

**D. INDIVIDUALS**

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**From:** Robert Allen

**Sent:** Saturday, August 12, 2017 1:10 PM

**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.

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Letter  
**D1a**  
cont.

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 Radum 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 less **constrained by the freeway median.**

1 cont.

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3

Letter  
**D1b**



Robert Allen

**Draft 6**

1 message

Robert Allen  
To: Robert Allen

Tue, Aug 22, 2017 at 12:50 AM

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.

1

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**

2

Letter  
**D1b**  
cont.

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.

2 cont.

Letter  
D1c

**From:** Robert Allen  
**Sent:** Monday, September 04, 2017 11:52 PM  
**To:** BART To Livermore Outreach  
**Cc:** \_BoardofDirectors; Michael Tree; Robert Allen  
**Subject:** Re: DEIR Comments, BART to Livermore

**Ultimate BART to Livemore 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.**

1

**Until rail reaches Isabel, try iiBART (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.**

2

On Mon, Sep 4, 2017 at 3:15 PM, Robert Allen <[robertseeallen@gmail.com](mailto:robertseeallen@gmail.com)> 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 turnback in freeway median like at present.
- Increase storage in turnback 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.

3

**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 (iiBART):**

- 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

Letter  
D1d

**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

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Letter  
D1e

**From:** Robert Allen  
**Sent:** Monday, September 11, 2017 8:18 AM

**Subject:** Revised Comment, DEIR, BART to Livermore Extension Project

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)

1

Letter  
D1f

**From:** Robert Allen  
**Sent:** Wednesday, September 20, 2017 3:07 AM

**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

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Letter  
D1g

**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

**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.

1

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.

2

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:** Saturday, September 23, 2017 3:10 PM  
**To:** Donald Dean  
**Subject:** Fwd: Isabel Tail Tracks with Alt 1

----- Forwarded message -----

From: **Robert Allen**  
Date: Sat, Sep 23, 2017 at 2:44 PM  
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?

1

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.

2

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.).

3

Design the tail tracks to allow later extension of BART in the freeway median to and beyond Livermore Avenue.

4

The third tail track would serve as a runaround/hospital track when BART is extended.

Letter  
D1i

**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.

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Letter  
D1j

**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. iiBART (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 Airport 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.

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Letter  
D1j  
cont.

Perhaps, in view of LAVTA's reluctance even to agenda iiBART (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.

3 cont.

On Tue, Sep 26, 2017 at 4:01 PM, Andrew Tang

wrote:

Bob,

Thank you for your comments and continued interested 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

**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?

Letter  
**D1j**  
cont.

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:** Sunday, October 01, 2017 4:39 AM

**Subject:** Comment Cut-off, BART to Livermore DEIR

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](mailto: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.

1

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.

2

Reject Alternatives 2 (DMU/EMU) and 3 (Express Bus). Both would block access by conventional BART trains to a Tri-Valley yard.

3

Implement Enhanced Bus from Isabel via Airway and I-580 to Dublin-Pleasanton immediately, but **not** as an alternative. I call it iiBART (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).

4

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).



**From:** Robert Allen

**Sent:** Monday, October 02, 2017 12:31 PM

**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.

1



**From:** Robert Allen  
**Sent:** Sunday, October 15, 2017 7:40 PM  
**To:** BART To Livermore Outreach

**Subject:** Comment, BART to Livermore DEIR

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.

1

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**

2

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 Radum 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.

3

**Alternative 3 - Express Bus:**

- \* **Drop**

Same reasons as Alternative 2.

Letter  
**D1m**  
cont.

**Alternative 4 - Enhanced Bus:**

- \* **Revise planning**
- \* **Plan with County, LAVTA, and City of Livermore**
- \* **Do iiBART ASAP, not as an alternative**

3 cont.

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.

4

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.

