkswagen, Dublin Nissan and 4321 Toyota Drive, LLC on Draft Environmental Impact Report for Livermore Extension Project

Greetings:

We represent Hamcor, Inc., which does business as Dublin Toyota ("DT"); 6450 Motors, LLC, which does business as Dublin Hyundai ("DH"); Cornelius Bros., LLC, which does business as Dublin Volkswagen ("DVW"); Nisdar, LLC, which does business as Dublin Nissan ("DN"); and, 4321 Toyota Drive, LLC ("4321") which is a real property owner described in more detail hereinafter. This is a hard copy of Comments delivered by e-mail on October 16, 2017.

The San Francisco Bay Area Transit District ("BART") is proposing the BART to Livermore Extension Project, which has been evaluated in a Draft Environmental Impact Report (hereinafter for convenience referred to as the "EIR"). As the Overview section of the EIR states, the Proposed Project, which is also referred to as the Conventional BART Project, would extend transit service 5.5 miles east into eastern Alameda County from the existing Dublin/Pleasanton BART Station within and adjacent to the Interstate 580 ("I-580") right-of-way, through the cities of Dublin and Pleasanton, to a proposed new terminus station located at the Isabel Avenue/I-580 interchange in the city of Livermore.

There were three Build Alternatives identified in the initial screening as alternatives which potentially could meet most of the stated project objectives and were believed to be able to be completed within a reasonable timeframe; and, were therefore

deemed to merit full evaluation and, as such, were included within the EIR. In addition, the No Project Alternative (or No Build Alternative) was also evaluated.

For the reasons set forth hereinafter, DT, DH, DVW, DN and 4321 object to any of the three Build Alternatives to the extent that the implementation of any portion of the same would result in a taking of any of the real estate from which the businesses of DT, DH, DVW, DN operate and from which 4321 would operate. In light of the above, DT, DH, DVW, DN and 4321 support the No Project Alternative (or No Build Alternative).

DT is the owner of A.P.N. 986-0016-024, which consists of 15.79 acres (+/-) of improved real estate having a street address of 4321 Toyota Drive, Dublin CA. DT operates a Toyota dealership on these premises.

4321 is the owner of A.P.N. 986-16-23, which consists of 4 acres (+/-) of partly improved real estate having no existing street address but is located, for reference purposes, due west of DT's real property at 4321 Toyota Drive, Dublin CA.

DH and DVW operate separate Hyundai and Volkswagen dealerships on adjoining properties. DH occupies approximately 4 (+/-) acres of real property having street addresses 6015 and 6055 Scarlett Court, Dublin, CA. The two addresses are composed of the following three A.P.N.'s: 941-550-30, A.P.N. 941-550-32-2 and A.P.N. 941-550-32-3. DVW occupies approximately 2 (+/-) acres of real property having a street address of 6085 Scarlett Court, Dublin, CA. The said common street address includes A.P.N. 941-0550-024 and A.P.N. 941-0550-025.

DN occupies 6450 Dublin Court (A.P.N. 941-1400-007; which is identified as Parcel A on Parcel Map 3558). The EIR does not directly effect the DN property. However, DN itself is directly impacted for the reasons described below.

Each of the three Build Alternatives would result in the taking of some portion of the real estate from which DT, DH and DVW currently operate their respective businesses.

4321 acquired the entirety of its property for construction of a new automobile dealership. Each of the three Build Alternatives would result in the taking of some portion of the real estate from which 4321 anticipates that it would operate its automobile dealership business.

While DN's real property is not directly effected, it utilizes property of DT, DH and DVW for storage of its inventory and customer vehicles, as necessary and from time-to-time.

As noted, DT, DH, DVW and DN do (and 4321 would) operate automobile dealerships that sell and service vehicles of various manufacturers. The manufacturers of these vehicles each require that their authorized dealers operate from facilities that include buildings and real estate of an adequate size (as dictated by each manufacturer) to maintain their status as authorized dealers. As of the present time, both DH and DVW operate their businesses from the absolute minimum acreages allowed by their respective manufacturers. Any taking of any of their real property would severely and negatively impact their abilities to provide adequate customer service and could result in the manufacturers seeking to terminate the dealerships.

DT, DH, DVW and DN operate from facilities built to meet each manufacturer's requirements for facility size as dictated by each such manufacturer's Dealer Sales and Service Agreement. In addition, DT, DH, DVW and DN are well aware of the space requirements necessary to maintain customer satisfaction and to create a safe environment for their customers and employees in the operation of these businesses. The size of 4321's property is approximately 4 acres. That is an absolute minimum amount of acreage for any manufacturer to now approve representation in the vicinity of Dublin, California.

The implementation of any of the three Build Alternatives would result in the taking of some portion of the real estate from each of DT, DH, DVW and 4321 causing each entity to then fail to comply with the requirements of their respective manufacturers. Such failure to comply would render the following results: (1) an attempt could be made to meet the space requirements by construction of multi-story dealership buildings, including adequate display, sales and service areas and customer parking for sales and service; or (2) the businesses could be forced to move out of Dublin (there simply is no site remaining in Dublin that is comparable); or (3) each could be forced to permanently close if a move to another location was not possible because such a new location could not be acquired or if a different location was not approved by the manufacturer or if any such relocation was successfully challenged by way of an objection by a competing dealer under relevant California law.

Also, note should be made of the same effect on DN of the above as it utilizes DT's real property/buildings for certain of DN's storage and "back end" business operations.

With respect to the foregoing, DT, DH, DVW, DN and 4321 have considered construction of multi-story buildings. First, the cost associated with construction of a multi-story structure is very high. In fact, the taller the structure the higher ("geometrically") the increased cost of construction. Next, the operation of a multi-story facility creates additional operational concerns (including multiple safety requirements) because of the "compaction of operations" in closer spaces. Furthermore, such vertical

San Francisco Bay Area Transit District
(BART)
Livermore Extension Project
October 16, 2017
Page 4

operations do not enhance the customer experience that all dealerships and their respective manufacturers demand; and, as such it is an unknown as to what requirements the manufacturers may impose if (and we emphasize *if*) the manufacturers would approve any such building proposal.

It should be pointed out that the construction of multi-story structures in close proximity to each other involve numerous issues, including, but not limited to questions of: (a) the traffic impact (are traffic problems being resolved by the three Build Alternatives or being relocated?); (b) noise; (c) water issues (at one time the DN property was subject to flooding and the DH and DVW properties also deal with drainage matters); and (d) visual impacts associated with multiple multi-story buildings in close proximity to one other and whether the City of Dublin would permit such structures.

Neither DT, DH, DVW nor DN desire to move (or to close); and, 4321 should be entitled to obtain the value of its investment in its real estate. However, having said that, none of these businesses either can or will be permitted to operate from inadequately sized facilities and no reasonable alternative appears available. Each manufacturer has facility requirements and each does so because each has determined the configuration necessary to provide adequate sales and service support in order to maintain reasonable profitability and a minimum level of customer satisfaction that is demanded by each manufacturer with respect to the representation of its product.

Any taking described in any of the three Build Alternatives will negatively impact the current operations of DT, DH, DVW, DN and make it difficult for 4321 to gain the approval necessary for it to become authorized to conduct the dealership business that it contemplates operating on its property. The result of any of the three Build Alternatives is a diminution in value of the real estate and the loss of these businesses. For the reasons cited above, DT, DH, DVW, DN and 4321 object to the three Build Alternatives and support the No Project Alternative (or No Build Alternative).

Very truly yours,
PRITTHARD and KAY, PLC
Michelle Kay

cc: City of Dublin
Harold E. (Ed) Cornelius (Via e-mail Only)
R. Lance Tenwolde (Via e-mail Only)
M. Gregg McKeerroll (Via e-mail Only)



Livermore Amador Valley Transit Authority

October 16, 2017

Bay Area Rapid Transit District
Attention: BART to Livermore Extension Project
300 Lakeside, 21st Floor
Oakland, CA 94612
Attn: Andrew Tang, Principal Planner

Dear Mr. Tang:

Thank you for providing the Livermore Amador Valley Transit Authority (LAVTA) with the opportunity to submit comments on the BART to Livermore Draft Environmental Impact Report (DEIR). The proposed project identified in the DEIR, which is also referred to as Conventional BART, would extend existing BART service approximately 5.5 miles east from the existing Dublin/Pleasanton BART Station within the I-580 right-of-way to a proposed new terminus station located at the Isabel Avenue/I-580 interchange in the City of Livermore. A new parking facility would be constructed at the new Isabel Station and a new BART storage and maintenance facility would be constructed beyond the Isabel Station, north of the I-580. In addition to a No Project Alternative, the DEIR also considers three Building Alternatives: A Diesel Multiple Unit (DMU)/Electric Multiple Unit (EMU) Alternative, an Express Bus Alternative with a direct access ramp from the 580 Express Lanes to BART, and an Enhanced Bus Alternative.

The DEIR indicates that the most impactful alternative in terms of transit ridership growth, greenhouse gas (GHG) reduction and energy consumption is Conventional BART. Conventional BART also best serves and supports the proposed Isabel Neighborhood Plan, including provisions for job creation and affordable housing. The DMU/EMU Alternative provides significantly fewer new BART riders and environmental benefits at approximately the same cost as full BART. The bus alternatives provide far less environmental benefits and levels of transit service. It is worth noting that with the implementation of LAVTA's *Wheels Forward* service plan in August 2016, LAVTA is essentially operating the Enhanced Bus Alternative today. In short, the Enhanced Bus Alternative and the Express Bus Alternative do not generate enough ridership nor offer adequate congestion relief on the I-580 corridor.

LAVTA has the following comments on the BART to Livermore DEIR:

- 1) The formation of the Tri-Valley – San Joaquin Valley Regional Rail Authority presents an unprecedented opportunity to comprehensively plan for inter-regional rail connectivity in the I-580 corridor. The proposed Conventional BART extension may be an important element of this rail solution and the BART Board must move expeditiously to advance this

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www.wheelsbus.com

project within the context of interregional connectivity. We also urge BART to support the goals and objectives of the new Authority when formed. The primary goal is the delivery of cost-effective and responsive rail transit connectivity between BART and ACE in the Tri-Valley while meeting the goals and objectives of the communities it will serve.

2) The storage and maintenance facility is out of scale with the 36 vehicle capacity requirements of a one-station, 5-mile extension. The DEIR states that BART conducted an operations analysis to determine BART vehicle fleet and storage needs to effectively operate Conventional BART—determining the need for a yard providing storage for approximately 172 cars. It then added a maintenance facility to meet the needs of not only the Conventional BART extension, but the entire Daily City – Dublin/Pleasanton Line. The result is a proposed 68-acre storage and maintenance facility to meet BART system-wide needs. The DEIR also states that the Conventional BART cost estimate includes 25% of the cost of the proposed storage and maintenance facility. This represents an unacceptable premise as the total cost should be attributed to the BART system and not the project.

3) The DEIR plans for a 3,500 space parking garage based on modeling. However, the modeling does not appear to take into account the impacts of the VTA/Santa Clara County BART extensions, which according to Core Impact Studies in 2003 and 2011 will create a demand of 600 to 750 new parking spaces for Eastern Alameda County.

4) The DEIR should analyze the need for appropriate park and rides, as identified in the 2017 Alameda County Tri-Valley Integrated Park and Ride Study. The study recommends a high-frequency shuttle (every 15-minutes) between the Airway Park and Ride lot in Livermore and Dublin/Pleasanton BART as a precursor to the Conventional BART to Isabel extension. The study also recommends a shuttle from a future Laughlin/Greenville Road Park and Ride lot to the Isabel Station when the Conventional BART extension is operational.

5) The DEIR has assumed that the BART parking garage at Dublin/Pleasanton would be expanded to include 540 net new spaces; however, the BART Board has elected not to build the expansion and instead implement a hybrid plan to increase the parking spaces by 540. This change in direction might have an impact on local traffic circulation that would affect bus circulation and could change the information utilized in the DEIR analysis.

6) The DEIR should address the additional time needed to transfer between the DMU/EMU Alternative and BART, and the Express Bus Alternative and BART, for inclusion in the travel demand forecasting.

7) Alternative concepts for connecting the DMU/EMU at the Dublin/Pleasanton BART Station have been developed by AECOM engineers, part of the *ACE Forward* consulting team. These alternative concepts will avoid potential impacts on properties and displacements of parking and should be evaluated and considered as a part of this DEIR.

8) ACE ridership is projected to decrease as a result of the full BART alternative, as well as the DMU/EMU option in the DEIR. BART staff states that this is because people who currently ride ACE to Silicon Valley may opt to instead drive to Isabel and take BART (as it will have been extended to Silicon Valley by then). It is not clear if the modeling took into account the *ACE Forward* plans for the Highway 99–corridor, especially with the \$400 million identified in SB1 to extend ACE to Merced, and the increased ridership expected as a result.

9) The Bay Fair Connector project is in the DEIR. However, the plan to operate the one-seat ride from the Tri-Valley to southern Alameda/South Bay is not. The ridership forecasts for this one-seat ride from the Tri-Valley to southern Alameda/South Bay should be included in the DEIR.

10) The local traffic conditions projected as a result of the Conventional BART extension show an increase in the traffic on local Livermore streets, and an alleviation of traffic on I-580 west of the Isabel station. Did the DEIR take into account other roadway projects designed to address local gridlock, for example, the SR-84 widening?

11) Table S-4 indicates that the Enhanced Bus Alternative would have a negative impact on Greenhouse Gas emissions (GHG), as the ridership would be low and the bus would produce more GHG than the riders reduced. However, by the year 2040, it should be assumed that the fleet of transit buses will be fully electric technology. The GHG calculations should be revisited for all alternatives that include buses.

12) For the Enhanced and Express Bus Alternatives, the DEIR claims that additional Transit Signal Priority (TSP) would improve overall performance of these services. Did modeling include TSP throughout the LAVTA system on routes serving the Isabel Station? If not, what impact would doing so have on Enhanced and Express Bus Alternatives? Additionally, what impact in ridership would bus-only lanes on local arterials have on these alternatives?

LAVTA appreciates the opportunity to respond to the BART to Livermore DEIR and recognizes the importance of BART responding to the issues and concerns of local agencies in the Tri-Valley area, addressing fully environmental impacts and committing to mitigate measures fully. Please do not hesitate to contact me with any questions or concerns.

Respectfully,



Karla Brown
LAVTA Board Chair



Serving Alameda, Contra Costa, Marin and San Francisco counties

October 16, 2017

San Francisco Bay Area Rapid Transit District
Attention: BART to Livermore Extension Project
300 Lakeside Drive, 21st Floor
Oakland CA 94612

via email barttolivermore@bart.gov

RE: BART to Livermore Extension Project Draft Environmental Impact Report

To Whom It May Concern:

These comments are submitted by the Sierra Club regarding the Draft Environmental Impact Report (DEIR) dated July 2017 for the "BART to Livermore Extension Project" (Project). In general, we recommend that the final Report and any decision about a resulting Project need to better identify and take into account the impacts upon BART's current passengers and service areas, and the serious ongoing need to achieve and maintain a realistic State of Good Repair for the rest of the system's infrastructure.

Based on the Sierra Club's policies, any alternative that results in additional freeway widening or that expands beyond Alameda County's "Measure D" Urban Growth Boundary must be considered unacceptable. Additional concerns based on transportation and housing impacts are summarized below.

The location of the proposed terminal is within the Isabel Avenue/BART Station Planning Area Priority Development Area (PDA). Here is what the Association of Bay Area Governments [notes](#) about this PDA:

The vision for this area is a transit oriented, neighborhood scale community with a mix of housing types in close proximity to transit and multi-use trail connections, and existing and expanding employment center, including a major employer and a regional educational institution. Bus transit will provide local and regional transit connections for residents, commuters, college students and faculty. This area will serve commuters, new residential development, and the college while minimizing traffic, noise and other impacts on centrally located neighborhoods.

I

There should be a discussion in the Draft Environmental Impact Report (DEIR) and its Final Report about how the terminal's proposed 3,412 parking spaces will minimize traffic, noise and other impacts on centrally located neighborhoods within the Isabel Avenue/BART Station PDA, which is to have 3,444 additional households in 2040, compared with a much smaller figure for 2010. Traffic and emissions impacts on nearby roads and communities should also be better identified and addressed.

Further, there should be a discussion in the DEIR about the number of car trips in and out of the PDA that involve the terminal's parking lot. The 3,412 spaces could easily produce 6,824 car trips within the PDA each weekday, and even more with rider turnover.

A review of the DEIR did not produce an annualized capital and operating cost per new passenger trip figure for the proposed project. This is a key shortfall for decision-makers and needs to be addressed in the Final EIR. Bus-based modes, including the possibility of a busway along Interstate 580, can be implemented much more quickly and with less disruption than a railroad extension and should be considered for both patronage testing and long-term usage, and can provide an option that serves adjoining transit systems.

In Appendix F.2 Transportation there is a discussion about the parking lot at the proposed project—

ACE ridership is expected to drop under the Proposed Project and DMU Alternative, as some ACE riders traveling to southern Alameda County and Santa Clara County who might have taken BART once it's extended to Santa Clara County, but are unable to find parking at Dublin/Pleasanton BART station, would choose to park at the new Isabel station and take BART/DMU instead.

The DEIR should discuss the extent to which the extension with its parking lot would facilitate interregional commutes, which would violate a key principle of SB 375. Given Livermore's location as a hotspot for regional air quality problems, emissions need to be reduced and controlled, especially if an alternative is selected that includes development of new vehicle storage and/or maintenance yard(s). Other toxic wastes, trash impacts, spillage and (where applicable) diesel outputs need to be better identified and minimized. The final Project needs to take into account pending changes in technology and propulsion, including autonomous and electric vehicles, which are likely to have much cleaner impacts than current methods.

Furthermore, a discussion should also be provided on what is expected in terms of capacity issues during morning commutes for BART district residents/taxpayers boarding trains at nearby existing stations and traveling towards BayFair. The existing lack of seating capacity should not be expanded farther to the outer reaches of the system. We recognize that adding an extra transfer from non-BART modes would have a likely negative impact on ridership increases, but those potential customers should not reduce quality of service or quality of life for customers and communities within BART's three original counties.

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

Volume 2, Chapter 5 of the DEIR reports on how the proposed project would be supportive of Plan Bay Area, the Bay Area's Regional Transportation Plan adopted in 2013. This citation overlooks a key to the future of BART, achieving a State of Good Repair:

This subsection briefly summarizes the consistency of the Proposed Project and Build Alternatives with the Plan Bay Area performance targets, which are shown in Table 5-3. Plan Bay Area identifies performance targets that are adopted by MTC and the Association of Bay Area Governments to outline preferred outcomes of the plan and measure the plan's performance. Performance targets 1 and 2 are required by State law, and the other eight are voluntary. The following discussion focuses on performance targets 1, 3, 6, and 9, which are applicable to the BART to Livermore Extension Project; other targets are not applicable.

The DEIR should discuss to what extent this proposed extension project will help or hinder BART in achieving a state of good repair for the benefit of BART's existing passengers. Performance Target #10 is correctly given as, "Maintain the transportation system in a state of good repair."

Thank you for the opportunity to comment on the BART to Livermore Extension Project. If you have any questions, please contact me at mwillia@mac.com.

Sincerely,



Matt Williams
Chair, Transportation and Compact Growth Committee

cc: Chair, Chapter Executive Committee
Tri-Valley Group

October 16, 2017
By E-Mail to
bart@livermore.gov

BART Livermore Extension Project
21st Floor, 300 Lakeside Drive
Oakland, CA 94612

Re: Livermore Extension DEIR

Dear Project Team:

TRANSEDEF, the Transportation Solutions Defense and Education Fund, is an environmental non-profit focused on reducing the impacts of transportation on the climate. We have commented on many previous BART Extension EIRs.

Is BART Commuter Rail?

While expansion policies are beginning to shift at BART, the fact that this DEIR was even done indicates that confusion and/or dissention still reigns in the agency's understanding of its mission and its technology. The following comments suggest clarifications.

The purpose of heavy rail is to provide mass transportation. Investments on the scale of billions of dollars are only justifiable when they transport very large numbers of passengers. BART has long acted as if it were a commuter rail agency in its willingness to extend outwards into low-density suburbs.

The problem is that the extraordinary cost of the BART technology means that there are not enough financial resources in the region--or the nation, for that matter--to satisfy the desires of residents choosing to live in low-density areas, who are unhappy about the traffic congestion caused by their own travel demands. The BART technology is simply far too expensive on a per-mile basis to be used as commuter rail. By contrast, the 70-mile SMART system was planned with an initial capital cost that was less than the cost of the preliminary engineering for the much-shorter BART extension to San Jose.

The BART Board needs to stop playing politics with transportation, and face reality: All of BART's scarce resources need to be directed towards renewing its aging capital plant. (TRANSEDEF, for one, is not at all convinced that the capital renewal program, replacing the BART technology with newer versions of the same unique design, is an intelligent direction. As transit advocates that were never wowed by the BART

technology and who are sceptical of its cost/benefit ratio, we had wanted to see an open-minded consideration of conversion to standardized components that don't require sole-source contracts.)

TRANSDEF had recommended that BART commit to its capital renewal and eschew extensions as a Board policy, prior to Measure R being placed on the ballot. That didn't happen, but the time is now right for the Board to get clear on its mission.

Service for Livermore

One or more minor bus lines can readily serve the travel demand for Livermore residents needing to connect to existing BART stations. Signal priority and direct access to fare gates are achievable at a far lower cost than a rail extension. Spending billions of dollars to serve that need would be a serious misallocation of scarce public resources, especially when other travel markets in the region are far more underserved.

Service for the San Joaquin Valley

In the 2010 Program FEIR, BART admitted that 30% of the projected riders for a Livermore extension would be driving over the Altamont Pass to reach BART, in response to TRANSDEF's comments:

BART patrons from San Joaquin County represent a significant segment of the ridership in the Tri-Valley area, and account for approximately 30 percent of projected BART ridership under the Tri-Valley area in all build alternatives, as shown in Table 3.2-20. This ranges from 16,800 riders per day under Alternative 4 to 22,600 riders per day under Alternative 1. Currently, to access the BART system, these patrons must drive, use a regional bus line, or connect via ACE by local bus. The BART extension alternatives would provide a closer connection to the BART system for San Joaquin County BART patrons by driving, bus, and in some cases as direct connection to ACE. (2010 BART Livermore FEIR, p. 3.2-55.)

The demographic projections that were such a significant part of AB 758 suggest that travel demand from the Valley will explode. Not only is it silly to spend billions of dollars to try to bring large numbers of Valley commuters onto an already overcrowded BART system, it is silly to assume that all those passengers need to travel through Oakland.

Alameda County, chief cheerleaders for a Livermore extension, wants BART to commit to a one-seat ride to Silicon Valley for these passengers. This was said to be beyond the capacity of the existing BART system. In any event, offering a one-seat ride would greatly complicate BART's operations, and is an unwarranted complexity for serving low-density suburbs.

It would also be silly to think that the majority of ACE passengers need to transfer to BART (anyone remember all those Caltrain passengers who were projected to transfer to BART?), especially if the trip to San Jose is slower because of a Bay Fair transfer. There is no environmental benefit gained by transferring passengers from ACE to BART in Livermore. A far less costly transfer can be accomplished where ACE passes under the BART tracks at Shinn Street in Fremont. A transfer station can be built there without auto access, enabling passengers to conveniently transfer from one system to the other. BART would be able to decide on the merits of such a station by weighing the increased ridership against the loss in ridership caused by a small increase in travel time. BART would not necessarily have to stop every train at the transfer station: depending on the volume of BART passengers wanting to transfer, only those trains making good connections could stop.

When one steps back from a BART-centric view of Bay Area transportation, it becomes clear that BART is not the only rail operator in the region. The time has come to recognize that the agency that already connects San Joaquin County, the Tri-Valley and Silicon Valley is far better suited to delivering cost-effective service. The Altamont Commuter Express, if it were made faster, would provide the one-seat ride desired by Tri-Valley and San Joaquin Valley residents. Because BART's environmental review has included only BART-operated rail alternatives, this alternative has not been studied in what effectively would be a Major Investment Study.

TRANSDEF's sister organization, the Train Riders Association of California (TRAC), has proposed a reconfiguration of the intercity San Joaquin service so that it would share tracks with ACE. (See attached.) With a new passenger-only right-of-way through most of Alameda County, ACE and the San Joaquins could provide all day service in this critically congested corridor. By reopening the Dumbarton Rail Bridge, ACE/San Joaquins could provide service not only to San Francisco, but also to areas not served by BART: northern Santa Clara County cities, including Palo Alto. This service would reduce the load on the BART Transbay Tube, extending its capacity.

Enough preliminary engineering for the Altamont Corridor Rail Project (ACRP) had been completed that a Preliminary Project Alternatives Analysis was released in 2011. TRANSDEF requests that the FEIR identify the ACRP as deserving consideration to evaluate whether it is superior to the Alternatives studied in the DEIR. That evaluation could conceivably be completed in another agency's EIR.

TRANSDEF appreciates this opportunity to provide our thoughts on the proposed extension to Livermore and on BART's system expansion policies.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

TRACS INTEGRATION PLAN FOR SAN JOA

By Michael D. Setty
Editor, California Rail News

Part of the deal-making by Governor Jerry Brown and the State Legislature to gain passage of the SB-1 transportation funding measure included earmarking \$400 million to extend Altamont Commuter Express (ACE) commuter rail service to Modesto, Ceres, Turlock, Livingston/Atwater and Merced. ACE, currently running between Stockton and San Jose, had unfunded plans to extend to Merced, called AChorward.

SB-1 raises gas taxes and registration fees to fund highway and street maintenance, as well as more funding for transit capital and operations, intercity rail, pedestrian and bicycle projects.

Now that a large portion of the ACE program is funded, TRAC sees tremendous potential for synergy between ACE and the San Joaquins. Combining their capital programs will allow the creation over time of an East-West Altamont route that is both much faster and much more reliable for both services, since much greater capacity would be available for both passenger trains and freight traffic.

The ACE route is far better matched to projected Bay Area travel demand than the San Joaquins' current route. Putting the trains from both services on the same tracks would substantially expand the availability of ACE to an all-day service over an 18-hour period. The resulting convenient schedule would attract large numbers of passengers away from their cars, thereby aiding the State's climate program. Reopening San Joaquins via the Altamont also opens up potential direct service between the Central Valley and San Francisco, the San Francisco Peninsula and Silicon Valley. Direct service to Sacramento would be offered as additional track capacity is developed.

These synergies could be achieved in the near-term, depending on negotiations for Altamont track capacity. San Joaquin trains to Bakersfield could pull out from the Stockton ACE yard, then be directed to the Bay Area via the Tri-Valley and East Bay A bus bridge (and perhaps future DEMU service) connecting Martinez and Stockton would support existing passengers as services is realigned.

Travel times will become faster than the current San Joaquin schedule as the improvements proposed below are brought into service. Connecting to the Capitol Corridor in Fremont (Centerville) opens the San Joaquin to the rich job market of the East Bay. The proposed new stops would substantially improve the cost-effectiveness of the new route between Lathrop and Merced.

By integrating ACE and San Joaquins service, other opportunities include dramatically expanded San Joaquins schedules serving Sacramento. Potentially large riding gains can be achieved by rerouting service via Altamont Pass, the Dumbarton Corridor and via Caltrain tracks to San Mateo County and San Francisco. This reroute would also open up possibilities for direct intercity rail service from San Francisco and the South Bay to Stockton and Sacramento.



The remainder of this article outlines the details of proposed services and needed capital improvements to support proposed operations, with attention on retaining existing rail freight capacity.

Summary of Proposed Upgrades

Please refer to the numbered items on the map above.

ACEforward Enhancements

- ACEforward extension to Modesto and Merced.** The ACEward track constructed alongside the existing Union Pacific freight tracks between Modesto and Merced would be designed to allow operation of passenger trains every 30 minutes all-day. This would require constructing two primarily passenger tracks at most stations, and three to five-mile long 3rd passing tracks at selected locations. New infrastructure should be designed to allow San Joaquins to operate hourly in each direction, along with at least hourly ACE trains during the morning and afternoon peaks.

and two-hourly midday, evenings and weekends.

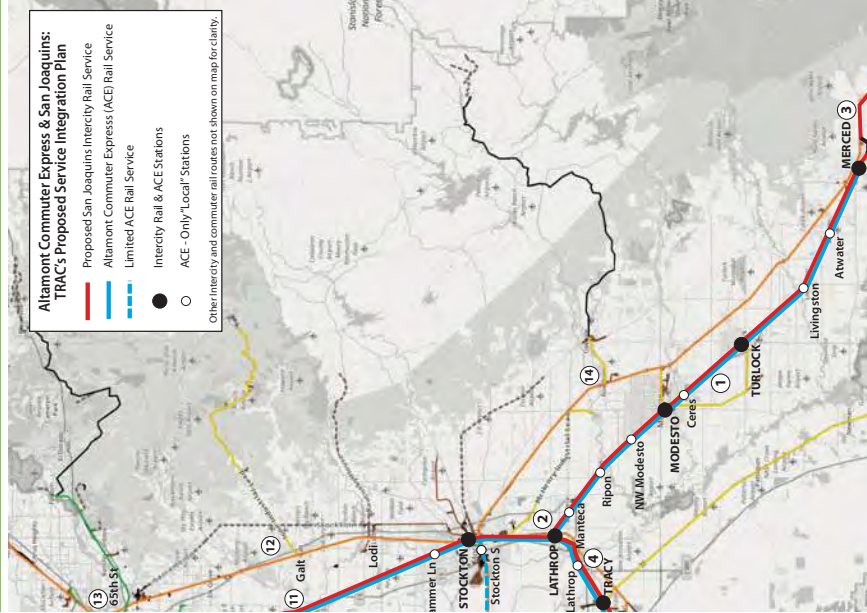
Lathrop Junction Transfer Station.

- Construct new transfer station at Lathrop Junction with platforms, passenger overcrossings of mainline track, and other facilities as needed to accommodate timed, cross-platform connections, allowing direct access from any direction to Sacramento, the ACE extension along Highway 99 to Modesto and Merced, and the Bay Area via Altamont.

Construct a new track connection in South Merced

- Joquins off existing Burlington Northern Santa Fe trackage to new passenger tracks between Merced and Lathrop. This might be a new surface connection adjacent to University Parkway or a short cost connection could use the existing rail spur north of Central Merced to make the connection, and serve the existing Amtrak Merced station.
- Reroute existing passenger service between Lathrop and West Tracy** via

QUINS & ALTAMONT COMMUTER EXPRESS



unneeded capital improvements proposed in recent government studies are dropped. A local service provider is to be determined on Dumbarton line.

- Extend San Joaquins service from Fremont to San Francisco via the Dumbarton Bridge.** Redwood City and the Caltrain Corridor, taking advantage of new passing tracks between the Redwood City station and San Mateo proposed by the California High-Speed Rail Authority. These trains would provide connections to the northern part of Silicon Valley, its employment center.
- Stop at the Millbrae BART/Caltrain station,** connecting to BART and SFO. **Sacramento Segment**
- From Stockton, extend San Joaquins and ACE service to Sacramento via Union Pacific's Sacramento Sub-Division** (the prior Western Pacific). Capital improvements include new stations, passing sidings or double-tracking as required.
- Provide East-West Bus Connections in East Sacramento** connecting to light rail and Sacramento State University, and the ACE/San Joaquin stations to the west.
- New track connection from north-south UP line with loop track to east-west UP route on currently vacant property east and north** to provide direct access into Sacramento Valley station. Add two tracks between this point and the station to avoid freight conflicts.
- Provide East-West Bus Connections between Penair, East Modesto, Riverbank-Oakdale, and Escalon,** and the respective ACE/San Joaquin stations to the west.
- Martinez Segment**
- Provide DEMU shuttle service between Stockton and Martinez,** re-locate San Joaquins east on this route. This will free up slots for expanded Capital Corridor service west of Martinez.
- Rolling Stock**
- Replace existing ACE locomotive-hauled trains with DEMUs. DEMUs offer great flexibility. Their lower operating costs allow them to be used in short trains off-peak. They can split and combine trains when a route has more than one potential destination. For example, trains originating on the Highway 99 extension to Stanislaus and Merced Counties could operate with two DEMU trainsets coupled together, splitting at Lathrop Junction, with one section traveling to Sacramento, and the other into the Bay Area. Similarly, trains originating in Stockton could operate with two DEMU sets, splitting at Centerville (Fremont), with one section traveling to San Francisco and the other to San Jose, in both directions.
- Service Plan**
- ACE and the San Joaquins would be coordinated, to provide consistent day-long service. ACE would be an all-stops commuter service, while San Joaquins would be an intercity service, with many fewer stops and higher speeds. See the accompanying article describing the difference between these service types.



ALAMEDA COUNTY COMMUNITY DEVELOPMENT AGENCY
P L A N N I N G D E P A R T M E N T

October 16, 2017

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Andrew Tang, Project Manager
BART to Livermore Extension Project
300 Lakeside Drive, 21st Floor
Oakland, CA 94612

Subj: Alameda County Community Development Agency Comments on the BART to Livermore Extension Project's Draft Environmental Impact Report (DEIR)

Dear Mr. Tang,

We appreciate the opportunity to comment on this critical phase of the BART to Livermore project. Alameda County staff has participated in the Technical Advisory Committees (TAC) for more than a decade, and we are pleased to reach this point in this long-awaited extension. Our Board of Supervisors has also been actively following this project, and you have received under separate cover a letter approved by the full Board at their October 12, 2017 meeting. Many of the comments in this letter relate to those contained in the Board's letter specifically in the area of land use and loss of agricultural land. The Board's letter also highlights the lack of analysis of the full mobility needs in the I-580 corridor, inter-regional connectivity and specifically no consideration for a direct BART rail link to ACE in Livermore. We would reiterate all of those points at the staff level.

The potential benefits of expanded regional transit in the Tri-Valley are significant. Commuter options will be expanded and improved, with great potential for this extension to eventually connect with the Altamont Corridor Express (ACE) train, High Speed Rail, and new local bus connections. With the Transit Oriented Development (TOD) at the new Isabel BART Station being planned by the City of Livermore, this project is well positioned to help decrease future air quality and traffic impacts as the Tri-Valley region continues to grow.

The County's support for a project such as BART to Livermore was demonstrated in the early 1990's in the East County Area Plan (ECAP). It provides a number of supportive policies for a BART extension to Livermore. Policy 206 states that "The County shall encourage BART to extend service to the Livermore area by the year 2010. This could be facilitated by including a portion of the costs of the rail extension to the planned Livermore stations using funds to be collected from the proposed subregional transportation fee being developed by the Tri-Valley Council." As implementation of this policy, Program 82 directs that "The County shall work with East County cities to designate high-density and high-intensity uses along major arterials and within walking distance of transit stops. The County shall work with cities to designate land near proposed BART stations for high density residential uses and personal services (e.g., child care)." There are also other policies in ECAP that support a system expansion, but the policy above is the most direct to this project.

BART to Livermore
EIR Comment letter
October 16, 2017
Page 2

Although there is strong support in our General Plan for extending BART into Livermore, we also want to emphasize concerns over the potential loss of agricultural and grazing lands in portions of Unincorporated Alameda County, both within and outside the Urban Growth Boundary (UGB). As identified in the DEIR, the proposed location of the Maintenance and Storage yard will cause Significant, Unavoidable (SU) environmental impacts, and no mitigation short of choosing another location will decrease the impacts on these sensitive and regionally important agricultural resources. During the long planning process of developing the plans for this extension, a number of BART owned properties and other areas for the storage yard were examined, and, for a variety of reasons, were ruled out.

While our General Plan offers policy support for this project, we have also identified language in the Alameda County Zoning Ordinance that seems to prohibit this type of use in the Agriculture (A) Zone:


- Section 17.06.040 K: Public utility building or uses, excluding such uses as a business office, storage garage, repair shop or corporation yard.

We understand that by law BART is exempt from complying with local land use and zoning regulations. Although a BART extension was not likely contemplated when our Zoning Ordinance was adopted, we thought it important to highlight this language now to identify possible land use challenges.

Given the constraints of building a storage yard in the proposed location, we strongly urge the BART Board of Directors to re-examine the previously studied yard location options, to understand if any of those or other locations in the project area would meet the needs for car storage and maintenance as this project moves forward, and avoid locating the Maintenance and Storage yard facilities as currently proposed. If the BART Board will not consider relocation of these facilities, the County suggests that the DIM/EMU alternative option be considered. It requires far less land than the facilities needed to service conventional BART, and would preserve land for agricultural and related uses.

To address farmland conversion and conflicts with zoning for agricultural uses, Mitigation Measure AG-1 would provide compensatory farmland under permanent protection. The County suggests that BART collaborate with the Alameda County Resource Conservation District to identify offset lands that would meaningfully mitigate the loss of farmland.

Again, we appreciate the opportunity to comment at this time. Please do not hesitate to contact us if you have questions regarding these comments.

Sincerely,

Albert Lopez
Alameda County Planning Director



SCOTT HAGERERTY
SUPERVISOR, DISTRICT 1

B O A R D O F S U P E R V I S O R S

October 12, 2017

Mr. Andrew Tang, Project Manager
BART to Livermore Extension Project
San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 21st Floor
Oakland, CA 94612

Subject: BART to Livermore Draft Environmental Impact Report (DEIR)

Dear Mr. Tang,

The Alameda County Board of Supervisors met on October 10, 2017 and voted unanimously to submit comments on the BART to Livermore DEIR with specific focus on project alternatives with significant impact on the people, properties and resources of Alameda County including, but not limited to:

- Impacts of the proposed BART rail track, storage and maintenance facility located on unincorporated county land zoned for agricultural uses - consisting of open grasslands, intermittent cattle grazing, and agricultural production uses; and
 - Impacts of proposed Electrical Multiple Unit/ Diesel Multiple Unit (EMU/DMU) displacement of essential Alameda County Fire Department facilities and right-of-way impacts on numerous car dealership properties within the City of Dublin.
- These comments, as detailed in the attached report, urge BART to:
- Support the decision-making process of the Tri-Valley – San Joaquin Regional Rail Authority, as identified in Assembly Bill 758, and expeditiously advance the proposed BART extension within the context of interregional connectivity - consistent with the goals and objectives of this Authority when formed;
 - Insist that BART advance alternative design concepts that avoid significant right-of-displacements and impacts;
 - Respond to County issues and concerns, fully address environmental impacts and commit to implement mitigation measures to fully address them;
 - Advance the Bay Fair Connector and an operating plan to accommodate a “one-seat ride” to southern Alameda County and the South Bay;


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4501 PLEASANTON AVENUE • PLEASANTON, CALIFORNIA 94566 • 925.551.6995 • FAX 925.464.2809



- Seek to significantly reduce project capital costs to improve the project cost-effectiveness and viability of the proposed BART to Livermore Extension Project; and
- Provide evidence that impacts of out-of-District BART expansion on core BART service in the Tri-Valley have been fully mitigated per the terms of the Comprehensive Agreement between the Valley Transit Authority (VTA) and BART.

On behalf of the Alameda County Board of Supervisors, I ask for a full and thorough consideration of these comments.

Sincerely,


Scott Hagererty, District 1
Alameda County Board of Supervisors



BOARD OF SUPERVISORS

SCOTT RAGGENTY
SUPERVISOR, FIRST DISTRICT

October 3, 2017

Honorable Board of Supervisors
Alameda County Administration Building
Oakland, CA 94612

Dear Board Members:

Subject: BART to Livermore Draft Environmental Impact Report (DEIR)

RECOMMENDATION:

Approve the following recommendations approved by the Transportation Planning Committee on October 3, 2017:

1. Submit comments on the Bay Area Rapid Transit (BART) to Livermore DEIR with specific focus on project alternatives with significant impact on the people, properties and resources of Alameda County including, but not limited to:
 - Impacts of the proposed BART rail track, storage and maintenance facility located on unincorporated county land zoned for agricultural uses - consisting of open grasslands, intermittent cattle grazing, and agricultural production uses; and
 - Impacts of proposed Electrical Multiple Unit/ Diesel Multiple Unit (EMU/DMU) displacement of essential Alameda County Fire Department facilities and right-of-way impacts on numerous car dealership properties within the City of Dublin.
2. Urge BART to:
 - Support the decision-making process of the Tri-Valley – San Joaquin Regional Rail Authority, as identified in Assembly Bill 758, and expeditiously advance the proposed BART extension within the context of interregional connectivity - consistent with the goals and objectives of this Authority when formed;
 - Insist that BART advance alternative design concepts that avoid significant right-of-displacement and impacts;

- Respond to County issues and concerns, fully address environmental impacts and commit to implement mitigation measures to fully address them;
- Advance the Bay Fair Connector and an operating plan to accommodate a "one-seat ride" to southern Alameda County and the South Bay;
- Seek to significantly reduce project capital costs to improve the project cost-effectiveness and viability of the proposed BART to Livermore Extension Project; and
- Provide evidence that impacts of our-of-District BART expansion on core BART service in the Tri-Valley have been fully mitigated per the terms of the Comprehensive Agreement between the Valley Transit Authority (VTA) and BART.

DISCUSSION:

Background

The passage of Assembly Bill 758 by State legislators last month is a game changing breakthrough in the now decades long effort to extend passenger rail service to Livermore. The bill, now awaiting the Governor's approval, responds to the growing urgent need to address burgeoning congestion levels in the Tri-Valley, by closing the missing rail gap between the BART and the Alameda Corridor Express rail systems (ACE) in the I-580 corridor. When approved, it will establish the Tri-Valley – San Joaquin Valley Regional Rail Authority for purposes of planning, developing and delivering cost-effective and community responsive transit connectivity between BART and ACE in the Tri-Valley. An important element of the bill is a requirement to complete a project feasibility report no later than July 1, 2019 that identifies the project, a funding plan and schedule for project implementation and delivery. This effort will include the consideration of all viable rail connectivity options including the BART to Livermore project as identified in the DEIR now under consideration. The bill gives authority to the BART Board of Directors, however, to approve or deny an extension of the BART system if it is recommended in the project feasibility report.

Completion of the Draft Environmental Impact Report (DEIR) for the BART to Livermore Extension Project is a key milestone in a very long and protracted environmental review process that to-date spans nearly a decade. Scoping for the Program Environmental Impact Report (PEIR) was conducted in 2007, followed by the 2009 Draft PEIR and subsequent 2010 adoption of a Final PEIR. Scoping for the current project-level EIR began in 2012, and while completion in spring 2018 is anticipated, it should be noted that a subsequent federal-level Environmental Impact Statement is planned with a completion date of 2020. It is also important to note that the PEIR preferred alternative adopted by the BART Board in 2010, is still in place and is inconsistent with adopted City of Livermore plans and policies. This BART adopted PEIR alternative would extend BART along I-580 from the existing Dublin/Pleasanton Station to I-580/Isabel Avenue and then extend along Portola Avenue to downtown Livermore and Vasco Road.

The proposed project identified in the DEIR, which is also referred to as the Conventional BART Project, would extend existing BART service approximately 5.5 miles east from the existing Dublin/Pleasanton BART Station within and adjacent to the I-580 right-of-way through the Cities of Dublin and Pleasanton, to a proposed new terminus station located at the Isabel Avenue/I-580 interchange in the City of Livermore. A new parking facility would be constructed at the new Isabel Station and a new BART storage and maintenance facility would be constructed beyond the Isabel Station, north of I-580. In addition to a No Project Alternative, the DEIR also considers three Build Alternatives: A DMU/EMU Alternative, an Express Bus/Rapid Transit (BRT) Alternative and an Enhanced Bus Alternative. There are no alternatives in this DEIR that would extend rail beyond Isabel Avenue/I-580 for an inter-connection to ACIL. The DEIR estimates that construction of the Proposed Project and Build Alternatives could begin in 2021 and would last approximately 5 years through 2026.

The San Joaquin Regional Rail Commission (SJRRCC), examined the feasibility of a number of alternatives to connect BART to ACE, as part of the ACEForward environmental review process that is currently underway. These alternatives included options to extend ACE to a BART terminus in the Tri-Valley – at Greenville, Isabel or the existing Dublin/Pleasanton Station. Further study looked at the feasibility of extending an EMU/DMU rail line from West Tracy along the County-owned railroad right-of-way in the Altamont Pass to a BART terminus in the Tri-Valley at one of these potential intermodal locations. A yard/shop site for this line is tentatively identified in the vicinity of Tracy – not the Tri-Valley location of EMU/DMC yard/shop that is identified in the BART DEIR. It is anticipated that this alternative will be studied further as the new AB758 mandated authority advances further study for the required project feasibility report.

Key Issues

There are many issues, questions and concerns regarding information presented in the BART DEIR, but a primary area of focus for Alameda County must be the potential displacements that include loss of agricultural land and impacts on essential Alameda County Fire Department facilities as well as right-of-way impacts on numerous commercial properties including car dealerships within the City of Dublin. In this regard, it is important to review the proposed project and project alternatives to understand if in fact these impacts are avoidable through design. It is also critical to question the scope and magnitude of the yard/shop that is proposed for just a one station extension as well as its location. Further, the proposed five-mile extension of the BART system to Isabel Avenue in Livermore does not address full mobility needs in the I-580 corridor – it has not been planned within the context of inter-regional connectivity and there is no consideration for a direct BART rail link to ACE in Livermore. In addition, the BART Bay Fair Connector Project and operating plan for a one-seat ride from the Tri-Valley to Santa Clara County has not been included. Extremely high capital cost estimates are also a concern.

Following is a summary of key issues to be addressed in the comment letter. The letter will include, but not be limited to these comments, questions and concerns.

BART Storage and Maintenance Facility

Scope and Design: The storage and maintenance facility is out of scale with the 36 vehicle capacity requirements of a one-station, 5-mile extension. The DEIR states that BART conducted an operations analysis to determine BART vehicle fleet and storage needs to effectively operate the Proposed Project – determining the need for a yard providing storage for approximately 172 cars. It then added a maintenance facility to meet the needs of not only the proposed Project but the entire Daily City-Dublin/Pleasanton Line. The result is a proposed 68-acre storage and maintenance facility to meet BART system-wide needs. The DEIR also states that the Proposed BART project cost estimate includes 25% of the cost of the proposed storage and maintenance facility. This represents an unacceptable premise as the total cost should be attributed to the BART system, and not the project.

Location: The proposed storage and maintenance facility is located 1.9 miles from the main track on land zoned for agricultural uses. In total this facility will encompass approximately 100 acres plus it will require environmental mitigation on a 1 to 3 ratio – and this will roughly come to a total of approximately 400 acres. In addition, the storage and maintenance facility will require bridges over Arroyo Las Positas and Coyetano creeks as well as an approximately 450-foot-long, 20-foot high hillside tunnel for the trackway and a 2-lane access road from Campus Drive to the facility. Some grading of the existing hill slopes would also be required. The DEIR finds that there are a multitude of special status wildlife and plant species with potential to occur in the study area of the site and creeks and arroyos on site serve as active movement corridors for large mammals and other wildlife crossings. From both a cost as well as environmental perspective, it would seem that a viable alternative would be to extend the track an

additional 5 miles east towards the Greenville Road site where approximately 150 acres are in BART ownership for this purpose.