5

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

BART Director, District 5, 1974-1988

**RESPONSE D1**  
**Robert Allen**

- D1a-1 Thank you for your proposal to expand the park-and-ride service from BART's East Airway Boulevard park-and-ride facility to the Dublin/Pleasanton Station. Based on previous experience, the park-and-ride spaces at East Airway Boulevard have not been in heavy demand. As noted in the Draft EIR, in Table 3.B-29 on page 301, parking demand for the 150-space Airway Boulevard site is only expected to be approximately 40 spaces in 2025. The park-and-ride facility was formerly served by Livermore-Amador Valley Transit Authority (LAVTA) Route 12; however, due to insufficient patronage, that stop has been discontinued. As suggested in the comment, BART has considered increased bus service between the Airway Boulevard site and the Dublin/Pleasanton Station. This concept was not implemented due to the estimated cost of the increased bus service that would be required to provide adequate peak hour headways to meet BART trains. In addition, direct bus ramps to the Interstate Highway (I-580) Express lanes at Isabel Avenue and Hacienda Drive would be infeasible due to right-of-way (ROW) constraints. However, a variation on these concepts has been incorporated into the Express Bus/BRT Alternative, including direct bus ramps from the I-580 Express lanes to the Dublin/Pleasanton Station and a 230-space park-and-ride facility at Laughlin Road. Bus discharge areas at the Dublin/Pleasanton Station for most local buses are already located adjacent to the BART station entrance on the Iron Horse Trail. Bus loading areas at the station are located approximately 400 to 500 feet north and south of the station entrance. Although BART does charge for the use of its parking lots and structures at stations systemwide, there is no charge for use of the park-and-ride lots. There are no plans to change this policy.
- D1a-2 BART supports efforts to provide a rail connection to the Altamont Corridor Express (ACE). Please contact the San Joaquin Regional Rail Commission (SJRRC) regarding any extension of ACE to BART. Also, please see Master Response 11 regarding the withdrawal of the ACEforward Program and its alternatives.
- D1a-3 The current proposal to extend conventional BART is in the freeway median from the Dublin/Pleasanton Station to Isabel Avenue. This would require the relocation of freeway lanes to provide space for BART to run in the median. The median referred to in the comment is occupied by the I-580 Express lanes, which have been constructed since the Livermore initiative petition was circulated in 2011.

- D1b-1 As noted in the comment, following the BART Board of Directors' (BART Board) certification of a Program EIR and adoption of an alignment to downtown Livermore along an I-580-Portola Avenue-Vasco Road route (Alternative 2B, Portola-Vasco), the City of Livermore received an initiative petition calling for the City to maintain its alignment for BART extending in the median of I-580 to Greenville Road. However, the segment between the Dublin/Pleasanton Station and Isabel Avenue is a common element of both the Alternative 2B and I-580-to-Greenville alignments.
- D1b-2 The Proposed Project is an extension of conventional BART in the median of I-580 to Isabel Avenue. Locating the terminus for this project at Isabel Avenue preserves the option for a future extension farther east, in an alignment within, or extending out of, the I-580 median. Please see Master Response 4 for an explanation of why the Proposed Project does not extend to Greenville. Please see Response to Comment D1a-1 regarding expanding BART's Airway Boulevard park-and-ride facility.
- D1c-1 See Master Response 4 for an explanation of why the Proposed Project does not extend to Greenville, and Master Response 6 for an explanation of the proposed location of the storage and maintenance facility.
- D1c-2 Please see Response to Comment D1a-1 above.
- D1c-3 See Master Response 4 for an explanation of why the Proposed Project does not extend to Greenville, and Master Response 5 for an explanation of the need for the storage and maintenance facility at the proposed location as a part of this project. Storage for the commenter's concept of a future R-line (Richmond Line) is not part of this project and would unnecessarily add to the project cost.

Comments regarding an extension of ACE service along a line from Radum (Stanley Boulevard, Pleasanton) to the Dublin/Pleasanton Station should be directed to ACE.