Land Use Designation: The proposed facility would be located on unincorporated county land with a current land use designation of “Large Parcel Agriculture,” with a small northerly portion of the site designated as “Resource Management.” The Zoning Designation is “Agriculture.” This land consists of open grasslands with intermittent cattle grazing, with some agricultural production uses. The DEIR notes that the facility would be consistent with the types of uses conditionally allowed in the Agricultural District zoning designation – however, the DEIR also notes that BART is not subject to local land use plans, policies and ordinances per California Government Code Sections 53090 and 53091. The conversion of agriculturally zoned land to non-agricultural uses is identified in the DEIR as a significant and unavoidable impact – even with the implementation of mitigation that would preserve it through easements or other protection on a 1 to 1 ratio. The DEIR does not appear to address how the facility will impact neighboring agricultural uses through its potential 24-hour operation. It does, however, identify that there would be significant unmitigated light and glare impacts from the facility. These impacts on neighboring sites should be identified and must be mitigated.

EMU/DMU Connection to Dublin/Pleasanton Station

The design of the EMU/DMU connection to the Dublin/Pleasanton Station has significant right-of-way impacts on the City of Dublin Corporation Yard and the Alameda County Fire facilities. The design also eliminates 110 parking spaces at the auto dealerships as well as an additional 105 parking spaces at other commercial sites. The auto dealerships have noted that this impact is significant to the viability of their operations. Alternative concepts for this EMU/DMU connection have been developed by AECOM Engineers, part of the ACEForward consulting team. These alternative concepts will avoid potential impacts on properties and displacements of parking and it is recommended that these design concepts be submitted to BART with the DEIR comment letter. The preferred concept is one in which the EMU/DMU platform is shifted to the east side of the Dublin/Pleasanton BART station – allowing the westbound I-580 freeway lanes to return to the existing alignment near the freeway median shoulder and eliminating all displacements in this area.

Bay Fair Connector Project

The proposed BART project in the DEIR is described as an extension of the existing Daily City Line – and the impact methodology in the Transportation section of the DEIR appears to indicate that this operating assumption was used to forecast ridership. It does not appear that alternative operating scenarios were considered. Although this operating scenario may be part of the forecasting model used for the ridership analysis, it does not appear that there has been an opportunity for the public to have adequate opportunity to review and comment on this policy decision – nor does it seem that it is an adopted policy. The BART Bay Fair Connector Project, as approved by Alameda County voters in Measure BB, would provide the opportunity for a direct “one-seat-ride” from the Tri-Valley to Southern Alameda and Santa Clara County. BART staff has indicated that there are two other existing BART lines running in that corridor and there is inadequate capacity to add another line – but without an analysis of options, it is unclear if those two lines are in fact the most appropriate two lines to run. The BART Bay Fair Connector was promised to the Alameda County voters in Measure BB and must be advanced along with an operating plan that allows for a direct “one-seat-ride” from the Tri-Valley to the South Bay.

Capital Cost Estimates

The capital costs estimate for the one-station 5.5-mile BART extension is estimated to be \$1.635 billion (estimated to mid-point of construction). The one-station DMU alternative in the DEIR is estimated to be \$1.599 billion. It should be noted that for the EMU/DMU project developed as part of the ACEForward

project – extending from West Tracy through the Alamo Pass to the existing BART terminus at the West Dublin/Pleasanton Station – preliminary cost estimates are approximately \$1.4 to \$1.6 billion. We must insist that BART take a closer look at all of the project elements attributed to the project and prove that they are solely attributable to this one-station extension. We must also take a closer look at project soft costs and contingencies that have been factored into the overall cost and seek an independent review of estimated project soft costs (44%) and additional contingencies (28%) and reserves (19%) to determine if they are comparable to industry standards and practice.

There may be numerous areas in which a reduction in project costs may be made. One area of consideration should be the \$112 million cost that is included for the storage/maintenance facility as it should not necessarily be assigned to the extension. In addition, the DEIR identifies the need for a rolling stock fleet size of 36 BART cars in order to accommodate increased ridership on the system and this number appears to be excessive and presented without adequate explanation. Further, it appears that the need for the proposed new rail track west of the Dublin/Pleasanton Station should also be re-evaluated.

Core System Impacts

The Comprehensive Agreement between VTA and BART in connection with the proposed Santa Clara County BART Extension outlines specific terms regarding the VTA obligation to mitigate core system modifications. This concerns all investments in core system facilities that are needed to support and maintain the expansion into Silicon Valley. The project's impact on existing parking in East Alameda County, however, is of particular concern. VTA completed a Core System Impact Study in 2003 and a Core Stations Modification Study in 2011. This previous analysis indicated that Eastern Alameda County (Castro Valley, West Dublin & Dublin/Pleasanton Stations) would be areas of high parking demand for individuals wanting to ride BART to and from Santa Clara County. The potential for a total of 600 – 750 new parking spaces was identified for Eastern Alameda County to mitigate the impacts of Silicon Valley BART expansion in this area of the core system. Although the Phase 1 project is nearly complete, to-date there does not appear to be a commitment in place to mitigate parking displacement in Eastern Alameda County. It is of further concern that impacts identified in the previous studies were based on 2003 and 2011 BART ridership levels. These ridership numbers have increased significantly and in addition, planning for the Phase 2 project is now being advanced. BART must provide evidence that out-of-District BART expansion on core service in the Tri-Valley has been fully mitigated.

Inter-Regional Connectivity

The formation of the Tri-Valley – San Joaquin Regional Rail Authority presents an unprecedented opportunity to comprehensively plan for inter-regional rail connectivity in the I-580 corridor. The proposed BART extension may be an important element of this rail solution and the BART Board must move expeditiously to advance this project within the context of interregional connectivity. We must also urge BART to support the goals and objectives of the new Authority when formed. The primary goal is the delivery of cost-effective and responsive rail transit connectivity between BART and ACE in the Tri-Valley while meeting the goals and objectives of the communities it will serve.

Next Steps

The public comment period on the DEIR opened on July 31, 2017 and will close on October 16, 2017 at 5:00 p.m. Submittal of comments and concerns by Alameda County at this time are of critical importance as it will require BART to respond to our questions and concerns in the Final EIR. When the Final EIR is released, it is recommended that the Board complete an additional review and provide comments on the DEIR and proposed action.

FINANCING:

Approval of the submittal of a letter of comment on the BART to Livermore DEIR will have no impact on the County's General Fund.

Respectfully,



Scott Haggerty
Alameda County Board of Supervisor, District 1



Wide or Dual Gauge DMU/EMU

Wide-Gauge DMU:

- BART gauge 5'6" vs. Standard Gauge 4'8 1/2"

Challenges:

- Would require special procurement vs. off-the-shelf models
- Using BART tracks operational challenge; tail tracks used for storing, breaking and making trains
- A separate wide-gauge track would be required on the Tracy end

Dual-Gauge DMU:

- Standard gauge inside of BART's gauge allows use of off-the-shelf DMUs/EMUs

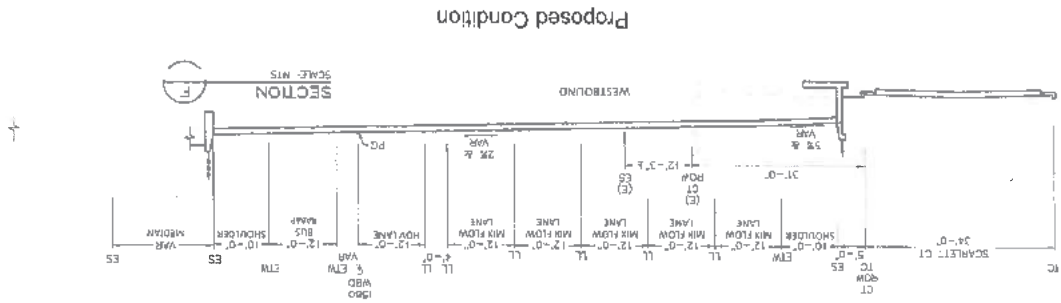
Challenges:

- Using BART tracks operational challenge; tail tracks used for storing, breaking and making trains

Follow-Up Item

Reduce ROW impacts at the Dublin/Pleasanton BART-DMU/EMU Station

- Wide gauge DMU
- Dual gauge
- At-grade station
- Aerial station

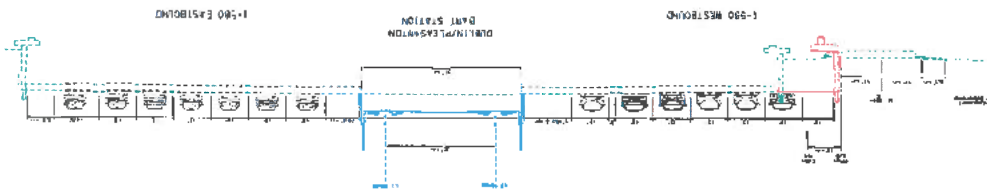


BART/DMU – BART EIR Station Option

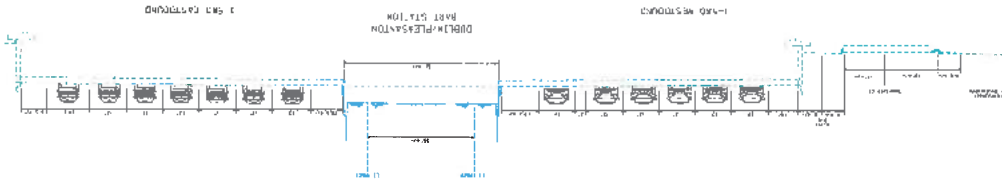


BART/DMU – Scarlett Court

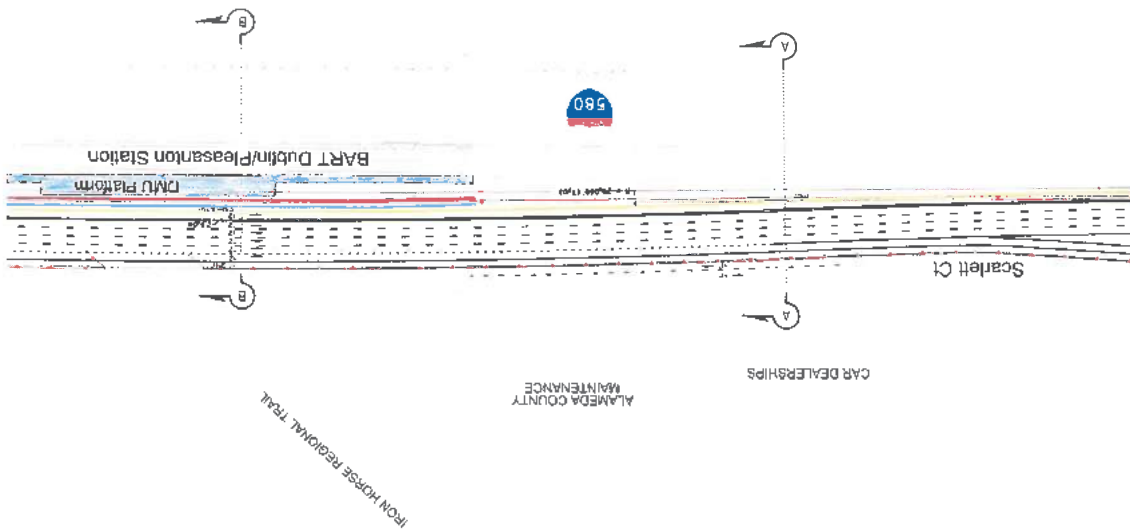
**Section A-A
(Proposed Condition)**



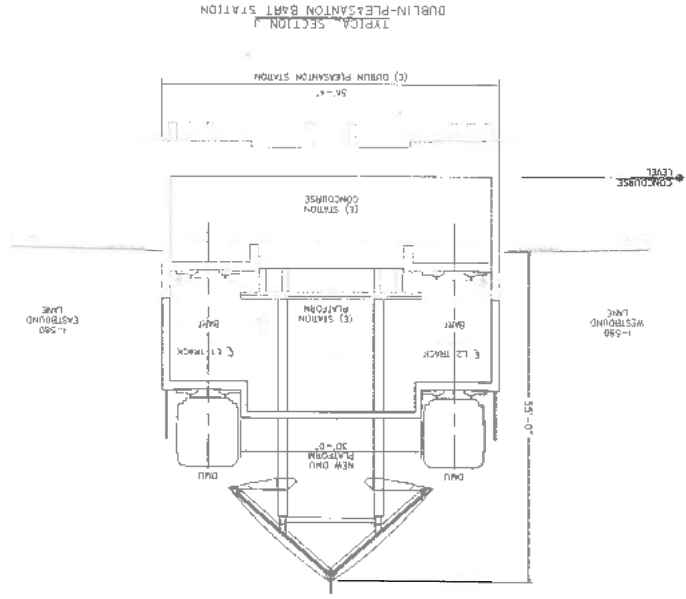
**Section A-A
(Existing Condition)**



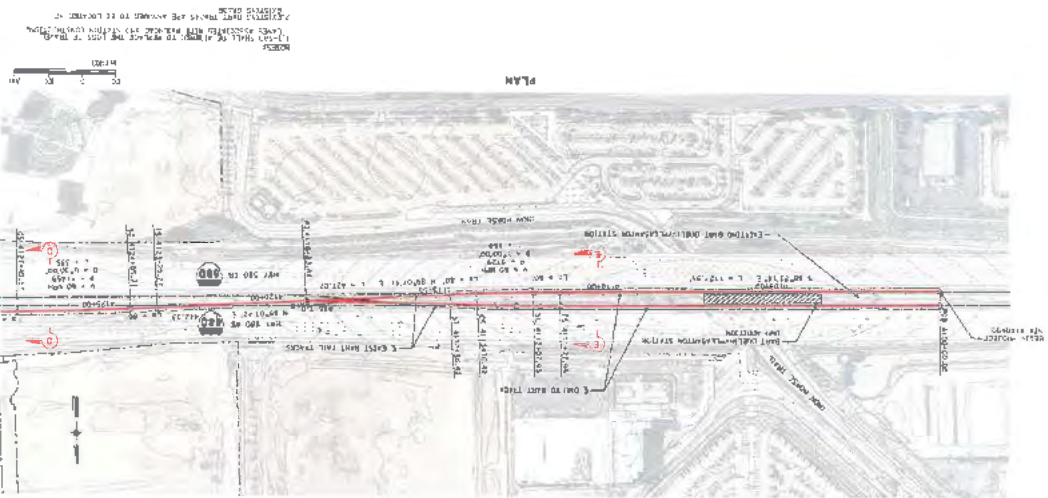
BART/DMU – ACE At-Grade Station Option



BART/DMU – ACE At-Grade Station Option



BART/DMU - Aerial Station Option

BART/DMU - Aerial Station Option



Rachel Russell

From: Barbara Steinfield <barbara@visittrivalley.com>
Sent: Tuesday, August 22, 2017 11:04 AM
To: BART To Livermore Outreach
Subject: Tourism in the Tri-Valley

Visit Tri-Valley is the destination marketing organization representing Livermore, Pleasanton, Dublin and Danville. We represent a total of 37 hotels in four cities, and two counties. The board of directors is comprised not only of hotel general managers but also the Alameda County Fairgrounds, the Bankhead Theater, Black Tie Transportation, Palm Event Center as well as the Livermore Valley Winegrowers Association.

As a unified voice across many sectors we want to encourage the extension of BART to Livermore and BART to ACE.

One of the biggest hurdles for tourism in the Tri-Valley is the lack of transportation throughout the Tri-Valley exacerbated by traffic gridlock. As we work to entice groups to the region for weekend sports competitions and as we work with international visitors especially from China and the UK, we face daily frustration in explaining the traffic, our lack of accessibility and the unreliability of planning arrival and departure times.

Tourism contributes \$640M in taxes to the state and the region from the Tri-Valley alone. We employ 5900 in our industry here. Tourism is a big deal and could be bigger if we weren't hindered by the lack of transportation to the Tri-Valley compounded by the stopped traffic daily on 580/680 in our region.

We thank you for completing the draft EIR and encourage BART to continue the planning and analysis process for expanding BART to Livermore and ACE.

Cordially,

Barbara Steinfield



BARBARA STEINFELD
PRESIDENT
5075 Hopyard Road | Suite 240 | Pleasanton, CA 94568
Direct & Fax: 925-417-6688
Email: barbara@visittrivalley.com

Rachel Russell

From: Barbara Steinfield <barbara@visittrivalley.com>
Sent: Wednesday, September 06, 2017 10:57 AM
To: Donald Dean; Rachel Russell
Subject: BART Livermore Project Question

We heard a presentation this morning at the Livermore Chamber meeting about the four options for BART to Livermore. Only one of the options is really BART to Livermore—that is the full BART option. I support that option.

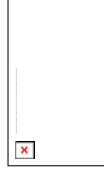
It is the only one that will serve the expanding population for the Tri-Valley and all points east that will and do now utilize BART. It is the option that is projected to serve the most people, 11,900 daily, according to the report. I wonder if the true rate of growth for the communities east of Livermore was taken into account when projecting that number? By 2040 surely it will be even more.

The bus options aren't even a bandaid on the problem. The diesel and electric options cost as much as full BART so why make people change trains? That's a deterrent, not a solution.

Thank you for moving forward with this project. Please think of the future and choose full BART to Livermore.

Cordially,

Barbara Steinfield



BARBARA STEINFELD
PRESIDENT
5075 Hopyard Road | Suite 240 | Pleasanton, CA 94568
Direct & Fax: 925-417-6688
Email: barbara@visittrivalley.com

Rachel Russell

From: Chris Chandler <cchandler@lvwine.org>
Sent: Wednesday, September 06, 2017 11:58 AM
To: Donald Dean; Rachel Russell
Subject: BART Livemore Project Question

Team BART:

It is important to the Livemore Valley Winegrowers Association that the transit options in and around the Bay Area continue to improve and serve both employees as well as visitors. Making our wine region more accessible to employees in the wine and hospitality industries is vital to our continued economic success and growth. Bringing in international and Bay Area visitors via a frequent and reliable train system is equally important to the sustainability of the wineries, hoteliers, restaurants and businesses that provide other tourist amenities and attractions in the area.

The traffic and number of accidents along the 580 corridor continues to get exponentially worse each year. BART directors have had (and still have) an opportunity to connect BART and the Altamont Commuter Express (ACE) making a tremendous impact regionally.

If the excessive heat and poor air quality experienced over the 2017 Labor Day weekend are any indication of future trends, we encourage you to also consider how this connection will significantly reduce greenhouse gases and air pollutants.

The Livemore Valley Winegrowers Association asks BART to provide the long-overdue extension for visitors and regional employees which will in turn, decongest roadways, reduce travel times and clean up the air!

Chris Chandler, Executive Director
Livemore Valley Winegrowers Association
Live a little more
www.LVwine.org
925.447.9463

Appendix E

**Public Comments Received from
Community/Individuals During Draft EIR
Process**

From: Brandt Weibezahn
Sent: Friday, July 28, 2017 2:37 PM
To: Don Dean; Rachel Russell
Subject: Livermore extension

Please scrap the plan to extend BART to Livermore. Where BART goes, crime, homeless, parking messes always follow. Just ask Stoneridge Mall.

As a business owner directly in the immediate area around the station, you would think I would approve of an alternative for our employees to work.

Unfortunately, the consequences are more bad than good.

I promise you, if the station is built, I will move our business along with our taxes to Nevada. Enough is enough.

Best Regards,

Brandt Weibezahn
Devise Solutions Inc.
www.devisecorp.com
Adaptrac Inc.

First Name: Roxanne
Last Name: Huguet
Email:
Phone:
City: Livermore
State:
Zip:
Subject: Livermore Bart

Comment: For Livermore citizens to be paying taxes to BART since 1974 and having absolutely nothing to show for it is a crime. Many people who voted in favor for Bart and paid taxes have died before seeing it come to their city. Two stations in Pleasanton, cities who have not paid for BART who have trains show how unfair BART is to tax payers. I am 57 and must wait until I am 67 before Bart builds a few miles of tracks. The frustration with BART is beyond belief. I wrote something similar 10 years ago. Must be nice to be San Jose or the SFO airport and have priority over long time tax payers for BART. Hope I won't be writing the same thing in ten years! Just have to vent so you know real people exist who pay your salary but get nothing in return.

First Name: Carol
Last Name: Joyal
Email:
Phone:
City: Pleasanton
State:
Zip:

Subject: BART expansion

Comment: We are looking forward to the expansion. It is long overdue. 580 is so overcrowded. Highway 84 needs relief too.

First Name: Matt
Last Name:
Email:
Phone:
City:
State:
Zip:

Subject:

Comment: I work for Gillig, who recently moved their transit bus manufacturing facility from Hayward to Livermore, close to the Isabel interchange. I live in San Lorenzo, so my commute changed from a short 4.5 mile bike ride to 20 miles of driving or bike/Bart. I'm still trying to bike to work 2-4 days a week, but it's not very convenient as it is a 6 mile bike ride from the Dublin Bart station to Gillig (via Iron Horse & Arroyo Mocho).

The 14 bus doesn't run early enough in the morning for my 6 am start time and the bus stop for the afternoon trip home is 3/4 mile away on the other side of Isabel. I have a few other colleagues who were trying to commute from SF and Oakland via Bart, but after a few times, the 6 miles bike ride wore them out, especially in the afternoon when the weather is inhospitable in the summer. My colleague who lives in Hayward doesn't have a car, so he makes the trek everyday, logging nearly 100 miles of biking a week. So for the employees at Gillig, this Bart extension can't come soon enough! We've lost several engineers in my department since the company moved to Livermore. If the area was made more accessible with improved infrastructure, then we could attract more talent.

First Name: Taylor
Last Name:
Email:
Phone:
City: Walnut Creek
State:
Zip:

Subject: BART to Livermore DEIR

Comment: While there is a clear need to connect Bart with Livermore and ACE it is obvious that the rail alternatives for this project are not the right choice. Conventional Bart and EMU/DMU are way to expensive and environmentally dangerous. The benefits are clearly outweighed by the downfalls. The Express Bus or Enhanced Bus alternatives provide a much better return on investment in both the short term and long term. BART must NOT PROCEED with the rail alternatives. These will take away much needed transportation funding which could be better used elsewhere, the extension would also significantly add to BART O&M costs. The bus alternatives are the right choice for this project.

First Name: Lani
Last Name: Longshore
Email:
Phone:
City: Livermore
State:
Zip:

Subject: BART To Livermore

Comment: Livermore wants and expects full BART service to this area, with the potential to extend service from Isabel to Greenville Road and beyond. Please do not abandon BART's promises for the last 40 years for full service.

First Name: Neerupa
Last Name:
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Livermore Bart
Comment: Please extend bart to Livermore. Many people travel to city everyday for work and extending Bart to Livermore will make our commute easy and better. Less wait time and commute time will reduce stress and will be helping us all individuals.

First Name: Lisa
Last Name: Tromovitch
Email:
Phone:
City: Livermore
State:
Zip: 9

Subject: AB 758 & Extension to Livermore
Comment: As a resident of Livermore, and founder of a 15 year local old non-profit, I a strongly in favor of FULL BART trains to Livermore, and the future development of connection to ACE and the Valley. Easy connection to theaters and meetings in the East Bay and SF are important to me and the company. 20 minute waits for transfers at night already make BART unusable for evening Livermore- Berkeley trips. Our Livermore-based company needs BART accessibility in order to grow. (Half of our customers have been coming from outside the Tri-Valley). And "grow" means to a point where we are sustainable. Multiple transfers to get from SF/East Bay to our place of business will kill the opportunity for our customers to use BART.

First Name: Stewart
Last Name: Brown
Email:
Phone:
City: Livermore
State:
Zip:
Subject: I want full BART to Livermore

Comment:
Reasons:

1) Paying taxes for 35 years for promised full BART service to Livermore. The Proposed Project is the full BART service that we have been paying for - the other options are not.

2) Transfers inconvenient, doubly so for people with mobility issues and riders with bikes. Proposed Project minimizes transfers for riders.

3) Data from DEIR

- a) There is no quantitative benefit superior to the Proposed Project
- b) The data presented indicates that the Proposed Project recovers cost differences best.

First Name: Steven
Last Name: Dunbar
Email:
Phone:
City: Hayward
State:
Zip:
Subject: BART To Livermore
Comment:
Dear BART Board Members

I am not in support of a full Livermore BART extension at this time, despite the dramatic impact it would have on my commute to Livermore.

Please consider the following thoughts.

Spending \$100,000 per daily added passenger is far too high for an extension that may or may not ever get an ACE connection or TOD. Consider if there are ways to lower this cost, by following VTA's seemingly effective south bay rollout, reconsidering the expensive added railyard, etc.

I will continue to have conversations with the proponents of Livermore BART, as I know many of them. They are at least internally consistent with their vision of added transit, housing, and transit connections. Unfortunately, I don't see them as being in power.

More than anything, BART needs assurances that Livermore will build quality Transit-Oriented Development around their new stations. Anything close to the lousy transit-adjacent, parking-overloaded Dublin/Pleasanton stations would be a colossal waste of time and money.

In addition, Livermore would need to build an effective BRT route on top of the BART extension to ensure that BART is still competitive time-wise for non-commuter trips. BART cannot and should not be in the business of adding miles solely for peak commuter relief.

Finally, there would need to be a commitment for an ACE connection.

Again, I myself would gain almost 25 minutes a day from a full BART extension. From a financial, environmental, and social need perspective, however, BART to Livermore requires substantial commitment from Livermore itself before it would be worth the money.

Thank you for your consideration.

Steven Dunbar
Bike Walk Eden

First Name: Summer
Last Name: Apodiaca
Email:
Phone:
City: Livermore
State:
Zip:
Subject:

Comment: Bring FULL BART to Livermore!!! NO substituting a bus or diesel train!! WE Want FULL BART TO LIVERMORE!!

First Name: Julene
Last Name: Allen
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Livermore full service
Comment: Looking forward to full service so we can have access to SF and other employment opportunities. With safety as a priority it can be successful.

From: Robert Allen
Sent: Saturday, August 12, 2017 1:10 PM
To:

Subject: Draft comments: Extend BART to Livermore, 8/22 and 8/29

Reluctantly, as original proponent of initial BART rail to Isabel and later along I-580 to Greenville, I suggest that this BART rail be deferred, and that enhanced bus service - I call it iiBART - be started as soon as possible. It closely follows ACTC's new "Tri-Valley Integrated Transit and Park-and-Ride Study" plan, taking pressure off parking at Dublin-Pleasanton Station.

iiBART (for Initial Isabel BART) would run express along the freeway between an enlarged BART Airway Park and Ride facility, Livermore Airport, and the Dublin-Pleasanton station, closely-timed to connect with every train.

Initially iiBART should run week days from early AM through the evening commute.

1

Direct HOT lane bus entry/exit at the Isabel/580 interchange should be installed if feasible..

Direct HOT lane bus entry/exit at the Hacienda/580 interchange should be installed if feasible.

Passenger discharge and loading at the station should be close to the fare gates.

Consider parking fees (Clipper?) at Park and Rides (Airway and Livermore Airport).

As for ultimate rail...

Encourage ACE to revive and upgrade rail between Radium and Dublin-Pleasanton BART.

Keep BART tail tracks, when built, in the I-580 median. (In 2011, when our initiative petition circulated, there was ample room in the freeway median.)

Our 2011 initiative petition, did not cover BART beyond Livermore's eastern City limits. East of Greenville BART facilities could be

2

less constrained by the freeway
median.

First Name: Alex
Last Name: Araki
Email:
Phone:
City: Dublin
State:
Zip:
Subject: Livermore Ext Project

Comment:

I have reviewed the Livermore Extension Project proposal and here are my comments.
I ride BART periodically mainly from the Dublin/Pleasanton station into SF. I believe BART needs to address and improve the issues of passenger safety and comfort first before extending this line. I have noticed a sharp increase in aggressive panhandling at stations and inside moving cars this year. At night there are usually a group of youths boarding at the Oakland stations and they speak very loud and sometimes tend to surround you making me and other passengers uneasy. I think either BART police or regular police needs to make more of a presence at your stations especially at night and perhaps have an officer ride in the train sometimes. I finally saw one BART police officer at the Dublin station which I had never seen any officers before, only their police car parked at the station. The SF stations around Union Square are a disgrace and dirty. If I was a tourist, I would not want to return to SF if I got of BART. I have used subways in NY, Chicago, London, and Paris and BART central stations are the worst. Also, BART fares are the highest.
There are people riding up and down the same train taking up entire seats, because they are sleeping it off and BART personal does not make sure their cars are empty at the end of the line.
BART needs to make significant improvements with their infrastructure before extending your current route or all you are doing is spreading your mess 5.5 miles more.

First Name: evan
Last Name: branning
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bring BART2Livermore

Comment: I am working with a coalition of citizens, business groups, and local government. This coalition represents a large block of Livermore citizens and all agree that the best project for reducing traffic, boosting the economy, and helping the environment is to bring full BART to Livermore.

First Name: Manoj
Last Name: Achari
Email:
Phone:
City:
State:
Zip:

Subject:

Comment: Full bart is the ideal solution. Bay area transportation is not the best compared to other places like New York, Chicago. Time to take revolutionary steps.

First Name: Carol
Last Name: Gerich
Email:
Phone:
City: Livermore
State:
Zip:

Subject: BART2Livermore

Comment: We cannot generate more jobs and more housing, both desperately needed, unless we can find a way for people to get to Livermore via public transportation! We have been paying for an extension for decades. It surely is our turn next!

First Name: Art
Last Name: Cunningham
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Isabel Station Not Supported

Comment: As a long term resident of the area and Livermore (20+), many do not need or want Livermore BART at Isabelle. The Dublin facility serves the purpose for the city and doesn't offer viable service to those from Central Valley. However, the Greenville station connecting to the Ace train could be a viable and sensible solution. Thank you.

First Name: Katie
Last Name: Strout
Email:
Phone:
City: Livermore
State:
Zip:
Subject:

Comment: I want bart to extend to Livermore, full service, not an alternative shuttle or bus system. This is something we've been paying for decades and we deserve the train service we need.

First Name: Karl
Last Name: Mueller
Email:
Phone:
City:
State:
Zip:
Subject:

Comment: I support the Full Bart to Livermore plan.

First Name: Daniel
Last Name: Casner
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Full BART to Livermore
Comment: I am a Livermore resident and a daily BART commuter to San Francisco and I actively support full BART to Livermore with an eventual direct connection to ACE, it is the only fair and sustainable solution. Bus or connector train transfers are not an acceptable substitute for direct BART to Livermore.

First Name: Venkata
Last Name: Srida
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bart to Livermore Extension project
Comment:
I strongly support BART to Livermore until Greenville exit.
Please help this project to be approved and implement ASAP.
Also provide us all future info regarding this project.

First Name: Iris
Last Name: Shiver
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bart to Livermore

Comment: Only full bart extension from Pleasanton to Livermore is acceptable.

No other options if you want to address congestion on 580. Do not consider any other options. BART should have wrapped the entire Bay years ago when this first started instead of the patch work system that exist today.

First Name: Michael
Last Name: Kundert
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bart to livermore

Comment: I've been waiting for 30 years and paying taxes for 30 years to get Bart to Livermore. It's time to please give us our money back or actually build it. Thanks. This should be against the law to treat the people of Livermore, the way Bart has treated them.

First Name: Sarbani
Last Name: Chakrabarti
Email:
Phone:
City: San Ramon
State:
Zip:

Subject: Livermore Extension Project

Comment: This project is LONG overdue. The traffic on I580 going east has gone from bad to worse, resulting in long commutes and short tempers. This is unsustainable. You can create more lanes, but nothing beats good public transport to take wheels off the road and provide people with some respite.

We who live/travel in this corridor will want to see this to stop air pollution and save carbon footprint. Please start as soon as possible. Thank you.

First Name: Edward
Last Name: Broadhurst
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Livermore Extension

Comment: Without connecting to downtown, or at least ACE, this project is a colossal waste of money. I know the community here opposes it based on outdated notions, but the BART board should seriously drop consideration of this project if the city wants to move forward with the 'Isabel' alternative.

Or, and please let me know if this is the case, was Isabel chosen in the hope that a downtown extension can be constructed at a later date?

First Name: Preetha
Last Name: Justus helan
Email:
Phone:
City:
State:
Zip:
Subject:
Comment: I really want Bart to extend up to Livermore.

First Name: Bidun
Last Name: Tummala
Email:
Phone:
City: Livermore
State:
Zip:
Subject: Strong 'Yes' for bart to livermore
Comment: I face traffic and parking issue to ride to sfo everyday

First Name: Leon
Last Name: Pereira
Email:
Phone:
City: Livermore
State:
Zip:

Subject: We need BART extension in Livermore

Comment:
We need Bart to be extended to Livermore Commuting would be so much easier if all this traffic on 580 could be reduced

First Name: Catherine
Last Name: Myers
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bart2Livermore

Comment: I am very much in favor of the Bart2Livermore project.We need more public transportation for the 580 corridor. People love to use it. It is a win win all around.There can even be shuttles from Bart to the wineries and to the SF Outlets. Perfl. Would make Livermore a more clear reason to move out here and commute to here and there. Hooking up to the Ace train as well...

First Name: Dinesh
Last Name: Padmanaban
Email:
Phone:
City: Livermore
State:
Zip:
Subject: Livermore Bart - +1

Comment: I am looking forward for this project. Being a livermore resident, I feel this ease the commute for me to reach san francisco.

First Name: Pradeep
Last Name:
Email:
Phone:
City: Livermore
State:
Zip:
Subject:

Comment: I support full bart to livermore, which reduces the 580 traffic and eases the commute.

First Name: Lavanya
Last Name:
Email:
Phone:
City:
State:
Zip:
Subject:

Comment: I support full bart to livermore which reduces the traffic on 580 and eases the commute in bay area.

First Name: Runa
Last Name: Shamsuddin
Email:
Phone:
City: livermore
State:
Zip:

Subject: IN favor of BART
Comment: we are strongly in favor of BART to livermore

First Name: Gopal
Last Name: Ch
Email:
Phone:
City: Livermore
State:
Zip:
Subject: Comment: We need Bart for livermore

First Name: Pamela
Last Name: Barr
Email:
Phone:
City:
State:
Zip:
Subject: BART to Livermore
Comment:

(1) The only extension option I support is the real-Bart extension to Livermore, running down the center of 580, no transfer at Dub/Pleas required.

If you cannot support that, then add more parking at the stations in Pleasanton and Dublin. Definitely NOT valet parking or those mechanical garage-lift machines. Build old-time many-multi-level parking structures. You do want more riders, right? The current solution of raising the parking fee to free up parking spaces just discourages riders.

(2) Design this BART extension to allow for a future extension to Greenville Rd, where it needs to connect directly to the ACE train (NO bus link between them!). Or even better, plan long-term for Bart to run through the Altamont to Tracy. Ensure any Bart extension design that is accepted now is consistent with one of these long-term goals.

(3) The storage and maintenance facility at the Isabel station near Hartman Rd appears to be a poison pill, causing local support for this project to significantly decrease due to the proposed location, and increasing the cost of this 6-mile extension beyond what can be funded. The location of this facility also complicates any future extension of Bart to connect to the ACE train due to the backtracking that would be required to get trains several miles upstream to the start of the line at a future Greenville Station.

(4) Because this maintenance facility is needed to support the entire Bart system, construction costs for it should be covered by the entire system and must be handled separately from the cost for the Bart extension to Livermore.

First Name: Farzdeep
Last Name:
Email:
Phone:
City:
State:
Zip:
Subject:
Comment: We really need Bart to livermore asap.

First Name: Sonal
Last Name:
Email:
Phone:
City: Livermore
State:
Zip:
Subject: Livermore Extension project
Comment:
It will be very convenient for the Livermore residents to commute to SF on daily basis. It will reduce 1580 traffic in general.
I support BART extension till Livermore

From: Manoj V
Sent: Friday, July 28, 2017 5:12 PM
To: BART To Livermore Outreach
Subject: Livermore Bart DEIR

Hi Team,

I reviewed the Livermore BART DEIR and all the Volumes and contents are very well draft and hope you execute the same .

I am very happy and Welcome this Livermore BART project and wish all the success

Thanks
Manoj

First Name: John
Last Name: Collins
Email:
Phone:
City: Livermore
State:
Zip:
Subject: BART to Livermore

Comment: I support option A of the EIR. Option B would still require that tracks be laid to Livermore, yet the trains would require another transfer causing another possibly long delay in our commute. A number of us already have to transfer to another BART line. Option C & D would also require another transfer, but via a bus that would be prone to traffic delays that would cause people to miss their train adding an additional 15 minutes to their long commutes. Also, when their train is delayed, they would miss their bus adding time to their commute home. As a commuter who takes the Wheels buses to the Dublin BART station, I can attest to the fact that a bus adds much time to my commute both to and from BART. As a previous commuter on commuter railroads in other parts of this country, I am very familiar with the difficulties of using a diesel train to and from electrified trains.

First, the diesel trains would probably not run as often as the BART train causing people long delays if they miss their diesel train or if BART is delayed on their return trip causing them to miss their diesel train to return home. Second, diesel trains are very prone to difficulties in cold and/or rainy weather causing them to be much less reliable than the BART trains. Third, diesel trains are very expensive to run and maintain. Fourth, diesel engineers are very highly paid as they are more highly skilled than those who operate electric trains. Running diesel trains would save BART little money and would possibly be more expensive than electrifying the line and using BART trains. There would be no to little advantage for BART to use diesel trains.

From: Soumya Upadhyay
Sent: Saturday, July 29, 2017 8:54 AM
To: BART To Livermore Outreach
Subject: BART Livermore Project Question

From: kevin goff
Sent: Monday, July 31, 2017 4:08 PM
To: BART To Livermore Outreach
Subject: Livermore Bart extension

Hello,

I am concerned about the noise that will be generated due to this new rail service. My house is right against the 580 freeway in Pleasanton, and I want to know where exactly will the BART line be on the freeway. Will it be as a flyover on the 580 freeway?

Soumya U
Pleasanton, CA

We need to get stats on all crime (REAL STATS) on all crime associated with crime in the bart system. And what that brings into the communities in which you will bring into Livermore which wasn't there that will be there once you introduce bart into the community.
Kevin Goff

From: Patrick Emmert
Sent: Monday, July 31, 2017 11:46 PM
To: BART To Livermore Outreach
Subject: An Incomprehensible Waste of Money

The BART I ride is literally falling apart at the seams while providing a dirty, unpleasant and almost always late ride so it is beyond comprehension that this project has gone as far as it has.

Nobody extends a custom built, heavy rail metro system miles into low density suburbs like BART has done already and you shouldn't compound the problem by doing more. The "Blue"line is already the worst performing so why is BART compounding on the mistake?

The real kicker is this project doesn't even go to Livermore but is another middle of the freeway disaster that contradicts BART's own planning guidelines.

If there is a need to connect to ACE then extend THAT to the Dublin BART station - not the other way around.

DMU option or nothing!

Patrick Emmert
Oakland

From: Lena
Sent: Tuesday, August 01, 2017 8:17 AM
To: BART To Livermore Outreach
Subject: Bart to Livermore

By far, the best alternative for the people of Livermore would be the proposal for full BART service along 580. Livermore's housing is increasing and so is traffic congestion along 580, despite the recent improvements to the freeway. Bus service gets bogged down in traffic and is not a useful long-term solution. Livermore has been contributing financially to the BART extension for more than 30 years. In that time, BART has extended to other areas, including San Jose, by-passing Livermore. The people of Livermore need and deserve full BART service and it should be a high priority.

Lena Gubiotti

From: Paul Gubiotti
Sent: Tuesday, August 01, 2017 8:55 AM
To: BART To Livermore Outreach
Subject: Bart to Livermore

Of the proposed alternatives, the one that would best serve the Livermore community is to continue the BART along I-580 to Isabel Avenue, with parking for commuters at the station and an Express Bus from the downtown transit center directly to the station. This would serve two purposes, parking at the station would take more commuters from the Central Valley off I-580 and the Express Bus would give local residents and commuters coming in from the Central Valley on ACE a convenient way to get to BART without adding to parking congestion at the station.

Despite the improvements that were made to I-580, the freeway is constantly congested as a result of housing boom in Livermore and further East. The other alternatives proposed would do little or nothing to improve the situation.

Taxpayers in Livermore have been contributing to BART since its inception with the promise of service. Any alternative other than full BART service to Livermore would be a failure of BART to meet its obligations.

Paul Gubiotti

From: Martin W
Sent: Tuesday, August 01, 2017 1:51 PM
To: BART To Livermore Outreach
Subject: BART doesn't connect with ACE despite ACE getting \$600 million in upgrades.

I was looking at the EIR and the map, and report does not cover connection with ACE Train. Given that California just allocated another \$600 Million for ACE upgrades, the wisdom of placing BART stations even further from ACE needs to be re-evaluated.

The project as is, should not proceed.

Martin

From: Tuesday, August 01, 2017 4:57 PM
Sent: BART To Livermore Outreach
To: Opposition to Bart to Livermore Storage & Maint. Facility
Subject:

To whom it may concern,

I received information regarding the Bart to Livermore Extension Project and wish to express my complete opposition to the Storage and Maintenance Facility location in North Livermore. This area is a pristine rural area which should not be marred by the large Bart facility proposed in the project.

Not once, but twice, in the past 20 years, the citizens of Livermore have voted AGAINST any new building in North Livermore. Several contractors have sought to build homes and parks in the very area proposed by Bart for the maintenance facility. This is NOT what the citizens of Livermore want, and should you doubt that, PLEASE put it to a vote of the residents of Livermore. This is the WRONG place for such a facility. There are many industrial buildings in South Livermore near the Airport which would house a Bart maintenance facility without taking away from the beauty of North Livermore.

In addition, I would like to state my opposition to any BART coming to Livermore. The funds acquired from taxing the people of Livermore for the past 30 years, should be used to clear congestion on 580 via a Truck Route which surpluses I-580 completely.

If you have questions or need further clarification on my opposition to this project, feel free to contact me at

Jan Eldredge
Livermore

From: Allison Tebbe
Sent: Tuesday, August 01, 2017 5:08 PM
To: BART To Livermore Outreach
Subject: Comments on Livermore expansion

Hi,

I live in Dublin and ride the Dublin/Pleasanton line to work most days. While I love the idea of making public transportation more accessible to different areas to get cars off the road, I have two major concerns with the expansion.

1) Seating Capacity - I get on at the first stop and most days all seats are taken by the time everyone boards the train. With the cars removing seating capacity and people getting on in Livermore, this guarantees that there will be no seats by the time the train gets to my stop. Having to stand each day for 50 mins in a packed car sucks.

The other point is that more housing is being built in the Tri-Valley and Livermore so are there any plans to add more trains? Pretty soon, the cars will be too packed to even ride. Already there are times when I cannot get on a train.

2) Safety and station conditions - why are we spending the money to expand the line when there are more pressing issues, like safety and station conditions, that need to be addressed first? The stations are so filthy and crime is on the rise and I'd rather see budget focus on those issues.

Honestly, BART is so expensive and with the two concerns I outlined, I actually have been driving more into the city because it is less expensive for two people than taking BART and you're in the comfort of your car.

From: Chloe E
Sent: Wednesday, August 02, 2017 3:02 PM
To: BART To Livermore Outreach
Subject: Opposition to Bart to Livermore Storage & Maint. Facility

From: Mark Petty
Sent: Thursday, August 03, 2017 1:58 PM
To: BART To Livermore Outreach
Subject: Draft EIR Maintenance & Storage Facility Location

To whom it may concern,

I received information regarding the Bart to Livermore Extension Project and wish to express my complete opposition to the Storage and Maintenance Facility location in North Livermore. This area is a pristine rural area which should not be marred by the large Bart facility proposed in the project.

Not once, but twice, in the past 20 years, the citizens of Livermore have voted AGAINST any new building in North Livermore. Several contractors have sought to build homes and parks in the very area proposed by Bart for the maintenance facility. This is NOT what the citizens of Livermore want, and should you doubt that, PLEASE put it to a vote of the residents of Livermore. This is the WRONG place for such a facility. There are many industrial buildings in South Livermore near the Airport which would house a Bart maintenance facility without taking away from the beauty of North Livermore.

In addition, I would like to state my opposition to any BART coming to Livermore. The funds acquired from taxing the people of Livermore for the past 30 years, should be used to clear congestion on 580 via a Truck Route which surpasses I-580 completely.

If you have questions or need further clarification on my opposition to this project, feel free to contact me at

Chloe Eldredge
Livermore

Dear Mam or Sir,

I am a Livermore resident concerned about the location of the Maintenance and Storage Facility and track servicing Las Positas College shown in the Draft EIR. I want BART to stay within the I-580 median or prefer the no build alternative.

Thanks, Mark Petty

From: Saturday, August 05, 2017 6:46 AM
Sent: BART To Livermore Outreach
To: Livermore Extension
Subject:

To whom it may concern,

No doubt the East Bay / Tri Valley needs better transportation options as H. 580 becomes a parking lot, through Dublin/Pleasanton/Livermore, during commute times. However, patrons of BART also need to feel safe while riding the trains. Headlines just *this week* regarding BART include : "Unprovoked attack on BART, victim hospitalized", and "BART station parking lot car burglaries".

Citizens regularly hear reports of security cameras that don't work or are decoys. Although the latest report says your camera system is now up to date, I don't know how much safer that makes riders feel when gangs of teens can storm trains, beat and rob riders, and disappear into local neighborhoods. It is nice to know eventually there will be newer trains added to the system, as the ones in current operation are filthy!! I usually feel like I need a shower after riding BART = does anyone ever clean those old, disgusting cloth covered car seats? I know folks who have BART clothes' they wear while on the trains, then change into 'clean' attire for work!

I realize with as many people that ride BART, there are bound to be problems. A recent news story stated this:

"Wednesday, August 02, 2017 12:10PM OAKLAND, Calif. (KGO) --A new report by the East Bay Times shows that crimes on BART have risen 41-percent system-wide in the last year."

With obvious increase in BART attacks, robberies, etc. (I don't need to quote every headline, you know the problems your system has), perhaps BART should get its crime problem under control and manage security better before adding even more trains to its service?

From: Keith
Sent: Wednesday, August 09, 2017 1:14 PM
To: BART To Livermore Outreach
Subject: Full BART to Livermore

Hi,

As a Livermore resident, I would like to voice my strong support for full BART to Livermore. This connection would improve BART access for local commuters, take cars off of 580, and improve access to Livermore wine country from all parts of the BART system.