The Draft EIR considered alternatives to the Proposed Project as required by CEQA. The DMU Alternative/EMU option uses standard-gauge rail (4-feet, 8.5 inches) compared to BART, which uses wide-gauge rail (5-feet, 6 inches). This allows the DMU to use a variety of vehicles built to an international standard rather than to BART's individual standard. If a DMU were to be constructed from the Dublin/Pleasanton Station to Isabel Avenue, the cost to convert to a BART standard later would be cost prohibitive.

The comment on the costs for the Express Bus/BRT Alternative is noted. The Enhanced Bus Alternative could be adopted and implemented, providing some of the services recommended by the commenter.

Please see Response to Comment D1a-1 above regarding the expansion of park-and-ride service. Regarding the suggestions to create a new park-and-ride facility at Livermore Airport, institute park-and-ride facility use fees, and provide direct HOT lane access at Hacienda Drive and Airway Boulevard, those suggestions are beyond the scope of this project, the objectives of which, as noted in the EIR, are to provide an “intermodal link of the existing BART system to the inter-regional rail network and a series of Priority Development Areas (PDAs)” in Livermore, as well as to help create “opportunities for transit-oriented development (TOD) in the Livermore area PDAs.” The suggested strategies would not fulfill those stated project objectives.

- D1d-1 Please see Master Response 5 regarding the need for a storage and maintenance facility as part of the Proposed Project and Master Response 6 for alternative sites investigated for the storage and maintenance facility.
- D1d-2 A three-track turnback in the median of I-580 east of the Isabel Station is not operationally feasible. Please see Master Response 6 for more information. BART is not considering a new line between Dublin/Pleasanton and Richmond, nor is it considering an extension over the Altamont Pass, which is beyond the boundaries of the BART district. Creating additional car storage for speculative future lines would unnecessarily add to the project cost.
- D1e-1 Currently there are 86 BART cars stored in the tail tracks east of the Dublin/Pleasanton Station, and four additional cars will be stored there in the near term, plus additional cars will be needed to operate the extension to Isabel Avenue and provide for increased train headways in the future. With 172 cars, the proposed storage facility would be almost twice the size of the tail tracks at Dublin/Pleasanton and a higher level of daily activity. Please see Master Response 5 on the need and the size of the proposed storage yard. As noted above, BART has no plans for an additional line from Dublin/Pleasanton to Richmond (or Oakland).
- D1f-1 The commenter suggests widening I-580 near the I-580/Hacienda interchange to provide a third BART tail track for disabled trains and bus ramps for direct access between I-580 and Hacienda Drive. BART currently has two tail tracks for car storage east of the Dublin/Pleasanton Station. The commenter presumes that these two tracks would be extended to the east and that a third track could be provided in the median east of the station to allow disabled

trains to be pulled off the mainline when necessary. It would be more efficient to move disabled trains to the end of the line where maintenance could be provided. There would not be adequate space in the I-580 median for a maintenance facility, and a BART extension beyond Dublin/Pleasanton Station would require a storage and maintenance facility.

A direct bus ramp to Hacienda Drive from the Express lanes east of Hacienda Drive would provide improved bus service to the Dublin/Pleasanton Station by removing the need for buses to weave across lanes to exit at Hacienda Drive for the BART Station. However, it is not clear from the comment how this would improve bus service for the Proposed Project, which would provide a curbside bus transfer area close to the north-side pedestrian overcrossing at the Isabel Station. The north-side bus transfer area would become the focal point for bus transfers to BART and provide improved service for buses coming from Livermore and points to the east. However, the Express Bus/BRT Alternative includes a direct bus ramp from the I-580 Express lanes and would provide direct bus access to the Dublin/Pleasanton Station, which would be superior to an Express lane ramp to Hacienda Drive.