I was happy to vote for measure BB, but I will never vote for another BART funding measure if the Livermore extension is not delivered.

Thanks,
Keith

From: lewis
Sent: Wednesday, August 09, 2017 7:09 PM
To: BART To Livermore Outreach
Subject: Hell no

There is no way Bart is a good idea coming to Livermore. Keep it in Pleasanton. I'll drive or take a taxi. But if it does come here I guess it will be fun @?&ing up the low life that have taken over Bart as you are painfully aware. Keep Livermore Pure!!

From: Claire Moran
Sent: Wednesday, August 09, 2017 8:05 PM
To: BART To Livermore Outreach
Subject: BART to Livermore

To Whom it May Concern:

I want full BART to Livermore with option for an extension to the Greenville ACE train) for the following reasons:

- It will take 20,000 cars off the road every day with 7400 weekday riders by 2025 and 13,400 by 2040. An increase ridership is possible with a better ACE connection than what is proposed with the current DEIR.
- It would reduce congestion: Less time on the road means people have more time with family and at work. I used to work in San Francisco, and the worst part of my commute was driving to the BART station and back.
- It would reduce pollution: Fewer cars means better air. Estimated reduction of 113,000 miles traveled in 2025 and 295,000 in 2040.
- It would reduce the travel time for trucks delivering goods and is thus would be better for commerce.

Please bring BART to Livermore. We have paid for this for years, and it would be unfair to provide us with a second-rate solution that involves a transfer.

Sincerely,

Claire Moran, resident of Livermore since 1990

development would have conditioned residents to the use of public transit, residents were forced into their cars.

Therefore, we not only have the increased development costs of today associated with extensions, we will have a "learning period" to coax people out of their cars and onto the BART system. BART is supposed to be a public good. The costs must be shared throughout the system.

Extend Full Service BART through to Greenville to connect with the ACE train from the San Joaquin Valley where workers can afford to live.

Sincerely,

Nicky Neau
Livermore resident since 1968 = waiting for 49 Years!

"And we know now that government by organized money is just as dangerous as government by organized mob" - Franklin Delano Roosevelt (1930's)

From: NICKY NEAU
Sent: Saturday, August 12, 2017 2:52 PM
To: BART To Livermore Outreach
Cc: Evan Branning; Kyoko Takayama OFACA
Subject: Livermore BART extension comments

Dear Sirs:
I was at the BART board meeting on Aug 10. These are my continuing concerns:

1. Full Service BART must be extended to connect with the ACE train at Greenville Rd in East Livermore

This is the only way that the declining air quality, traffic congestion and impact on commercial transport from the Bay Area along 238/580 to I-5 corridor can be relieved.

2. By stopping Full Service BART at Isabelle, the traffic will bottleneck at the base of the Altamont Pass in both directions, AM/PM. This will further degrade the air quality in Livermore.

3. The claim that 20,000 vehicles will be removed from the highway is only from Isabelle station and ignores the possibility that the ridership from the San Joaquin Valley may not be improved.

4. Express buses are NOT a viable alternative. Transfers from one mode to another take time & effort, unlike the transfers experienced once on the system where trains are coordinated and timed for maximum efficiency.

5. Public transit is for the benefit of the public and is a **common good**. It should not be considered in the light of a paying/going concern. **Money must be found for the good of the community.**

6. The idea of a "diesel" train/conveyance connector is laughable.

7. There is no justification for the cost of a depot/maintenance yard to be included in the cost of the Livermore extension. Other extensions have not had that requirement. Trains can be stored at the end of the line at Greenville station, much as they are in Dublin.

8. Widening I-580 is not necessary if the goal is to remove vehicles from the road. The Toll Express Lanes can be re-purposed to accommodate the line since the road width is satisfactory in Dublin.

9. The cost of the extension to the depot/maintenance yard can be used to extend the tracks to Greenville, which will require additional EIR - **Why wasn't Greenville included in this one?**

10. BART has identified stations as either "intermodal" or "auto-dependent". By extending to Greenville and the ACE train, that station can become both. The 5-mile stretch from Isabelle to Greenville will allow east and west Livermore access to stations. Also, the industrial/residential aspect of East Livermore lends itself to a depot/maintenance yard, if absolutely needed.

In conclusion: For 57 years the residents of Livermore and surroundings have been paying into the BART system in the form of a .25% sales tax. While the valley has been ignored (for various ridiculous reasons) development has boomed. Where a public transit system that grew with the

From: evan branning
Sent: Sunday, August 13, 2017 9:35 AM
To: NICKY NEAU; BART To Livermore Outreach
Cc: Evan Branning; Kyoko Takayama OFACA
Subject: Re: Livermore BART extension comments

Great insights. My girlfriend and I are working on a summary from Thursday's meeting to post publicly and these are useful ideas.

On Sat., Aug 12, 2017 at 2:51 PM NICKY NEAU wrote:

Dear Sirs:

I was at the BART board meeting on Aug 10. These are my continuing concerns:

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This is the only way that the declining air quality, traffic congestion and impact on commercial transport from the Bay Area along 238/580 to I-5 corridor can be relieved.

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Therefore, we not only have the increased development costs of today associated with extensions, we will have a "learning period" to coax people out of their cars and onto the BART system. BART is supposed to be a public good. The costs must be shared throughout the system.

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Sincerely,

Nicky Neau
Livermore resident since 1968 = waiting for 49 Years!

"And we know now that government by organized money is just as dangerous as government by organized mob" - Franklin Delano Roosevelt (1930's)

From: Lori Souza
Sent: Friday, August 18, 2017 1:54 PM
To: BART To Livermore Outreach
Subject: Please extend BART to Livermore

To Whom it May Concern,
I've been a resident in Livermore since 1979, and before that a resident of Fremont. I've been a resident of Alameda County my entire life, and therefore have been paying taxes, dutifully, for a very long time. There has been the promise of a BART extension to Livermore for many decades. It's never been more urgent to fulfill this promise than right now.

To reduce automobile traffic in the region and to provide affordable travel alternatives to the citizens of Alameda County, especially those in the Tri-Valley, it is imperative that this BART extension be approved. I advocate for an extension to the ACE tram depot at Vasco road, but also endorse the extension to Isabel Ave in the near term.

Please approve the Conventional BART extension to Livermore, promptly.

Lori Souza
Livermore Resident

From: Zane Marté
Sent: Friday, August 18, 2017 6:03 PM
To: BART To Livermore Outreach
Subject: 580 impacts

To whom it may concern

My name is Zane Marté, and I'm a bay area resident of 20 years.

I may not live in or anywhere near Livermore, but as I have family living near the project, and that I drive down 580 from time to time to go to Stockton to visit family on my dad's side I just want to know, the Draft EIR says that one of the overpasses along the project corridor will be rebuilt at Airway Blvd. Will there be freeway closures at that specific interchange at Airway Blvd? Also, will there be freeway closures at and beyond Isabel Ave to build the station, and if so will it be similar to the time when the West Dublin/Pleasanton infill station was being constructed in 2007 to 2011?

Thanks

From: joseph ledbetter
Sent: Tuesday, August 22, 2017 3:31 PM
To: BART To Livermore Outreach
Subject: Livermore Bart Extension

I sometimes take the bus or bicycle to Pleasanton Bart. The most recent bus schedule to Bart is frequent and convenient from downtown Livermore and LJC. Of course, a new Bart station at Isabel would be marvelous but hardly worth the projected \$1.3 billion cost which is more than Bart's annual operational cost! The draft EIR notes the expected increase in noise, dust and habitat destruction expected with the construction disruption along interstate 580. The same traffic reduction could be achieved in a more cost effective and environmentally friendly manner through the much cheaper bus alternative as noted in the EIR. Finally, in a high tech world where driverless electric vehicles may be common by the time a new Bart station is operational, it is unwise to expand outdated rapid transit systems along a freeway that can accommodate high traffic density. In short, the bus alternative is better than a new Bart station in Livermore.

From: Vamsee Lakamsani
Sent: Tuesday, August 22, 2017 6:34 PM
To: BART To Livermore Outreach
Subject: BART2Livermore Isabel station project DEIR feedback

I'm a Livermore homeowner since 2004. Here is my feedback on the Isabel project DEIR.

- FULL Bart is the only viable option for reaching the project's stated goals:
 - Reducing congestion, Reducing greenhouse gasses, and Supporting transit oriented development.
- FULL BART will generate the most ridership, removing the maximum number of cars from the road
- FULL BART reduces greenhouse gasses by almost 3 times as much as the BRT buses.
- FULL BART is the only option that will support the Isabel Neighborhood plan
- FULL BART should be extended to connect to ACE at Greenville as quickly as possible as this amplifies the benefits.
- For Livermore, FULL BART is the only acceptable option at this time.
- Please present an option without the maintenance yard and see if we can bring the cost closer to 700-800 million. I'm tired of politicians that don't represent Livermore throwing sound bites to TV stations with high numbers like 1.6 billion cost and stirring opposition to our station.

Thank you.

Vamsee Lakamsani

From: MORI COSTANTINO
Sent: Wednesday, August 23, 2017 6:08 AM
To: BART To Livermore Outreach
Subject: My opinion on Livermore BART

Hi,
I am a senior in Berkeley and use the BART and public transportation.

- I support the BART extension to Livermore.
- and, I would request that you consider a bus line to Del Valle Regional Park from BART/Livermore.

Thanks for listening.
-mori costantino

From: Chris Grimes
Sent: Wednesday, August 23, 2017 9:39 AM
To: BART To Livermore Outreach
Subject: Livermore Bart

Why would you build this and not connect directly with ACE train at Vasco?
It certainly not be because we have not paid for it?

Chris N. Grimes
Pacific Color Graphics
Printing/Schwag/Company Stores

From: Susan Schmidt
Sent: Wednesday, August 23, 2017 10:20 AM
To: BART To Livermore Outreach
Subject: Bart Extension to Livermore

I am not able to attend tonight's meeting but I am open to any alternatives as long as they run along Bart tracks and if possible it would make the most sense to extend that all the way to Vasco road where they already have the housing built and it could connect to the ACE train! I am concerned about the amount of housing that is required to be built around the Isabell/84 location as the traffic has already gotten very heavy from all the new warehouse buildings and people cutting across from 680 to 580! I would think the goal is to stop all the traffic from the Central Valley coming through our city streets and even sitting on the freeway with their cars running and creating pollution here in Livermore. I hope this will be considered as we have waited way too long for this!! In the meantime places like Antioch and San Jose already are connected and we have been paying into this for a long long time!!

Thanks,
Susan Schmidt

Livermore

From: Jon Gibbs
Sent: Wednesday, August 23, 2017 8:13 PM
To: BART To Livermore Outreach
Subject: Comments on Livermore Bart Proposal

To Whom it May Concern,
I am leading a startup company based in Livermore and wanted to comment on the record about the latest Livermore Bart proposals but could not attend yesterday's meeting.

My comments for the record are below :

I grew up in a similar situation in a suburb of the Washington, DC metropolitan area. Specifically, the subway system there called "The Metro" built a station in my town Springfield, VA (a small DC suburb) which extended the end of the subway line. It is a similar situation to what is currently being proposed for Livermore. The effects I observed as in Springfield after the "Franconia/Springfield" station was built were the following:

- a) traffic went down
- b) housing values went up (nearly 2x)
- c) retail businesses grew. The local mall was also renovated and reopened with more stores.

For businesses like mine that employ white collar workers, it will be easier to compete for talent Bart stop, especially since many of our employees are priced out of the local housing market in the Tri-Valley. The Bart will give people more flexibility to live anywhere and commute to Livermore for work without the need for a car and ultimately helps make our business more sustainable.

For other businesses such as retail, I have observed that many restaurants in Livermore have openings for labor—I speculate that this is true for the same reasons. A Bart station would likely make local businesses more attractive for retail workers that don't live in Livermore.

I also think alleviating traffic and fatal accidents on the 580 will be an important effect to consider. I typically see 1 fatal accident per week related to the 580 on the Livermore patch. Reducing traffic should help make things safer. It also important considering the rate of housing development in the tri-valley area. In Springfield, traffic on a main highway (395/495) and main artery connecting residential areas to the highway (Fairfax County Parkway) improved after the station was built. Traffic on 395 is still bad, but many people started commuting to the subway station instead of driving the entire length of the highway. In this situation, people coming from Tracy would like avoid the 580 thereby reducing traffic.

Jonathan Gibbs
President, Savion Aerospace Corp.

Livermore, CA

facility. The grade does not become significant until you approach Vasco Road. At a minimum, these options need to be analyzed, priced out, and addressed in any DEIR as it makes far more sense than all of the impacts and public objections the proposed location will generate.

Secondly, I think a Conventional extension to Livermore is critical for supporting the growth of businesses in Livermore to mitigate traffic commuting to the bay area. The Livermore Neighborhood Plan this is specifically addressed as it is promoting TOD by supporting increased business and housing near the new BART station. Also a major goal of the BART extension should be to reduce the amount of commuting traffic over 680 Sunol and 580 Castro Valley grades by enabling more people who live in the Tri-Valley to also work in the Tri-Valley. To support this model, we need convenient access for high tech workers in San Francisco, Oakland and Silicon Valley to come to Livermore to work and for workers here to conveniently travel to the bay area to visit other high tech businesses, partners and attend conferences in the bay area. By building cost effective housing and businesses around the Isabel station (compared to San Francisco), we can attract far more traffic in the reverse direction towards Livermore and the Tri-Valley during the day, better balancing the commute load on BART. The LLNL and Sandia National Labs will also benefit by far more convenient access to BART for its workers and initiatives.

In summary, I think you will find Livermore does not want anything other than Conventional BART as we have been promised for decades. Also all investment in construction needs to be in the eastward direction along Interstate 580 in support of a future Greenville station to eventually connect with ACE and provide convenient transportation connections for future Livermore-based businesses and the LLNL and Sandia National Labs.

My request: Please address the points and suggestions I raise in future public meetings and the final EIR.

Greg Thompson
[Convergence CT CTO](#)
[I-GATE Innovation Hub](#) Venture Advisor & Mentor

Livermore

Greg Thompson
[Convergence CT CTO](#)
[I-GATE Innovation Hub](#) Venture Advisor & Mentor
Livermore

adding to my earlier comments:
On Aug 22, 2017, at 11:37 PM, Greg Thompson wrote:

BART Directors:

I am writing you to record my comments to the Draft Environmental Impact Report (DEIR) for the [BART Livermore Extension](#) presented in Livermore this evening.

I am a strong supporter of Conventional BART to Livermore initially to Isabel but enabling a future extension to Greenville for eventual connection up with the ACE train service. The EMU/DMU and Express Bus "alternatives" do not address project requirements or hold any favor with Livermore citizens. However I have significant concerns with the plan to build BART tracks 1.9 miles north following the new station over Arroyo Las Positas and Cayetano creeks and through a 450 foot 20 foot high hillside tunnel to a proposed Storage and Maintenance Facility.

That approach would ruin the scenic plans Livermore has always had for north of Livermore, significantly impact the historical, rural and agricultural lands there, and would signal to Livermore citizens that BART will never build BART to Greenville and ACE as has been promised for many years. An eventual connection to Greenville is needed in order to reduce the Tri-Valley 580 traffic load from the central valley in addition to enabling a connection via ACE to the central valley to reduce it further. It makes far more sense to support parking end-of-line BART trains along 580 past the new station in the same way it is currently done at the Dublin/Pleasanton end-of-line station.

If BART needs an additional Storage and Maintenance yard, it should also be built along the freeway (or just north or south of it) as property along 580 is increasingly industrial as one gets closer to Greenville causing a lot less impact to residents and community plans. This would also be seen as an investment towards the promised Greenville station should funds become available.

Also if the proposed 68 acre 172 BART car facility with a 50 foot train control tower benefits all of BART (as it sounds like it does), then its cost should be shared across the BART system and not solely charged as part of the cost of extending BART to one Livermore station. BART should also examine upgrading existing Storage and Maintenance facilities as an alternative to building a new one where it is currently proposed. If one is needed in the Tri-valley line, I don't think there would have been objections if it was built anywhere along or near 580, but not in north Livermore.

I also can't believe there are grade issues past Isabel that can not be mitigated by raising or lowering tracks making them sufficiently level for a sufficient distance for BART train parking or even a maintenance

Rachel Russell

From: Greg Thompson <gregt1657@gmail.com>
Sent: Friday, August 25, 2017 1:23 AM
To: Don Dean; Rachel Russell; BoardofDirectors
Cc: Greg Thompson; BART to Livermore Outreach; Eric Swalwell; John Marchand
Subject: Re: BART to Livermore Project comment and requests - additional points

BART Directors:

I wish to add additional points to my comment submission of August 22, 2017 to the Draft Environmental Impact Report (DEIR) for the [BART Livermore Extension](#) presented in Livermore on August 22nd. Please forward and submit these additional comments as well.

As I indicated then, the proposed 68 acre 172 BART car Storage and Maintenance Facility with a 50 foot train control tower 1.9 miles north of i-580 clearly benefits all of BART, not just local residents or Alameda County. As I expressed, I am concerned that the proposed facility both is not being built along the I-580 corridor and should not be paid solely out of the funds allocated for the BART to Livermore Extension. I would like to submit additional arguments why this should be changed.

As pointed out in the [DEIR Volume 1 Chapter 2, project Description Section 3 Funding](#) on page 192 to 194, the bulk of the current funds for the project (\$398 million) come from the [Alameda County Transportation Commission Measure BB](#) with an additional \$40 million from the Livermore Traffic Impact Fee Program if the Conventional BART project option is selected.

If the proposed Storage and Maintenance Facility is built, its cost needs to be apportioned across the system and constituencies it benefits. A proper allocation to the BART to Livermore project would be the cost of the facility times a fraction defined by the miles of the Livermore BART extension divided by the miles of the BART system that facility benefits.

Funds allocated to the BART Livermore Extension should not be expected to be solely covered by the BART to Livermore project. While it may make sense to consider and execute both projects simultaneously for potential cost savings, they really are separate projects because they address different needs. At a minimum, the two projects to be costed separately and paid through two pools of funds. It is not appropriate to state that adding a Conventional BART extension to Livermore costs \$1.635 Billion.

I believe there are also **legal arguments** why this approach needs to be taken. Measure BB funds are explicitly limited to benefiting Alameda County residents only. The official ballot question and proposition Section 12 stated (**emphasis added**):

“Shall voters authorize implementing the Alameda County 30 year Transportation Expenditure Plan to:

- Expand and modernize **BART in Alameda County**;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality; and
- Keep senior, student, and disabled fares affordable?

Approval arguments by ½ cent and extends the existing County sales tax, with independent oversight and audits. **All money will benefit local residents.**”

Also measure BB in Section 14 Use of Proceeds stated:

“The proceeds of the transaction and use tax imposed by this ordinance shall be used **solely for the projects and purposes set forth in the 2014 Transportation Expenditure Plan**, as it may be amended from time to time, and for the administration thereof.”

The 2014 Transportation Expenditure Plan spelled out the specific projects to be funded which the voters explicitly approved through their vote on the ballot. Projects not listed in the plan or that fall outside of each project’s scope can not be funded out of Measure BB funds.

On page 3 of the expenditure plan, it identified \$400 Million for the “BART to Livermore” project. These funds are separate from an additional \$90 Million for “BART Station Modernization and Capacity Program” and \$38.70 Million for “BART Maintenance” which might be more appropriate to apply towards the proposed Storage and Maintenance Facility.

On page 19 of the expenditure plan, it identified the “BART Extension to Livermore (B)” as “(within the I-580 corridor)”, also indicates on the associated map as proceeding along I-580 to the area of Greenville Road near the Altamont Pass. This was made explicit on page 18 which stated:

“BART to Livermore (\$400 M)

This project funds the first phase of a BART Extension **within the I-580 Corridor freeway alignment** to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.”

Any construction outside of the “I-580 Corridor freeway alignment”, such as the proposed Storage and Maintenance Facility 1.9 miles north of I-580, does not fit this definition and therefore **can not** be funded out of Measure BB funds.

Likewise the Livermore Traffic Impact Fee program has a similar restriction. It needs to directly benefit Livermore residents through reduction of Livermore traffic. The DEIR has not explicitly shown that the Storage and Maintenance Facility provides this benefit.

Therefore please consider:

- 1) Updating the DEIR to show the Storage and Maintenance Facility as a separate subproject with regards to cost and funding sources.
- 2) Consider alternatives to its construction, such as upgrading existing storage and maintenance facilities already in the BART system and just adding end-of-line BART train parking along I-580 as is currently supported at the existing Pleasanton/Dublin end-of-line station.
- 3) Finally, if funding is identified to simultaneously develop a new Storage and Maintenance Facility, don’t build it 1.9 miles north in North Livermore but east along I-580 towards a possible future Greenville and ACE train interconnection end-of-line station which has less environmental and Livermore citizen impact, can be viewed as a downpayment on a future Greenville station, and in my view would meet the requirements of Measure BB funding.

From: Patricia Gardner
Sent: Friday, August 25, 2017 9:46 AM
To: BART To Livermore Outreach
Subject: BART to Livermore - a good thing

From: Joshua Hammons
Sent: Sunday, August 27, 2017 11:15 AM
To: BART To Livermore Outreach
Subject: BART to Livermore Extension Project

Hello,

I fully support a BART extension to Livermore. The current traffic situation on 580 is horrendous and BART would help alleviate a large amount of traffic.

Sincerely,

Patricia Gardner

Hello,

My name is Josh Hammons. I currently live in Livermore, CA and received a notice of availability for the draft environmental impact report by mail. I do not own a car and use my bicycle, the bus and bart as my primary means of transportation. It is, of course, to my personal benefit to have a bart station in livermore because this provides me with access to SFO and OAK airports in a reasonable time, as well as day trips to San Francisco and Oakland. Currently, the bus between livermore and the Dublin station is too long. The location that was chosen seems well thought through and will provide easy access to the college and downtown livermore by bus or bicycle.

I have spoken to people that oppose this project and their main concern is that it will bring in crime. While I'm sure this is possible to a small degree, I am also sure that stopping the project will not stop the crime from happening either.

Ultimately, I think this will have a positive impact on the economy in livermore and will provide people with a better alternative to driving in traffic on the I580.

Thank you,

Josh

From: Heather Truro
Sent: Monday, August 28, 2017 3:25 PM
To: BART To Livermore Outreach
Subject: Please register my comment in the formal record regarding Bart to Livermore

I would like to register my comment for the record:

I have been a Bay Area resident my entire life and rode Bart in 1970 when it was first introduced. In the original plans Bart was ALWAYS intended to go to Livermore.

Even though I am a Pleasanton resident and do not serve to gain directly from the extension, I think the original plan should be respected and Livermore should be the end of the line rather than Pleasanton.

I also believe that it should be down Hwy. 580 as proposed to avoid extra costs and impact on the environment which would occur should the path deviate.

I think other alternatives to extend service via bus etc. makes no sense. You really think someone is going to drive from Tracy to Livermore, get on a bus to go a few miles then get off and get on to Bart to get to SF etc? No.

Honor the commitment that was made in the early vision. Do what makes the most sense with this incredibly seriously impacted freeway corridor on 580 between Pleasanton & Livermore.