- D1f-2 See Responses to Comments D1d-2 and D1e-1.
- D1f-3 Please see Master Response 4 regarding a BART extension to Greenville and Master Response 6 regarding the location of the maintenance and storage facility.
- D1g-1 See Response to Comment D1e-1.
- D1g-2 See Response to Comment D1d-2, Master Response 5 regarding the need and location for a storage and maintenance facility, and Master Response 6 regarding alternative locations considered, including at Greenville.
- D1h-1 The grade to the east of Isabel Avenue is not flat and therefore would not accommodate the slope profile required for a BART yard. For the Proposed Project, east of Isabel Station, the tail tracks would descend and cross under the westbound lanes of I-580. The tail tracks would then run at grade along the north side of I-580 before turning north and away from the freeway to the proposed storage and maintenance facility.
- D1h-2 See Master Response 6 for a discussion of alternative locations for a storage and maintenance facility and why they are infeasible, including storage of BART cars in the I-580 median.
- D1h-3 See Responses to Comments D1d-2 and D1e-1.

- D1h-4 Please see Master Response 4 regarding an extension to Greenville. As described in Master Response 6 and Response to Comment D1e-1 above, train storage in the median east of Isabel Station (including storage on a third track) is not feasible.
- D1i-1 See Response to Comment D1e-1 and Master Response 5 regarding the need for and size of the maintenance and storage facility. The DMU Alternative/EMU Option includes a maintenance and storage facility for the DMU/EMU vehicles.
- D1i-2 See Response to Comment D1e-1 and Master Response 6 regarding the infeasibility of median storage tracks east of Isabel Avenue.
- D1j-1 The DMU Alternative (referred to as alternative 2 by the commenter) would provide car storage for an additional 20 BART cars on a new trail track west of the Dublin/Pleasanton Station. The Express Bus/BRT Alternative (referred to as alternative 3 by the commenter) would provide storage for an additional 10 BART cars east of the Dublin/Pleasanton Station on extended tail tracks. The Enhanced Bus Alternative (referred to as alternative 4 by the commenter) would not require any additional BART cars; therefore, no additional storage is needed. See a comparison of the alternatives in Table S-1 on page 5 of the Draft EIR. Please see Master Response 5 for an explanation of the need for additional car storage for an extension of conventional BART (Proposed Project, referred to as alternative 1 by the commenter).
- D1j-2 The operating plan for the Proposed Project includes the use of additional peak hour trains to provide additional capacity for the expected increase in BART ridership (see page 121 of the Draft EIR). Please see Response to Comment D1h-2 and Master Response 6 regarding the infeasibility of three tracks in the median of I-580 east of the Isabel Station and Response to Comment D1d-2 regarding an additional BART line to Richmond. See Master Response 4 regarding an extension to Greenville and Master Response 5 regarding the need for a storage and maintenance facility near Isabel Avenue.
- D1j-3 The Enhanced Bus Alternative was included in all the analysis sections of the Draft EIR and received a thorough evaluation. The Proposed Project and all of the proposed alternatives included a bus component designed to improve bus service and connectivity. Components of the commenter's concept (iiBART) have been included in the bus alternatives. These include increased service to BART's existing park-and-ride lot at East Airway Boulevard (Enhanced Bus Alternative and Express/BRT Alternative), a new park-and-ride lot (at Laughlin Road for the Express Bus/BRT Alternative), improved bus use of the freeway express lanes (Enhanced Bus Alternative and Express Bus/BRT Alternative), and

direct access from the bus drop-off to the BART Station (Express Bus/BRT Alternative).

As noted in Table 3.B-21 on page 291 of the Draft EIR, BART ridership with the Enhanced Bus Alternative would be the lowest of the four alternatives. In 2040, the additional daily, systemwide BART ridership (weekday) would be approximately 400, compared to the Proposed Project, which would be approximately 11,900. BART has provided bus service to stations in the past; however, bus service to BART stations is currently provided by the local transit providers (for example, LAVTA in the Tri-Valley). If BART adopts the Express Bus/BRT Alternative or Enhanced Bus Alternative, BART anticipates that LAVTA would serve as the operator of the new or modified bus routes included in those alternatives; see Draft EIR, Project Description, Tables 2-9 and 2-10. BART has no current plans to operate its own bus service.