Thank you,
Heather Truro

Pleasanton CA

From: Allison Tebbe
Sent: Monday, August 28, 2017 4:45 PM
To: BART To Livermore Outreach
Subject: Bart to Livermore

Hi -

I commute daily from the Dublin/Pleasanton station to Embarcadero and I am very opposed to the extension to Livermore. While I totally support getting people off the roads, BART should focus on the fixing the issues they already have vs. spending money to add more strain to the system. Here are my primary concerns

1. Capacity - I am currently the first stop and some mornings I don't get a seat. With all of the house they're building in Dublin, we are already facing a capacity issue, even without the extension. In the evening, the train is so packed that I can barely get on at Embarcadero and sometimes have to take the train back to Civic Center to even get on a train.

In addition, you're planning to remove more seats with the new cars so I am guaranteed to never get a seat. That's a long way to have to stand in a packed car.

2. Cost - It costs \$13 roundtrip, roughly, to the city. I can get parking for \$17 a day in the city and have an electric car (car pool). What is my incentive to take public transportation once the cars are so packed that you never get a seat and are constantly battling people? BART is, in essence, pricing themselves out of the market.

3. Crime, Safety and Cleanliness - the conditions currently are abhorrent and crime issues are on the rise. Again, why would you add to these issues without addressing these issues first. No one is going to take BART if there are always robberies and thefts.

From: PRE
Sent: Monday, August 28, 2017 8:22 PM
To: BART To Livermore Outreach
Subject: BART to Freeway Median Near Livermore

No BART to a freeway median three miles outside of town.

The fact that this wasteful idea has made it this far is unbelievable. Nobody in their right mind builds a heavy metro line miles and miles into low-density suburbia and they certainly don't keep building stations in freeway medians.

Extend the ACE Train to BART or build a DMU extension but DON'T BUILD ANY MORE BART.

Patrick Emmert
Oakland

From: Margaret Fazio
Sent: Tuesday, August 29, 2017 10:51 AM
To: BART To Livermore Outreach
Subject: Comments on EIR meeting

My name is Margaret Fazio and I've lived in Livermore since January 1968.

The full conventional BART is what I thought had been made clear way back when. That is what we've been paying taxes for and awaiting delivery of since the beginning.

The idea of running a line into the northern countryside in order to provide a maintenance yard and storage facility is totally not part of the plan. It is an invasion of space and detracts from our hillside tranquility. If we didn't want a tunnel to the downtown why would you think we'd want a line up into our hillside?

Extend the tracks like you've done in Dublin-Pleasanton instead of putting tracks up into the hillside and store the cars there. The tracks would be heading for the further extension at Greenville Rd. You already own property out near Greenville Rd - put your maintenance yard there where it would not impinge on the community. If Dublin didn't want the yard impinging on the esthetics of their community what makes you think Livermore would?

This concludes my comments.

Thank you for the opportunity of expressing my thoughts of this matter.

First Name: Marcie
Last Name:
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bart extension to Livermore

Comment:

Here is my comment. It can be used as an example or tweaked to create a better message.

...

I support FULL BART to Livermore. I do NOT support an alternative BART services to Livermore.

BART to Livermore should start at Isabel Rd. without the depot and with FULL BART to Greenville with the depot. An extension to Greenville will have the biggest impact on reducing traffic and greenhouse gas in the Bay Area and beyond. A BART Station at Greenville can be connected to the Altamont Corridor Express (ACE) Train reducing the number of cars on the freeway significantly.

The depot at Isabel Rd adds an unneeded expense to the project and causes delay of a station that is almost 50 years in the making. The depot also creates an 'end of line' feel to the station that would make it hard to expand the system to Greenville.

First Name: Janis
Last Name: Turner
Email:
Phone:
City: Livermore
State:
Zip:

Subject: BART to Livermore

Comment: I recommend the BART extension to Isabel Ave/580 with bus service to ACE, downtown Livermore, LLNL, Las Positas College

First Name: Mohammad
Last Name: Gulrez
Email:
Phone:
City: Livermore
State:
Zip:
Subject: BART to Livermore Extension
Comment:

Hi
As a resident of Livermore who commutes to San Francisco for work everyday, I see huge benefits of having full BART service to Livermore. I know there are many residents in our community who have similar commutes and would be benefited with it.

First Name: Barbara
Last Name: Herron
Email:
Phone:
City: Livermore
State:
Zip:
Subject: Comment on Bart to Livermore
Comment:

Livermore's been paying for BART since the beginning, and needs to be a priority, otherwise give us our money back. We should have full Bart in Livermore before any San Jose stations.

Traffic on 580 is a mess, and unless we get full Bart, people will continue to use 580 instead of taking another mechanism at Isobel, then needing to transfer when they get to Pleasanton.

It seems much more efficient to make the project go all the way to Greenville instead of stopping at Isobel. Going to Greenville will have the biggest impact on 580 traffic.

Get this thing going ASAP please.

First Name: Khanbahadur
Last Name: Ghalib
Email:
Phone:
City: Livermore
State:
Zip:

Subject: BART to Livermore
Comment: I read the DEIR and hoping BART approves the extension to Livermore.
I work in SFO and hence will certainly ride the train for sure.

First Name: Leland
Last Name: Stanley
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Noise/Lighting at Maintenance Yard
Comment: What are the noise and lighting levels at the maintenance yard?
Noise and lighting interfere w/ quiet enjoyment of our property.

First Name: Stacie
Last Name: Rohovit
Email:
Phone:
City: Pleasanton
State:
Zip:

Subject: Livermore expansion

Comment:

If the Livermore expansion goes through, there will be more people on bart during commute hours. As it stands with current service the trains are routinely full by the time it gets to West Dublin and even worse during the evening commute where people can't get on at Embarcadero. What are you planning for this extension as I would hope an increase in service during peak hours. My frustration is rising daily with limited parking and now completely full trains. It is aggravating to be in SF and see 3 trains heading toward the Walnut Creek direction and only 1 to dublin. Looking to see your solutions to this problem.

As a daily bart customer who has spent lots of money to ride bart with no obvious changes, I am frustrated and hopping for answers.

First Name: Sally
Last Name: Marone
Email:
Phone:
City: Livermore
State:

Zip:

Subject: BART Extension to Livermore and Beyond

Comment: The people of Livermore have been paying into the BART system for 40 plus years and this line and extension beyond Livermore to connect with the ACE line is critical for the transportation of the East Bay and the Central Valley. We should be given a station with parking at least to Isabell and then soon there after to connect to ACE.

From: Benjamin Baez
Sent: Sunday, September 03, 2017 1:16 PM
To: BART To Livermore Outreach
Subject: Livermore Extension

Hello,

Although the spirit of reducing carbon emissions and moving people is in the project, I do not believe this does do anything to alleviate either.

The proposal would cause another round of construction on 580, which has had years of construction over the past decades. The roads are already massively impacted nearly every day of the year. Unlike the Bay Bridge and other bridges/approaches to the peninsula, 580 has nearly a heavy load at all times. Something has to be done, but causing grid lock from construction and the loss of the weekend getaway express lane will just make traffic worse. We need to keep those two express lanes in place. Due to the proliferation of single rider green car users, those lanes are barely flowing. On the weekends those lanes are required so that family and other 3 or more car users can flow out of the Bay Area. The best proposal is to run BART along the old rail road tracks in Livermore to minimize construction on 580 and loss of express lanes.

Running through Livermore would also allow for connection to ACE Rail. ACE Rail is heavily impacted and would be a wiser investment over more BART rail. The problem with BART is that the trains are full leaving Dublin/Pleasanton and the trains head to SF. The riders and community living in the Central Valley/TriValley are mostly heading south to Sunnyvale/Santa Clara. When I take ACE, I have noticed that the trains empty at Great America/Levi's with hardly anyone left on board to San Jose. So BART to BayFair then connect to a train heading to San Jose will not alleviate any traffic since the target clientele are not heading that way. The ACE Rail system is very efficient since buses are waiting to take people all around Silicon Valley. Unless there is an integrated system of buses, BART will not be used. Another requirement would be dedicated line to San Jose that does not require a transfer.

This brings me to another point. Unless BART branches off through Alviso and along the power lines to at least Mountain View, there won't be an attraction to use it. Taking buses and VTA just make the trip too long. ACE Rail should do the same. I believe there were rails there long ago, maybe the right of way still exists? Which brings me to my final point. California should pass resolutions to keep all rail right of ways in place. Livermore has apartments/condos built on old SPRR line that in the near future would be beneficial to use.

Thank you,
Benjamin Baez

Robert Allen
Monday, September 04, 2017 11:52 PM
Sent: BART To Livermore Outreach
To: BoardofDirectors; Michael Tree; Robert Allen
Cc: Re: DEIR Comments; BART to Livermore
Subject:

Ultimate BART to Livermore belongs along I-580 to near the Altamont Pass. Keep the tail tracks in the freeway median for future extension to a future yard/shop near Greenville Road.

Until rail reaches Isabel, try iBART (Interim Isabel BART freeway express bus). Much like eBART in Contra Costa County, it could give eastern Alameda County vastly improved access to the BART rail system at very low cost.

On Mon, Sep 4, 2017 at 3:15 PM, Robert Allen wrote:

Alt 1, Conventional BART to Isabel:

- Keep tail tracks in I-580 median east of Isabel station.
- Defer shop until later BART extension to Greenville.
- Operate tumbuck in freeway median like at present.
- Increase storage in tumbuck for another route (to R Line).
- Plan eventual extension in I-580 median to Greenville.

ACE Connection:

- Ask ACE to explore rail via Radum and former SP rail.
- Plan ACE station at grade under BART D-P station.
- Consider future conventional BART beyond Greenville.

Alt 2 DMU/EMU:

- Delete unless BART track gauge.
- Design for conversion to conventional BART.

Alt 3 Express Bus/BRT:

- Delete; too costly.

Alt 4 Enhanced Bus (iBART):

- Plan as fore-runner, not alternative.
- Relocate bus stops at station by fare gates.
- Enlarge Airway PnR per ACTC study, but now.
- Consider another PnR at Livermore Airport.
- Consider parking fees for Livermore PnRs.
- Add HOT lane direct access at Airway and at Hacienda?
- Connect with every train during operating hours.

Robert S. Allen
BART Director, District 5, 1974-1988
Retired, SP (now UP) Western Division. Engineering/Operations

From: Rodney Balhorn
Sent: Wednesday, September 06, 2017 1:15 PM
To: BART To Livermore Outreach
Subject: Comment on Bart to Livermore

As a long time resident of Livermore (since 1974), I have been paying taxes to support the extension of Bart to Livermore. During this time I have also watched traffic on 580 and the other local freeways increase to the point they have become a 'log jam' around commute times. Off peak commute times traffic has also gotten so heavy it is now difficult and very time consuming to go east anywhere into the Bay Area.

I am an avid supporter of extending Bart to Livermore and believe it is way overdue. I would use it to travel almost everywhere west of Livermore and do so as often as possible. But having to drive from Livermore to Pleasanton, fight to find parking, or take busses from Pleasanton Bart to Livermore just adds too much time and complicates the timing of travel due to bus schedules, etc.

It is my opinion that not extending Bart to Livermore (and tying it into the rail system) would be a very big mistake. Traveling 580 west from Livermore is getting to the point of being impractical.... and it will only get worse. It makes no sense to spend money out of the fund we have been trying to build up for the Livermore Bart extension to provide a bussing or shuttle services as both will, if they are used properly by Livermore and Tracy residence, just add additional traffic onto 580.

If the reason we only have a half a billion in the fund after all these years is because we have been taking funds out for other projects, that should stop. The only real long term solution for reducing the traffic on 580 is to extend Bart to Livermore and as far east as possible. Over the years many of us have voted in the allocation of additional funds to BART because the majority still want it to come to Livermore. If that doesn't happen, then that would be a misuse of the funding we approved and it would show the county/BART and the state is ignoring the will of the tax payers.

Figure out how to do it and bring BART to Livermore!

If we want to minimize the continual increase in traffic on 580 in future years, we actually should make a final extension beyond Livermore out to a Tracy BART station close to I5 and provide sufficient parking so the daily commuters from Tracy, Stockton, Modesto, etc stop driving over the Altamont and take BART as well.

Rod Balhorn
Livermore, CA

First Name: Kevin
Last Name: Tregear
Email:
Phone:
City: Livermore
State:
Zip:

Subject: BART2Livermore

Comment: I live in Livermore and commute to SF 5 days a week and have been looking forward to BART coming out to Livermore forever. Please make it happen this time. One stop at Isabel and another at Greenville with loads of parking at both. And full 10-car trains throughout morning and evening rush hours. And increase the frequency to 5 or 6 per hour during rush hours for this route.

First Name: Madeline
Last Name: Burchard
Email:
Phone:
City:
State:
Zip:

Subject: Bart to Livermore

Comment: I live near the proposed Livermore Bart stops and I am in full support. It would be good for livermore and good for the Bay Area workforce that is forced to live in the Central Valley because of housing costs.

First Name: Kristine
Last Name: Kansa
Email:
Phone:
City: Livermore
State:
Zip:

Subject:
Comment: We want full BART service to Livermore. We have paid for this service since before my husband and I moved to Livermore in 1980. A bus service is unacceptable. That is not what we paid for.

First Name: China
Last Name:
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Livermore BART
Comment: Eagerly waiting for livermore BART project to start as soon as possible.

First Name: Praveen
Last Name: Patil
Email:
Phone:
City: Livermore
State:
Zip:

Subject: I support the proposal

Comment: Hello - I'm a resident of livermore & I fully support the Bart proposal. It will definitely cut down the traffic on 580.

First Name: Harsha
Last Name:
Email:
Phone:
City:
State:
Zip:

Subject:

Comment: It will be great if livermore is connected by Bart.

First Name: Arun
Last Name: Das
Email:
Phone:
City: Livermore
State:
Zip:

Subject: BART extension to Livermore

Comment:

I am supporting this project as :

1. It will reduce traffic in 580
2. Clean air quality in this area
4. Mass transit is always better for long term

First Name: Roy
Last Name: Chacko
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Livermore BART

Comment: Interested in knowing more about Livermore BART expansion. I am living in Livermore and commute to SF, so does many in my community. This extension will definitely help most of us.

First Name: Blessy
Last Name:
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Livermore Bart extension
Comment: Looking forward to have Livermore bart for better commute to San Francisco. I live in Livermore and working in San Francisco.

First Name: Subramanyam
Last Name: Badri
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Livermore Bart extension
Comment:
Hi,

It very important to extend Bart until Livermore, in the future it can be extended to Tracy. Every day lot of people already traveling using Bart.

Thanks ,
Subramanyam Badri

First Name: Naga Prakash
Last Name: Munagapati
Email:
Phone:
City:
State:
Zip:
Subject:

Comment: I support bart to livermore

First Name: Sundar
Last Name: OK
Email:
Phone:
City: Livermore
State:
Zip:
Subject:

Comment: It will be really helpful if the Bart is extended up to Greenville Rd, Livermore. Lost of people gets benefited with this.

First Name: Tilak
Last Name: Mysore
Email:
Phone:
City: Livermore
State:
Zip:

Subject: In Favor of BART Extension to Livermore
Comment: In Favor of BART Extension to Livermore

First Name: Madhavi
Last Name: Chopra
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Re: BART to Livermore Extension Project
Comment:
I've cursorily read the Draft EIR. I'm a Livermore resident and support the extension project. I'd like to have the BART coming to Livermore.

Thanks.

First Name: Kanishka
Last Name: Bhutani
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Re: BART to Livermore Extension Project

Comment: I've cursorily read the Draft EIR. I'm a Livermore resident. I support the BART Extension to Livermore Project. I will like to have the BART coming to my City. Thanks.

First Name: Anil Kumar
Last Name: Vadakapuram
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bart to Livermore

Comment: We would like Bart to come for Livermore

First Name: Shilpa
Last Name:
Email:
Phone:
City:
State:
Zip:
Subject:

Comment: Please connect Bart to the Livermore.

First Name: Varadha Venkatesh
Last Name:
Email:
Phone:
City:
State:
Zip:
Subject:

Comment: Eagerly waiting for a very long time. Extra taxes paid so far will get payoffs when the train/cars start rolling.

First Name: Kalyan
Last Name: Buddala
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bart extension to Livermore

Comment:

hi, Please approve the bart extension to livermore. This is really require for number of reasons. 1. It reduces lot of traffic on the 580 high way.
Which is always jam pack. 2. It helps for the safer travel.3. It help livermore to grow. 4. Housing will be improve in this area.

Requesting you to please approve this.
Thank you
Regards
Kalyan

First Name: Sam
Last Name: Shah
Email:
Phone:
City: Livermore
State:
Zip:

Subject: BART Livermore Extension Project

Comment:

I would like to request to expedite extension project to begin tomorrow without fail. It is important to facilitate residents of Livermore to get access to BART. I would suggest to engage Global low cost companies rail companies to manage lower cost to expand to Vasco Road without delaying even another month. Thank you for allowing me to express my opinion.

Sam Shah

First Name: Asa
Last Name: Strout
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Livermore Extension

Comment:

I support FULL BART to Livermore. I do NOT support an alternative BART services to Livermore.

BART to Livermore should start at Isabel Rd. without the depot and with FULL BART to Greenville with the depot. An extension to Greenville will have the biggest impact on reducing traffic and greenhouse gas in the Bay Area and beyond. A BART Station at Greenville can be connected to the Altamont Corridor Express (ACE) Train reducing the number of cars on the freeway significantly.

The depot at Isabel Rd adds an unneeded expense to the project and causes delay of a station that is almost 50 years in the making. The depot also creates an 'end of line' feel to the station that would make it hard to expand the system to Greenville.

First Name: Saravanan
Last Name: Ramesh
Email:
Phone:
City: LIVERMORE
State:
Zip:
Subject: Supporting Bart
Comment: Supporting Bart

BART, since it opened its Tri-Valley line over 20 years ago, has turned all of its trains back just east of the Dublin-Pleasanton station.

This project would move the turnback to east of Isabel.

There would be no more daily turnback moves at Isabel than there have been for twenty years - at least until another BART route is added to downtown Oakland and the R Line.

There appears to be no valid requirement for a maintenance facility just to extend the BART line to Isabel.

Provide for three turnback tracks in a widened freeway median. The third track would provide operating flexibility if the line were extended later, opening the way for a train yard and maintenance facility at less cost and with fewer environmental issues.

Until then, BART could continue turning trains back in the freeway median as it has done for twenty years.

Keep BART tracks in this project within a widened freeway median.

Robert S. Allen
BART Director, District 5, 1974-1988
Retired, SP (now UP) Western Division, Engineering/Operations
Proponent, 2011 Qualified Petition, Keep BART on 580 (City of Livermore)

From: Robert Allen
Sent: Monday, September 11, 2017 8:18 AM
To: BART To Livermore Outreach
Cc: BoardofDirectors ; Robert Allen
Subject: Revised Comment, DEIR, BART to Livermore Extension Project

First Name: gurushankar
Last Name:
Email:
Phone:
City:
State:
Zip:
Subject:
Comment:
Dear Sir/Madam,
We need Bart extension to Livermore.
thank you
Gurushankar Govindarajan

First Name: Thomas
Last Name: Vargas
Email:
Phone:
City: Livermore
State:
Zip:
Subject: BART to Livermore EIR
Comment: BART should select the "Full BART" alternative to Livermore. It will have the largest ridership of the alternatives and will fulfill the long time promise to the residents of Livermore who have paid millions to support the system since it's opening. The full BART extension will also allow for a much needed and more cost effective maintenance station for the entire system of cars.

First Name: Brian
Last Name: Cooper
Email:
Phone:
City: Livermore
State:
Zip:
Subject:
Comment:

Please put me on the BART Livermore extension email contact list.

I strongly support regular (full electric w/ normal BART cars) BART service to Livermore (rather than diesel or other alternative / "eBart" option).

The full BART may be a bit more costly, but it is the most environmentally responsible option. I live fairly close to the proposed Isabel station, and am very ecologically conscious, so this is very important to me. Also the convenience of not having to change trains would make me use it much more often.

Thank you for listening to my input.

Best regards,
Brian Cooper
Livermore, CA

First Name: Lisa
Last Name:
Email:
Phone:
City: Livermore
State:
Zip:

Subject: No Extra Stop at Las Positas College and No Storage and Maintenance Facility in Livermore

Comment:

Excited about BART extending service to Livermore. Concerned about the proposed line needing to deviate from running parallel to 580 freeway and running north bound towards Las Positas College and a proposed storage and maintenance facility, as there are already existing bus lines to Las Positas College. I'm concerned about why funds would be spent on solving a non-issue.

Also concerned about first construction, then storage of so many BART cars at the Storage and Maintenance Facility. There will be noise that can be heard far and wide in residential areas during the construction because it is right next to residential zones. When the proposed BART line is finally up and running, it will be still be running near residential zones and still causing noise and vibrations.

Having BART run underground towards the proposed Storage and Maintenance Facility will have long construction times, having BART run above ground will cause noise and be an eyesore near residential areas.

Dublin/Pleasanton did not have a Storage and Maintenance Facility when it was considered end of the line. Livermore should not be the location to house such facility as well.

From: Robert Allen
Sent: Wednesday, September 20, 2017 3:07 AM
To: BART To Livermore Outreach
Cc: BoardofDirectors
Subject: DEIR Comment Alt 1

Michael Tree
Robert Allen

Alt 1 - Conventional BART to Isabel: Widen freeway median near Hacienda enough to

- (1) add one additional track through the present Hacienda turnback area, and**
- (2) allow direct bus access to/from HOV/HOT lanes east of Hacienda to/from Hacienda overpass.**

This would (1) give BART a hospital track for sick trains and two main tracks for the extension; and (2) allow more buses to use the HOV/HOT lanes without weaving across other freeway traffic lanes.

These comments are in addition to the following that I made earlier:

Alt 1 - Conventional BART to Isabel - does not need a maintenance facility. Keep BART tracks in a widened freeway median. Save big bucks!

For over 20 years, BART has stored and turned back all trains on tail tracks east of its Dublin-Pleasanton station. Extending BART to Isabel will change only the location, not the nature or number, of turnback operations.

Perform end-of-line operations on tail tracks in a widened freeway median east of the Isabel station just as they are now at Dublin-Pleasanton. To accommodate another BART route (to downtown Oakland and the R line) consider widening the freeway median to allow three tail tracks here.

Later, extend BART further east along I-580. Beyond Greenville, swing BART onto the former SP roadbed under westbound I-580, escape the narrow freeway median, and connect well with ACE. That is where a major BART car storage and maintenance facility belongs.

Robert S. Allen
BART District 5 Director, 1974-1988
Retired, SP (now UP) Western Division, Engineering/Operations

First Name: Ramyata
Last Name: Mehrotra
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bart Extension - Livermore
Comment: When do we plan to start building this extension? This would be a huge step towards giving Livermore what it wants and helping it grow.

First Name: Elizabeth
Last Name: Judge
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bart to Livermore extension
Comment: Bart owes Livermore an apology. For over forty years it has collected \$350M from Livermore citizens in order to bring Bart to Livermore.
Now Bart has thrown Livermore as unattractive a bone as possible: an extension for only 5 miles instead of going to Greenville closer to Ace, forcing high density development near an airport, planning a seven level garage near airport runway approaches, and planning the added expense and horrifying environmental results of a 68 acre maintenance yard in our acreage designated open space. This DEIR reflects your disrespect for Bart customers in Livermore and makes it obvious you have no intention of following through with the agreement made forty years ago. What have you done with the \$350M?

First Name: Christopher
Last Name: Carlson
Email:
Phone:
City: Livermore
State:
Zip:

Subject: Bring Full Bart to Livermore
Comment: The focus should be on full BART to Livermore, first to Isabelle Ave and ultimately out to Greenville Road. Livermore is a vibrant and growing community with a lot of residents working in areas currently serviced by BART lines. Residents have to fight through the crowded 580 corridor to make it to the Dublin/Pleasanton station which is impacted and has limited parking.
There is a very real and immediate need for BART to be extended to Livermore.