- D1k-1 Please see Master Response 5 regarding the need for a maintenance and storage facility. Please see Response to Comment D1e-1 and Master Response 6 regarding the location of the facility and the infeasibility of train storage in the median of I-580.
- D1k-2 See Master Response 4 regarding extending BART line to Greenville and Response to Comment D1d-2 regarding an additional BART to Richmond.
- D1k-3 The commenter is correct that the DMU Alternative/EMU Option would preclude BART access to a yard beyond the current tail tracks at the Dublin/Pleasanton Station. However, contrary to the comment, the Express Bus/BRT Alternative would not affect a potential BART extension farther to the east and a new yard.
- D1k-4 As noted in Response to Comment D1k-3, elements of the commenter’s “iiBART” concept are included in the Express Bus/BRT Alternative and Enhanced Bus Alternative. The crux of the iiBART concept is increased bus service between BART’s East Airway Boulevard park-and-ride and the Dublin/Pleasanton Station. BART has reviewed the ACTC study referenced by the commenter, which recommends expansion of the park-and-ride at Isabel. However, LAVTA, the local transit provider, has dropped service from the park-and-ride to the station due to insufficient ridership. There is no indication that this situation would change in the immediate future. LAVTA could implement the iiBART concept if it chose to.

BART currently charges parking fees for station parking, but does not charge fees at its park-and-ride facilities. Fees at park-and-ride lots would likely discourage rather than encourage park-and-ride use. See Response to

Comment D1a-1 and D1f-1 regarding bus access to and from express lanes and Hacienda Drive and Airway Boulevard.

- D1l-1      Though the Livermore Airport may have available parking, there is no apparent need for additional park-and-ride spaces in the vicinity of Isabel Avenue. BART's park-and-ride facility at East Airway Boulevard was underutilized to the point that the local transit provider, LAVTA, discontinued service to the site. If the demand for additional park-and-ride spaces was demonstrated, BART could expand its East Airway site to provide more spaces. As noted in the comment, the site is flat and owned by BART. In addition, providing a second park-and-ride facility close to the East Airway site would add another stop and increase travel time for the park-and-ride patrons, who presumably would be interested in getting to the BART station with as little delay as possible.
- D1m-1      Please see Master Response 4 regarding a BART extension to Greenville and Response to Comment D1b-1 regarding the initiative petition.
- D1m-2      Please see Master Response 5 regarding the need for a maintenance and storage facility. See Master Response 6 regarding location of the storage and maintenance facility and the infeasibility of train storage in the median of I-580. See Response to Comment D1l-3 regarding whether the DMU Alternative and Express Bus/BRT Alternative would foreclose a shop and fleet storage. See Response to Comment D1d-2 regarding an additional BART line to Richmond. A direct link between BART and ACE is beyond the scope of this project, but is not precluded in a future project by BART or another agency. Comments regarding an ACE extension along a line from Radum (Stanley Boulevard, Pleasanton) to the Dublin/Pleasanton BART Station should be directed to ACE.
- D1m-3      The Draft EIR considered alternatives to the Proposed Project as required by CEQA. The commenter's preference for the Enhanced Bus Alternative compared to the DMU Alternative and Express Bus/BRT Alternative is noted. See Response to Comment D1k-4 regarding implementation of the iiBART concept. See Response to Comment D1j-3 regarding projected ridership for the Enhanced Bus Alternative, which is the alternative closest in concept to the iiBART.
- D1m-4      The patronage figures are reported correctly from the BLVX Travel Demand Model. Despite the benefits noted by the comment, adding another mode of transportation (i.e., a bus trip from Isabel to Dublin/Pleasanton Station before boarding BART) tends to deter some riders; thus, lower BART ridership would be expected under the Express Bus/BRT Alternative and Enhanced Bus Alternative than under the Proposed Project. Please note that the Enhanced Bus Alternative does include service similar to that described in the comment. See

Chapter 2, Project Description, starting on page 161 for more detail on the Enhanced Bus Alternative.