First Name: Rebbaz
Last Name: Royee
Email:
Phone:
City:
State:
Zip:

Subject: Livermore Extension

Comment: I would really love to see this become a reality. I remember going on a field trip in the 4th grade using BART. We had to bus out to Dublin but we were told Bart would come to Livermore. I would really love to see this happen as I am currently looking for affordable housing and Livermore is one of the last few places that can reach SF within an hour (if Bart were to reach it). Please please!!!

From: Robert Allen
Sent: Saturday, September 09, 2017 12:30 PM
To: BART To Livermore Outreach
Cc: _BoardofDirectors; Robert Allen
Subject: DEIR Comment, BART Rail Extension Project to Livermore

BART has served the Tri-Valley for 20 years, from a two-track turnback beyond the Dublin-Pleasanton station.

Extending BART to an end-of-line station at Isabel should just require relocating that turnback operation, not a new maintenance facility.

Such a facility should be planned with a future BART extension along the freeway to Greenville/580 or beyond. It should not be needed for a BART extension just to Isabel.

Consider a three-track turnback in a widened freeway median east of the station. Added car storage would support a new BART route to downtown Oakland and the R line. The third track would be especially useful if BART were ultimately extended over the Altamont Pass.

Keep BART tracks for the extension to Isabel - including the turnback and car storage - within a widened I-580 freeway median.

Robert S. Allen
BART Director, District, 1974-1988
Retired, SP (now UP) Western Division, Engineering/Operations

From: Robert Allen
Sent: Monday, September 11, 2017 8:18 AM
To: BART To Livermore Outreach
Cc: _BoardofDirectors; Robert Allen
Subject: Revised Comment, DEIR, BART to Livermore Extension Project

From: Robert Allen
Sent: Thursday, September 14, 2017 11:30 PM
To: BART To Livermore Outreach
Cc: _BoardofDirectors; Michael Tree; Robert Allen
Subject: DEIR Comment: Cancel Alt 1 Maintenance Facility

BART, since it opened its Tri-Valley line over 20 years ago, has turned all of its trains back just east of the Dublin-Pleasanton station.

This project would move the turnback to east of Isabel.

There would be no more daily turnback moves at Isabel than there have been for twenty years - at least until another BART route is added to downtown Oakland and the R Line.

There appears to be no valid requirement for a maintenance facility just to extend the BART line to Isabel.

Provide for three turnback tracks in a widened freeway median. The third track would provide operating flexibility if the line were extended later, opening the way for a train yard and maintenance facility at less cost and with fewer environmental issues.

Until then, BART could continue turning trains back in the freeway median as it has done for twenty years.

Keep BART tracks in this project within a widened freeway median.

Robert S. Allen
BART Director, District 5, 1974-1988
Retired, SP (now UP) Western Division, Engineering/Operations
Proponent, 2011 Qualified Petition, Keep BART on 580 (City of Livermore)

Alt 1 - Conventional BART to Isabel - does not need a maintenance facility. Keep BART tracks in a widened freeway median. Save big bucks!

For over 20 years, BART has stored and turned back all trains on tail tracks east of its Dublin-Pleasanton station. Extending BART to Isabel will change only the location, not the nature or number, of turnback operations.

Perform end-of-line operations on tail tracks in a widened freeway median east of the Isabel station just as they are now at Dublin-Pleasanton. To accommodate another BART route (to downtown Oakland and the R line) consider widening the freeway median to allow three tail tracks here.

Later, extend BART further east along I-580. Beyond Greenville, swing BART onto the former SP roadbed under westbound I-580, escape the narrow freeway median, and connect well with ACE. That is where a major BART car storage and maintenance facility belongs.

From: Robert Allen
Sent: Wednesday, September 20, 2017 3:07 AM
To: BART To Livermore Outreach
Cc: _BoardofDirectors; Michael Tree; Robert Allen
Subject: DEIR Comment Alt 1

- Alt 1 - Conventional BART to Isabel: Widen freeway median near Hacienda enough to**
(1) add one additional track through the present Hacienda turnback area, and
(2) allow direct bus access to/from HOV/HOT lanes east of Hacienda to/from Hacienda overpass.

This would (1) give BART a hospital track for sick trains and two main tracks for the extension; and
(2) allow more buses to use the HOV/HOT lanes without weaving across other freeway traffic lanes.

These comments are in addition to the following that I made earlier:

Alt 1 - Conventional BART to Isabel - does not need a maintenance facility. Keep BART tracks in a widened freeway median. Save big bucks!

For over 20 years, BART has stored and turned back all trains on tail tracks east of its Dublin-Pleasanton station. Extending BART to Isabel will change only the location, not the nature or number, of turnback operations.

Perform end-of-line operations on tail tracks in a widened freeway median east of the Isabel station just as they are now at Dublin-Pleasanton. To accommodate another BART route (to downtown Oakland and the R line) consider widening the freeway median to allow three tail tracks here.

Later, extend BART further east along I-580. Beyond Greenville, swing BART onto the former SP roadbed under westbound I-580, escape the narrow freeway median, and connect well with ACE. That is where a major BART car storage and maintenance facility belongs.

Robert S. Allen
BART District 5 Director, 1974-1988
Retired, SP (now UP) Western Division, Engineering/Operations

From: Robert Allen
Sent: Monday, September 25, 2017 3:25 PM
To: BART To Livermore Outreach
Cc: _BoardofDirectors; Michael Tree; Robert Allen
Subject: Comment: Alternative 1, Conventional BART to Isabel

BART has run for over 20 years with a two-track turnback beyond the Dublin-Pleasanton station.

None of the other alternatives show a shop or additional car storage. They just are not needed.

Four trains per hour turn back now at Dublin-Pleasanton. A like number of turnbacks would take place beyond Isabel.

Turnback tail tracks in a widened I-580 median could serve as the main line for a future extension along I-580 to Vasco, Greenville, and ACE.

A third parallel tail track could support storage and turnback, including a new BART route to Downtown Oakland and the R Line.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 BART to Livermore Project Draft EIR Public Review Meeting Written Comment Form

INSTRUCTIONS

If you wish to submit written comments on the BART to Livermore Draft Environmental Impact Report, you may do so on this sheet (although use of this form is not required). Please submit written comments at the Comment Table during the public review meeting or mail to the BART to Livermore Extension Project, 300 Lakeside Dr., 21st Floor, Oakland, CA 94612 or email: barttolivermore@bart.gov. You may also comment via the website www.bart.gov/livermore. Deadline for receipt of comments is 5:00pm, October 16, 2017.

Write your comments regarding the Draft EIR here. Use the back of the sheet of additional pages if necessary.

Name: Janis Turner (please print)
 Organization Represented (if any) _____
 Address: _____
 Email: _____
 Phone: _____
 Date: 8/28/17
 Comments:

Recommend the BART extension to Isabel Ave/I580 with bus service to ACE, downtown Sutterway LNLs + San Francisco college - Provide adequate parking at Isabel

From: Robert Allen
Sent: Sunday, October 01, 2017 4:39 AM
To: Hatfield, Dan; Gary Richards; Erin Baldassari; BART To Livermore Outreach
Cc: Andrew Tang; Donald Dean; Michael Tree; BoardofDirectors; adao@alamedactc.org; Saravana Suthanthira; Robert Allen
Subject: Comment Cut-off: BART to Livermore DER

BART to Livermore; deadline for comments on DEIR (Draft Environmental Impact Report), is 5:00 PM Monday, October 16. Send comment to barttolivermore@bart.gov.

- I strongly back Alternative 1, Conventional BART to Isabel, with these changes:
- A. Eliminate the shop and car storage north of I-580.
 - B. Extend tail tracks east beyond Isabel station in a widened I-580 median.
 - C. Handle turnback beyond Isabel station like it is at Dublin-Pleasanton now.
 - D. Provide a third turnback tail track to support another future BART route.

Plan for ultimate BART in I-580 median to Greenville, per Livermore General Plan. Shop and yard at end of future line near Greenville/I-580. When BART gets its new cars, add a route to Downtown Oakland, Berkeley, and Richmond.

Reject Alternatives 2 (DMU/EMU) and 3 (Express Bus). Both would block access by conventional BART trains to a Tri-Valley yard.

Implement Enhanced Bus from Isabel via Airway and I-580 to Dublin-Pleasanton immediately, but not as an alternative. I call it iBART (for Interim Isabel BART).

Enlarge Airway Park/Ride at Isabel/I-580 to 500 or 1000 cars ASAP per ACTC "Tri-Valley Integrated Transit and Park-and-Ride Study". Add bus pick-up stop at Dublin-Pleasanton station in front of fare gates. Schedule connecting bus to meet every train M-F all day (earliest AM through evening commute).

Consider a parking fee at the enlarged Airway Park/Ride and an additional Park and Ride at Livermore Airport.

Attempt to get direct HOV bus access to/from HOT lanes at Airway and Hacienda interchanges (to avoid weaves).

First Name: Alan
Last Name: Burnham
Email:
Phone:
City: Livermore
State:
Zip:
Subject: Draft EIR to Livermore

Comment:
(1) The draft EIR is deficient in its consideration of alternatives. One of the problems BART faces is how to collect people in suburban areas without building massive parking structures. The bus options considered are bad, and they would not convince me to ride BART. Every transfer is a strike against mass transit. The DEIR did not consider the possibility of autonomous vehicle fleet to collect a dispersed population from their residence and drop them off at the DP station. A dedicated dropoff location like proposed for the express bus would make such a system very efficient, and building an extra freeway lane only for autonomous vehicles would make it a robust, sure-fire winner for all tri-valley residents and a very efficient transfer medium from ACE. Within a decade, the cost of an autonomous vehicle will be comparable to the cost of a parking space in a garage, and that autonomous vehicle would be able to deliver several times more people to the station than a single parked car. It is essential that the final EIR include such an option.
(2) The DEIR is also deficient by not considering the implications of building a maintenance yard north Livermore on the ultimate viability of extending BART to Greenville for a direct ACE connection. In fact, the current plan is so inefficient in terms of its use of track miles for passenger benefit, it is a slap in the face of tri-valley taxpayers. The final EIR must consider the environmental implications of the current design in terms of forcing a permanent end of line compared a later extension.

First Name: James
Last Name: Ransom
Email:
Phone:
City: Modesto
State:
Zip:
Subject: LivermoreExtension

Comment: 580 is not overcrowded because of customer travel originating in Livermore. It is crowded because of travel originating in the San Joaquin Valley. For similar costs, I believe the system would gain a massive increase in ridership if BART were to follow I 580 only to the El Charro interchange area and then parallel El Charro Boulevard south east until reaching the ACE train rails. A BART / ACE transfer station at the intersection of Isabel and Stanley would greatly increase the ridership of BART and ACE. It would have a huge benefit for I 580 congestion on the Altamont Pass. Right now I am commuting between Modesto and Hayward. The public rail transit is very good and faster than auto traffic on I 580. The bus transfers are what adds to my commute time

From: Denielle Bonasera
Sent: Sunday, October 15, 2017 9:27 AM
To: BART To Livermore Outreach
Subject: Response

I do not understand the logic of putting Bart at Isabel. It's a colossal waste of taxpayer money and won't help the issue. It needs to go out to Vasco.

If it doesn't go out to Vasco, it should be done at all. Quit wasting our money.

Also, your trains are disgusting and full of homeless sleeping on them. They are old and break down. The air conditioning seems to old work in the freaking winter so you freeze and in the summer you suffocate from the heat. I'm so very thankful I don't have to pay to commute on your disgusting trains any longer. It's a health and safety issue. Start focusing on those issues instead of dumping bart in an area that won't help the congesting on the roads.

Putting in a new station in a small residential area only a couple miles down the road from the last station is useless and puts those communities at risk. Who really thought this would be a good use of our money?!

Please come up with a better plan and leave us near Isabel alone. We don't want it here.

First Name: Karen
Last Name: Jefferson
Email:
Phone:
City: Livermore
State:
Zip:
Subject: Bart to Livermore

Comment:
Livermore residents have been paying taxes o bring BART (and I mean full BART) to Livermore for 40 plus years. As such, why are you even considering options such as EMU/DMU and bus? Especially buses. Don't we already have buses to Pleasanton/Dublin station?

Why did you load the approximately 5 mile extension to Isabel with a maintenance yard 1.9 miles north of the freeway?
. During the official BART presentation, no justification or rationale was given as to why a 68-acre storage/maintenance yard was necessary if conventional Bart were extended a mere 5 miles from Pleasanton.
This maintenance yard is to be located in the heart of north Livermore - the area that residents have protected for agriculture and open space for many years. Was this maintenance yard added purposefully so that Livermore residents would not want full BART to Livermore?

What has happened to the plan to bring full BART to Greenville and ACE?
Doesn't BART already own land at Greenville for a maintenance yard ? Extend BART to Greenville and build the maintenance yard at Greenville.

Thank You

Vaughn Wofffe
Pleasanton Calif.

From: Wofffe, Vaughn
Sent: Sunday, October 15, 2017 2:08 PM
To: BART To Livermore Outreach
Subject: [CONFIDENTIAL] BART to Livermore Extension Project Draft EIR
Sensitivity: Confidential

BART TO LIVERMORE EXTENSION PROJECT

Please accept the follow remarks as my comments to the Draft Environmental Impact Report for the BART to Livermore Extension Project.

The No Build alternative should be chosen as it is the only responsible option, of those proposed, with respect to costs and ridership. The 13,000 riders for \$1.635 billion in 2040 compared to the population growth projection of 20,700 (page 189, table 2-17) for the Tri-Valley clearly indicates that there will be no reduction in traffic congestion or increase in mobility when the project is completed. The options for other than "Full" BART project even less riders and higher costs.

The many "Build" options will have significant impacts on I-580 traffic during construction which would cause higher air pollution. Since population and the number of trips in the I-580 corridor would continue to increase, a reduction of CO-2 could not be expected to be seen (if ever) for many decades after the project completes. For the tremendous costs incurred there would be no foreseeable benefit in the form of traffic reduction or reduced air pollution due to this BART extension.

In order for BART to justify an extension of hundreds of millions or billions of dollars in the Tri-Valley area, at a minimum it should do full analysis of what benefits a similar expenditure on upgrading ACE service from Stockton to the Silicon Valley would provide along with a transfer only connection to ACE near Shinn Street in Fremont where the BART Fremont line passes directly over the ACE route. A full cost/benefit analysis of a transfer only station between ACE and BART near Shinn Street in Fremont with no street access or parking would provide ridership increases and significant farebox revenue for both ACE and BART. More that over 200,000 BART district residents who have been paying BART property and sales taxes for decades must drive from Alameda and Contra Costa counties into the Silicon Valley on week days. It is incumbent on BART and its board to maximize ridership for the sake of those who ride BART daily and those who pay BART taxes but do not ride frequently or at all.

From: Robert Allen
Sent: Sunday, October 15, 2017 7:40 PM
To: BART To Livermore Outreach
Cc: _BoardofDirectors; Michael Tree; Saravana Suthanthira; Dean; Erin Baidassari;
Subject: Comment; BART to Livermore DEIR

; Andrew Tang; Donald

City of Livermore preference for BART, per 2011 initiative petition adopted by the City Council:
"A first-stage extension of BART along the I-580 freeway to a station at Isabel Avenue/I-580 with an eventual extension to a station at Greenville Road/I-580".
Some 8400 Livermore voters had signed this petition to amend the City's General Plan. The petition had more detail.

In BART to Livermore EIR, please include these points:

Alternative 1 - Conventional BART to Isabel:

- * Keep all tracks within a widened I-580 median
- * Plan for future BART in freeway median to Greenville
- * Defer shop and major car storage until then
- * Replicate present turnback/storage in freeway east of Isabel station
- * Include a 3rd parallel turnback/storage track
- * Plan for link with ACE

BART has run 20 years with its present two-track turnback/storage. Even with a new station at Isabel, there would be no more dispatch or turnback moves than now.

Alternatives 2 and 3 foreclose shop and fleet car storage. Simply adding Isabel station can hardly justify the cost of adding them. They belong at the ultimate end of this BART extension near Greenville, out of the freeway median there.

The 3rd track would support adding a BART route to Richmond when enough more cars are on hand.

The ACE connection could be beyond Greenville or running ACE via Radium and a restored SP track about 3 miles to BART's Dublin-Pleasanton station.

Alternative 2 - DMU/EMU:

- * Drop

No track connection to future end-of-line shop and BART car storage.
Eliminates one-seat ride for passengers.
Costly and complex facilities at station.
Enhanced Bus works well at far less cost.

Alternative 3 - Express Bus:

- * Drop

Same reasons as Alternative 2.

Alternative 4 - Enhanced Bus:

- * Revise planning
- * Plan with County, LAVTA, and City of Livermore
- * Do iibART ASAP, not as an alternative

Patronage figures appear wrong. A bus such as iibART, with assured parking at Isabel and berth right at BART fare gates assures a nearly seamless commute and reduces parking problems at Dublin-Pleasanton station.

Expand Airway Park and Ride per ACTC Tri-Valley Integrated Study, but ASAP.

Plan Livermore Airport Park and Ride across Airway from Airport.

Consider parking fees at both Park and Ride lots.

Seek LAVTA participation in iibART

Plan Greenville Park and Ride site per ACTC Tri-Valley Integrated Study.

iibART - Interim Isabel BART - an all-day weekday freeway express bus from future Isabel site pending rail extension, timed to meet every train in or out of Dublin-Pleasanton.

Robert S. Allen

Livermore, CA

BART Director, District 5, 1974-1988

From: Yang, Joy
Sent: Monday, October 16, 2017 8:51 AM
To: BART To Livermore Outreach
Subject: BART to Livermore Extension Project Draft EIR

BART TO LIVERMORE EXTENSION PROJECT

Please accept the follow remarks as my comments to the Draft Environmental Impact Report for the BART to Livermore Extension Project.

The No Build alternative should be chosen as it is the only responsible option, of those proposed, with respect to costs and ridership.

The 13,000 riders for \$1.635 billion in 2040 compared to the population growth projection of 20,700 (page 189, table 2-17) for the Tri-Valley clearly indicates that there will be no reduction in traffic congestion or increase in mobility when the project is completed. The options for other than "Full" BART project even less riders and higher costs.

The many "Build" options will have significant impacts on I-580 traffic during construction which would cause higher air pollution.

Since population and the number of trips in the I-580 corridor would continue to increase, a reduction of CO-2 could not be expected to be seen (if ever) for many decades after the project completes. For the tremendous costs incurred there would be no foreseeable benefit in the form of traffic reduction or reduced air pollution due to this BART extension.

In order for BART to justify an extension of hundreds of millions or billions of dollars in the Tri-Valley area, at a minimum it should do full analysis of what benefits a similar expenditure on upgrading ACE service from Stockton to the Silicon Valley would provide along

with a transfer only connection to ACE near Shinn Street in Fremont where the BART Fremont line passes directly over the ACE route. A full cost/benefit analysis of a transfer only station between ACE and BART near Shinn Street in Fremont with no street access or parking would provide ridership increases and significant farebox revenue for both ACE and BART. More than over 200,000 BART district residents who have been paying BART property and sales taxes for decades must drive from Alameda and Contra Costa counties into the Silicon Valley on week days.

It is incumbent on BART and its board to maximize ridership for the sake of those who ride BART daily and those who pay BART taxes but do not ride frequently or at all.

THANK YOU !

Joy Yang
Fremont, CA

From: mary perner
Sent: Monday, October 16, 2017 9:04 AM
To: BART To Livermore Outreach
Subject: DEIR

I am a regular BART user, but it has been inconvenient and time consuming taking a bus to the East Dublin-Pleasanton Station. Please expand BART trains to Greenville Road in Livermore, which is a better linkage location for Tracy/Stockton and a much more suitable location for the trainyard, as it is already a semi-industrial area.

The proposed Isabel Avenue yard location is next to an arroyo, a biologically sensitive area, which could also be subject to FLOODING in extreme rainfall seasons like that just experienced in 2016/2017.

Thank you for your attention.

Mary Perner
Livermore, CA

From: Achari, Manoj
Sent: Monday, October 16, 2017 1:45 PM
To: BART To Livermore Outreach
Subject: Strongly Support Full BART extended to Isabel, Livermore

From: Eileen S. Vergino
Sent: Monday, October 16, 2017 1:53 PM
To: BART To Livermore Outreach
Subject: The time is NOW

As a long time Livermore resident (40 year) I have paid taxes to cover the extension of BART to Livermore. Instead I must suffer the failure to bring BART here every time I get on 580 or there is an accident and our streets are filled with commuters trying to escape gridlock. Instead BART was extended to counties and cities who have not paid. Our time is NOW! BART must be extended to Livermore, both to Isabelle and to the east side to link up with the ACE Train, in order to get the cars off of 580 and our local streets. This is a quality of life issue and we are owed this connection.
Eileen Vergino

From: Saundra Lormand
Sent: Monday, October 16, 2017 2:27 PM
To: BART To Livermore Outreach
Subject: I totally support full BART to Livermore

The traffic on 580 thru the Livermore Valley is atrocious. Livermore citizens have been paying BART taxes since the mid-60's, and all we have is bus service. Why, when 580 was resurfaced, was there not left land in the median for BART? Was that to ensure that BART would never come to Livermore? That is, unless we accept a car yard and repair station. BART has gone to cities that never contributed to its creation. It's high time the BART board play fair and bring the trains to Livermore!

Saundra Lormand
Livermore citizen

From: Susanna Chau
Sent: Monday, October 16, 2017 3:28 PM
To: BART To Livermore Outreach
Subject: I support full BART to Livermore

Dear BART!

I am writing to support full BART to Livermore. As a Pleasanton homeowner, every day I see the negative effects of the driving nightmare on 580 and the parking congestion at BART Dublin/Pleasanton station. From the wasted time spent in traffic, to the thousands of pounds of pollutants speewed into the air from our cars, to the inability to take BART because of the lack of parking, nothing less than full BART will provide a smooth transit alternative to our current situation.

I attended the August 22nd BART draft EIR public meeting. While I recognize the cost of full BART, the alternatives are analogous to putting a band-aid on a cut that needs stitches, i.e. might work for a quick minute but are not efficient in the long term. As the bay area economy continues to thrive, we need public transportation options that riders will actually take because they are seamless and efficient. In my personal experience, even a BART transfer at Bayfair station can add 15 minutes to a commute, and if it's two transfers, very few people who own cars will do it. These are current examples of why transfers don't work well, and why anything less than full BART will suffer from low ridership.

I urge you to support full BART to Livermore.

Sincerely,
Susanna Chau
Pleasanton, CA

From: Patricia Ratto
Sent: Monday, October 16, 2017 3:54 PM
To: BART To Livermore Outreach
Subject: Bart to Livermore Extension Project (STORAGE & MAINTENANCE FACILITY)

My name is Patricia Ratto a residence of Livermore for over 50 years. I attended the Public Meeting back on August 22, 2017 regarding the STORAGE & MAINTENANCE FACILITY. I was appalled to have found out the purposed location which would affect my property in the following way:

Loss of Value from current 1,600,000.00 to approx. 900,000.00
Possible 24 hour Noise, light & air pollution.

My property looks down on the purposed site, running from the West side of my property to the very front view looking down on the entire Facility. THE VERY REASON I PURCHASED MY AGRICULTURAL PROPERTY WAS THE COUNTRY VIEWS AND QUIETNESS IT BRINGS. Which is what your purposed project would destroy, producing loss of value, peace and quite. I have been so stressed over this purposed project, I have fallen into a first time depression and have not worked and feels like I have stop living, my monthly Mortgage of 4,600.00 and property Taxes of 1,245.00, is a large burden for me to live this dream that I have always wanted, so it has become hard for me to get up everyday and have the motivation (being self employed) to work at this point. As I have put into this property all I had and have to afford this life style. I am no longer a young lady that can start over and ever recover this devastation both financially and mentally. So I beg the Board of Supervisors to reconsider the location of said project, and to consider taking it more East where there is open land and not right in the middle of Ranchers property. I AM REQUESTING THE BOARD OF DIRECTORS TO KEEP ME POSTED OF SAID PROJECT, PLEASE SO I CAN GET BACK TO ME. IF THE PROJECT IS GRANTED AND YOU MOVE FORWARD TO PLEASE BUY ME OUT OF MY LAND AND HOME. IT WILL BE HARD FOR ME TO FIND A PLACE AGAIN THIS CLOSE TO TOWN WITH THESE VIEWS, PRIVACY AND SERENITY IT BRINGS. HOWEVER I WOULD RATHER MOVE THEN LIVE UNDER THOSE CIRCUMSTANCES.

Sincerely,

Patricia Ratto
Re/Max Accord
Your Agent for Life
29 years of "Exceeding Expectations,
Defying Limitations"
License# 01035649

From: Kyoko Takayama
Sent: Monday, October 16, 2017 4:54 PM
To: BART To Livermore Outreach
Subject: BART DEIR comment

Dear BART Board Members,

I am sorry that the DEIR did not even mention the precious plan: BART to connect ACE at Greenville since I understand the land is there for shop and yard.

I do support Full BART to Isabel station to gain most ridership with highest impact on GHG reduction.

I would like to see the cost of extension separate from the shop and yard. If the yard and shop are essential to the entire Blue line it should be a separate project and not included to the cost of extension.

I heard that there is no good way to store the cars for morning commuters without yard without wasting money, but it seems odd if the extension to the Greenville is not entirely dead.

Is it possible to store the cars under the station or first floor of the parking garage? I hope we can come up with a good idea since we are all waiting for BART to connect to the Central Valley and relieve the 580 congestion in short future.

Thank you.

Respect, Empower, Include, Organize!

Kyoko Takayama
Volunteer Organizer aka Chapter Lead
Organizing for Action East Bay Central Chapter [Connect/EB/](https://www.facebook.com/ConnectEB/)[Twitter/](https://www.facebook.com/ConnectEB/)[Web](https://www.facebook.com/ConnectEB/)

Connect with me through [Facebook/](https://www.facebook.com/KyokoTakayama/)[Twitter/](https://www.facebook.com/KyokoTakayama/)[Google+](https://www.facebook.com/KyokoTakayama/)

providing efficient travel connections to Livermore, Central Valley communities, and ACE, the analysis should enumerate and quantify the benefits of faster enhanced bus implementation. This alternative must go further in implementing bus reliability and efficiency improvements along routes, including additional queue hopper lanes, signal priority, and frequency enhancements. Given that this alternative dedicates far fewer resources than rail and express bus alternatives, it should explicitly state why it is not worth investing more in dedicated travel lanes, intersection operations improvements, improved bus frequency, and better coordination between lines to improve the performance of enhanced bus.

a.

From: jonathor on behalf of Nicholas Josefowitz
Sent: Monday, October 16, 2017 4:59 PM
To: BART To Livermore Outreach
Cc: Nicholas Josefowitz
Subject: Comments on Draft EIR

Dear BART-to-Livermore Team,

Please find my comments below.

Best,
Nick

1. ACE Connection:

The first project objective is to "provide a cost-effective intermodal link of the existing BART system to the inter-regional rail network." Since this is a central purpose of the project, the analysis should better address options for a quality BART/ACE connection. In particular, the analysis must reference and consider options for a BART/ACE connection in the Union City Fremont area, as addressed in the ACE Forward EIR. Since this option is being assessed by ACE Forward, it does not require a separate alternative or in depth analysis, but the analysis of options in the BART-to-Livermore EIR needs to reference these additional options under consideration, and make appropriate comparisons to support the best decision.

2. BART Station Access Policy: the analysis must fully address how each of the proposed alternatives impacts BART's station access policy, in particular BART's capacity to meet ambitious performance targets, including system-wide access mode targets, approved by the BART Board in December, 2016. Express Bus Alternative:

a. The analysis does not adequately explain why 2.2 miles of right of way are necessary to deliver the express bus alternative. The length of right-of-way required to widen the access ramps to the Dublin/Pleasanton platform added to the right-of-way required to extend the car-storage tracks to accommodate additional trips is far from the 2.2 miles cited in the analysis. The right-of-way need should be reduced accordingly, or a more complete explanation is required to explain the 2.2 mile need.

b. A portion of the Express Bus right-of-way need is associated with additional BART trips, and thus additional BART cars, required to serve Express Bus transfers. This need should not be assigned to the express bus alternative since these additional trips are likely to arrive by other means in the event that they are not accommodated by new express bus service. For example, Dublin officials have discussed constructing parking garages to accommodate additional BART customers on city property.

c. An express bus direct connection to Dublin/Pleasanton BART via I-580 managed lanes has benefits far beyond simple service to the I-580 corridor. This alternative builds infrastructure that would allow the broader Tri-Valley sub-region to connect efficiently to BART, particularly as managed lane networks are further developed along I-680. The express bus alternative also advances infrastructure that could enhance connections for Central Valley communities with efficient express bus services. This is also consistent with the goals of recently passed AB 758. The analysis should discuss and, where possible, quantify these broader benefits from investments in an express bus/BART connection, including the degree to which these additional benefits could relieve congestion and reduce GHG emissions.

4. Enhanced Bus Alternative:

The analysis must consider the potential benefits resulting from the fact that enhanced bus can be implemented much more rapidly than rail and express bus alternatives. Given the urgency of



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART to Livermore Project Draft EIR Public Review Meeting Written Comment Form

INSTRUCTIONS

If you wish to submit written comments on the BART to Livermore Draft Environmental Impact Report, you may do so on this sheet (although use of this form is not required). Please submit written comments at the Comment Table during the public review meeting or mail to the BART to Livermore Extension Project, 300 Lakeside Dr., 21st Floor, Oakland, CA 94612 or email: bart@livermore.com. You may also comment via the website www.bart.gov/livermore. Deadline for receipt of comments is 5:00pm, October 16, 2017.

Write your comments regarding the Draft EIR here. Use the back of the sheet of additional pages if necessary.

Name: Loda McCallister (please print)

Organization Represented (if any): N/A

Address: Livermore, CA (optional)

Phone: (optional)

Date: 10-7-17

Comments:

The Storage + maintenance Facility would be NOT Appropriate in the Agriculture Area near Hartmann Road and North Livermore Avenue. The Facility would detract from the rural atmosphere and open space agriculture as well as impact the adjacent rural residences by decreasing property value and causing daily + nightly extreme noise which will be a tremendous negative influence on the serene rural atmosphere as well as impacting the livestock in the area. Any runoff from the train maintenance might impact water wells. ->

ALSO, the ENVIRONMENTAL Groups declared the Area Open Space to protect Agriculture By A Voter Approved Amendment.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
REQUEST TO PROVIDE PUBLIC COMMENT

INSTRUCTIONS

Please fill out and hand to the Time Keeper. Speakers will be called in the order that request are received. Each speaker will have three minutes to provide comments.

I would like to provide public comment:

Name: Jeff Kackey (please print)

Organization Represented (if any) _____

Address: _____ (optional)

Email: _____ (optional)

Phone: _____ (optional)

Date: _____



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
REQUEST TO PROVIDE PUBLIC COMMENT

INSTRUCTIONS

Please fill out and hand to the Time Keeper. Speakers will be called in the order that request are received. Each speaker will have three minutes to provide comments.

I would like to provide public comment:

Name: My family that lives by ace rasco station and west livermore & greenville or freeway as

Organization Represented (if any) BART to Hercules

Address: Bring fast to Hercules have family there too

Email: requires fast richmond station to Hercules

Phone: Really nice underground that is not dream

Date: It will one day become a reality

baed to

Hercules has supported paid more than livermore

or santa clara bring fast to Hercules

(other sides)

Will not speak public so as you work on this area bring fast to Hercules needed more

when your board decides in spring 2018 or santa clara

to extend or not you do need to extend 2 stations:



Robert Allen

Draft 6

1 message

Robert Allen

To: Robert Allen

Tue, Aug 22, 2017 at 12:50 AM

*Bart to Hercules start construction 2020 2021 before 2022
before see to Merced and same goals benefits
worked on antioch extension bring Bart to Hercules
Addressed to all bart board*

I speak as proponent of the 2011 ballot initiative that, with some 8400 signatures of Livermore voters, qualified the petition for the 2011 Municipal election ballot. Rather than place the petition on the ballot, the City Council adopted it as written.

Prior planning for 2B (with the initial BART station by Junction Avenue School) ended, and both Livermore and BART planners focused on an initial station at Isabel/I-580 per the Livermore General Plan as revised by the initiative petition.

Please modify the project to agree with the revised General Plan: Advocate for a first-stage extension of BART along the I-580 freeway to a station at Isabel Avenue/I-580 with an eventual extension to a station at Greenville Road/I-580 as the City's preference. Also: Advocate the



Please also expand parking at BART's
Airway Park-and-Ride (ACTC
Implementation Step 4), and plan what I call
iiBART - a freeway weekday express
bus route timed to meet every weekday train
from early AM through the evening commute
- this to be a precursor, not an alternative
- for BART rail. At modest cost this would
open up parking at the station while
providing BART-like service to Livermore
residents.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART to Livermore Project Draft EIR Public Review Meeting Written Comment Form

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Write your comments regarding the Draft EIR here. Use the back of the sheet of additional pages if necessary.

Name: DHANRAJ MANGANNANI (please print)

Organization Represented (if any): _____

Date: 22-08-2017

Comments: WE WANT FULL BART SERVICES
IN LIVERMORE DOWNTOWN



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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Write your comments regarding the Draft EIR here. Use the back of the sheet of additional pages if necessary.

Name: DAVID TET sd (please print)
Organization Represented (if any) _____

Email: _____ (optional)
Phone: _____ (optional)

Date: 08/22/2017

- Comments:
- ⊕ What depot does the proposed Livermore depot compare with?
 - ⊕ how is this process different than what we had a few years ago?
 - ⊕ how much has Livermore paid into BART system so far?
 - ⊕ why do we still have so many new options?
 - ⊕ why do we have to pay 580 million over all costs?
 - ⊕ what do we find new in this report that we did not know in previous?
 - ⊕ why does this feel like deja-vu?
 - ⊕ how much did all EIRs done for BART to Livermore cost?
 - ⊕ why is greenville option off the list?
 - ⊕ what other locations have been considered for the depot? greenville?
 - ⊕ what is the likely time a BART in Livermore will be a reality?



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART to Livermore Project Draft EIR Public Review Meeting Written Comment Form

INSTRUCTIONS

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Write your comments regarding the Draft EIR here. Use the back of the sheet of additional pages if necessary.

Name: Blossam Frederick J. J. J. J. J. (please print)
Organization Represented (if any) _____
Address: LIVERMORE (optional)

Phone: _____ (optional)

Date: 08/22/2017

- Comments:
- Please consider our request and please approve the BART line so it will definitely improve the city public transportation.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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Name: VENKATA S SIDDA (please print)

Organization Represented (if any): _____

Address: LIVERMORE CA (optional)

Date: 8/22/2017

Comments:

Full Bart to Livermore until Vasco Rd is recommended as it connects ACE and reduces Pollution and Stamp Green around Livermore City.



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Name: PANKAJ MANGHANI (please print)

Organization Represented (if any): _____

Address: LIVERMORE (optional)

Date: 08/22/2017

Comments:

We want full Bart service in Livermore



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Name: Kristi Maricau (please print)
Organization Represented (if any): _____ (optional)
Address: Dublin

Phone: _____ (optional)

Date: 8/22/17

Comments:

I am in favor of the option that makes it most likely that full BART will connect to ACE in the future. If that is full BART to Isabel now, great. If it's saving money now to go further down the line further in the future, great. Get Central Valley cars off the road by making public transportation easy and efficient.



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Name: Greg Thompson (please print)
Organization Represented (if any): _____ (optional)
Address: Livermore, CA

Date: August 27, 2017

Comments:

I am a strong supporter of extending conventional BART to Isabel and on to Vasco Road to connect up with the ACE train.
I am also a Mentor at the I-bake Innovation club and to properly support startups in the Livermore area we need a conventional BART station at least at Isabel in order for high tech workers who live in the greater bay area to reach and work in Livermore, as well as high tech workers working in Livermore to conveniently travel elsewhere in the bay area, especially San Francisco where the highest concentration of high tech partners and related companies and conferences are located. We have already lost startups from I-bake who had to venture elsewhere in order to provide better BART and transportation options. Also an extension connection to ACE train effectively extends access to the central valley and makes the extension a lot more valuable.

Did not speak. Will submit written comments

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
REQUEST TO PROVIDE PUBLIC COMMENT



INSTRUCTIONS

Please fill out and hand to the Time Keeper. Speakers will be called in the order that request are received. Each speaker will have three minutes to provide comments.

I would like to provide public comment:

Name: Susana Chau (please print)
Organization Represented (if any): Pleasanton
Address: _____

Date: 8/22/17

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
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Name: RAMA KATAKAM (please print)
Organization Represented (if any): _____
Address: LIVERMORE, CA (optional)

Phone: _____ (optional)

Date: 08/22/2017

Comments:

I'd strongly support the effort to bring BART close to Livermore. I'd also add that we would greatly improve the quality of life for our family.

No need to speak bring board to pleases start construction in 2020 2021 2022 before we to proceed before satta clara board beyond noremone station is required needed more



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
REQUEST TO PROVIDE PUBLIC COMMENT

INSTRUCTIONS

Please fill out and hand to the Time Keeper. Speakers will be called in the order that request are received. Each speaker will have three minutes to provide comments.

I would like to provide public comment:

Name: JE (please print)
Organization Represented (if any): Bring BART to Hercules
Address: Make the orange tickets available to college students like high school (optional)
Email: friendship will go up (optional)
Phone: _____ (optional)

Date: _____

than any area appreciated and underserved



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Name: Mardy Hollman & David Hollman (please print)
Organization Represented (if any): Livermore (optional)
Address: _____

Phone: _____
Date: 8/22/17 (optional)

Comments:

As residents of Livermore, we want full BART extension. Full BART will improve quality of life, bring more business to Livermore, and increase property values. We support ~~the~~ additional taxes, ~~that would be necessary~~ if necessary to fund the new construction + maintenance.



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Name: Carol Garcia (please print)
Organization Represented (if any): _____
Address: Livermore (optional)

Phone: _____
Date: _____ (optional)

Comments:

Measure D* specifically bans development and non-agricultural uses in the rural North Livermore. You need to find another alternative to the Yard & Shop off Hartman Road.

* Passed by all Alameda County approx. 10 years ago



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Name: RAJESH TEDLA (please print)
Organization Represented (if any): Livermore (optional)
Address:

Date: 8/22/2017

Comments: I totally support bringing BART to Livermore. In fact, it would be really helpful for the commuters from Livermore, Mountain House & Tracy if we extend BART to Livermore ACE Station. Please extend this as much as you can and this is a great initiative!!



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Name: Kumar Gupta (please print)
Organization Represented (if any):

Date: 08/22/2017

Comments: Please bring the burl to community. Fully to reduce the traffic on 580. It should also have connectivity to ACE so that people from Tracy & Mountain House can utilize it.



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

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Name: NIKHAR DEVILLA (please print)
Organization Represented (if any):
Address: Livermore CA (optional)
Email: (optional)
Phone: (optional)
Date: 08/22/2017

Comments: please approve BART extension to livermore.



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Name: Beth Wilson (please print)
Organization Represented (if any):
Address: Livermore (optional)
Phone:
Date: 8/23/17 (optional)

Comments: I firmly believe in full BART to Livermore. Even though some costs are higher, it will take far more care off the road. Even though some costs of the other options appear to be lower they don't spiral out in the end. There is a problem with putting the storage and maintenance facility at the location that has been chosen. There will be a lot of sound and pollution in that area, disturbing not only the human and farm animal populations, but scaring away many native animal species. The DEIR is not complete - scientists only came out one time, and the red-legged frogs, tiger salamanders and Western pond turtles are only there part of the year. Higher land closer to the freeway would be less intrusive. This situation needs to be dealt with before the FEIR

From: Robert Allen
Date: Sat, Sep 23, 2017 at 2:44 PM
Subject: Isabel Tail Tracks with Alt 1
To:
Cc: Michael Tree, Robert Allen

Do you have profile of the I-580 median from the east end of the planned Isabel station, say, to Livermore Avenue? Also for what is proposed for BART from the east end of the station to where BART would cross under westbound I-580?

I propose enough two-track tail track car storage to equal what is now at Dublin-Pleasanton, but adding a similar third tail track to support an additional BART route to Downtown Oakland and the R line. Plan enough tangent track for make-breaks.

There would be no more turnbacks at Isabel than there are now at D-P until 12-minute headways or another route are added. By then plans could be underway for extending the line to Vasco and Greenville/I-580, with a maintenance facility near Greenville.

There would need to be about the same car storage as has served BART so well for over 20 years, but all within a widened I-580 freeway median.

No maintenance facility. No more car storage than now at D-P plusd another route (to Downtown Oakland and the R line.).

Design the tail tracks to allow later extension of BART in the freeway median to and beyond Livermore Avenue.

The third tail track would serve as a runaround/hospital track when BART is extended.

From: Robert Allen
Sent: Wednesday, September 27, 2017 11:57 AM
To: Andrew Tang
Subject: Re: Isabel Tail Tracks with Alt 1

Thanks, Andrew.

I look for a turnback beyond Isabel nearly identical to what BART has now beyond Dublin-Pleasanton.

Alternatives 2, 3, and 4 seem to allow for little additional car storage other than on longer D-P tail tracks. If they are viable alternatives, there appears to be no need for more car storage at Isabel with Alternative 1 than is now at D-P. Turnback of conventional BART trains with these alternatives would remain as it is today. If they are viable, clearly the added storage and shop are not really needed for Alternative 1.

There appears to be ample room for 0% storage like that today at D-P short of rising for an Livermore Avenue [overcrossing](#) in the future.

One difference: make the turnback as three tracks. This would give operations more flexibility to add another BART route to Downtown Oakland and the R Line. Those trains could mostly be based at Richmond. (Peak hour trains are now standing room only from D-P, making most patrons from all other stations stand the whole way. Clearly when new cars are available this added route would be warranted.)

When BART is extended further, that third track could be a hospital or runaround track. Add a shop with full train storage near Greenville Road.

All BART tracks in Alternate 1 belong within a widened I-580 median between the station and Livermore Avenue, designed to allow future extension to stations at Vasco, Greenville, and ACE.

I saw very little in the DEIR about Alternative 4. iBART (the freeway express route between an expanded Airway/Isabel Park-Ride and every daytime weekday BART train) is not even mentioned. It would go on Airway Blvd to I-580, with possibly also a Livermore Airpoort P/R, and have bus loading at the station directly in front of the fare gates.

Alternative 4 would give Livermore a nearly seamless BART commute. Patronage would be far greater than the DEIR, and it would reduce parking pressures at the D-P station.

Perhaps, in view of LAVTA's reluctance even to agenda iBART (Interim Isabel BART), it should be done by BART, similar to the BART Express Bus operations of years past or eBART in Contra Costa County.

On Tue, Sep 26, 2017 at 4:01 PM, Andrew Tang

wrote:

Bob,

Thank you for your comments and continued interest in the BART to Livermore Extension Project.

We are developing a graphic of the profile of I-580. I will send that to you when it is ready.

To see what we are proposing from the east end of Isabel station to the undercrossing of westbound I-580, see these pages of our preliminary engineering drawings:

4TW-106 (pdf page 11)

4RW-106 (pdf page 21)

The preliminary engineering drawings can be found here:

<http://www.bart.gov/sites/default/files/docs/Preliminary%20Engineering%20Drawings%20-%20Conventional%20BART.pdf>

Andrew

From: Robert Allen
Sent: Saturday, September 23, 2017 2:45 PM
To: Andrew Tang
Cc: Michael Tree ; Robert Allen
Subject: Isabel Tail Tracks with Alt 1

Do you have profile of the I-580 median from the east end of the planned Isabel station, say, to Livermore Avenue? Also for what is proposed for BART from the east end of the station to where BART would cross under westbound I-580?

I propose enough two-track tail track car storage to equal what is now at Dublin-Pleasanton, but adding a similar third tail track to support an additional BART route to Downtown Oakland and the R line. Plan enough tangent track for make-breaks.

There would be no more turnbacks at Isabel than there are now at D-P until 12-minute headways or another route are added. By then plans could be underway for extending the line to Vasco and Greenville/I-580, with a maintenance facility near Greenville.

There would need to be about the same car storage as has served BART so well for over 20 years, but all within a widened I-580 freeway median.

No maintenance facility. No more car storage than now at D-P plusd another route (to Downtown Oakland and the R line.)

Design the tail tracks to allow later extension of BART in the freeway median to and beyond Livermore Avenue.

The third tail track would serve as a runaround/hospital track when BART is extended.



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Name: Benjamin Furlin (please print)

Organization Represented (if any) _____ (optional)

Address: _____ (optional)

Phone: _____ (optional)

Date: 2017-08-29

Comments:

I appreciate the transit-oriented focus of the Isabel station area. That said, I think it is better use of funds to stick with the already-allocated funds (Common Measure BB, etc.) and build the ~~Eastern~~ Bay/BRT option. This would allow BART to focus money and time on the much-needed Second Transbay Crossing. Any BART extension to Livermore should go directly to downtown Livermore and the ACE station. It rail is much preferred, please choose the Conventional BART option, as it seems to have the best cost per passenger ratio.

→ With buses, please consider ~~left-side~~ BRT-style buses with doors on both left and right sides to make loading and unloading easier.

From: Robert Allen
Sent: Monday, October 02, 2017 12:31 PM
To: John McPartland ; Donald Dean ; Andrew Tang
Cc: Robert Allen
Subject: Livermore Airport Annual Airshow Saturday, October 7

Come out to the Livermore Airport this Saturday between 10:00 AM and 4:00 PM. They advertise lots of free parking. See this as an ideal extra Park/Ride stop for a iiBART route between an enlarged Airway Park/Ride at the future Isabel station and BART's Dublin-Pleasanton station via I-580. (BART to Livermore Alternative 4 map shows the enhanced bus route going south of the airport, missing D-P BART, and finally reaching West D-P BART.) An Airport Park/Ride would have easier BART access via I-580 from eastern Livermore and the Altamont Pass than the Airway Park/Ride would have. (iiBART would be discontinued when BART rail reaches Isabel, not be an alternate to BART rail.) Downtown San Francisco high-rise would be just over one hour by BART from an airport for corporate aircraft. When you are out, take a look at how easy it would be to enlarge the Airway Park/Ride at the Isabel station as proposed in the ACTC "Tri-Valley Integrated Transit and Park-and-Ride Study". Nearly flat, vacant BART-owned land. Also drive I-580 from Isabel to Livermore Avenue to visualize tail tracks that could function like today's tail tracks east of Dublin-Pleasanton.