- D1 m-5 See Response to Comment D1a-1 regarding park-and-ride use at BART's East Airway Boulevard site and Response to Comment D1k-4 regarding implementation of the iiBART concept.

Letter  
D2

**Sent:** Monday, August 14, 2017 7:12 PM

First Name: Alex  
Last Name: Araki

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 at 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.

1

**RESPONSE D2**  
**Alex Araki**

D2-1 This comment is not related to the physical environmental impacts of the Conventional BART Project (Proposed Project) or alternatives and does not specifically address the adequacy of the EIR. Please see Master Response 8 regarding the extension’s effects on riders’ experience, and Response to Comment D15-1 regarding crime.

BART is also aware that patrons consider cleanliness an issue, and thus is in the process of improving its station cleaning program. The new program will develop standards for station cleanliness, establish a robust training program, increase the number of cleaners, upgrade tools and equipment, and audit the results. The arrival of new cars should also improve the situation, as they are designed without the vinyl seats or carpeting featured in the older cars and will be easier to clean. Homelessness issues in the Bay Area are also encountered in the BART system. BART is working to attempting to alleviate this issue, and is undertaking efforts such as partnering with the San Francisco Municipal Transportation Authority and the San Francisco Department of Homelessness and Supportive Housing to engage the homeless at BART stations and connect them to services.

Letter  
D3

**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.

1

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.

2

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

**RESPONSE D3**  
**Benjamin Baez**

D3-1 The Draft EIR addresses impacts on carbon dioxide, methane, and nitrous oxide emissions—which are measured through a combined metric of carbon dioxide equivalents—in Section 3.L, Greenhouse Gas Emissions, on pages 1199 to 1256. The Draft EIR quantitatively assesses the Proposed Project’s impact on carbon [i.e., greenhouse gas (GHG)] emissions and how people move [i.e., vehicle miles traveled (VMT)]. The Proposed Project and Build Alternatives result in reductions in on-road VMT, which are reflected in corresponding reductions in GHGs. In fact, the Proposed Project, DMU Alternative, EMU Option, and Express Bus/BRT Alternative were all found to reduce GHGs overall, compared to No Project Conditions. Total VMT are summarized in Table 3.B-30 (VMT Reductions Summary, Average Weekday) on page 302. The total GHGs are summarized in Table 3.L-7 (Change in Annual GHG Emissions Under 2025 Project Conditions) and Table 3.L-8 (Change in Annual GHG Emissions Under 2040 Project Conditions) on pages 1230 and 1239, respectively.

D3-2 There will be some delays during the construction phase of this project, though the potential impacts would be reduced to less than significant with implementation of Mitigation Measure TRAN-1 (Develop and Implement a Construction Phasing and Traffic Management Plan) on page 314 of the Draft EIR. The construction schedule is described on page 168 of the Draft EIR. The Proposed Project and Build Alternatives would retain the existing express lanes and freeway configuration; no freeway general purpose or express lanes would be removed as a result of the project (see page 110).

The comment suggests that BART operate along existing rail ROWs in Livermore. The 2010 BART to Livermore Extension Program EIR explored multiple alternatives that utilized existing rail ROWs in Livermore, all of which were withdrawn for varying reasons. For more information on the alternatives studied, refer to the Program Draft EIR, pages 2-7 to 2-65 and the Program Final EIR, pages 1-2 to 1-45. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that would foster informed decision-making and public participation. The alternatives analyzed in the EIR meet the CEQA requirements for alternatives and represent a reasonable range of alternatives.

The commenter’s preference for ACE is noted. Please see Master Response 11 regarding the ACEforward Project. Please see Response to Comment A5-7 regarding a one-seat ride between the Tri-Valley Area and Santa Clara County.

Letter  
D4a

**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:

- 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. 1
- 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. 2
- 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. 3
- 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. 4
- 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.** 5
- 6. The idea of a "diesel" train/conveyance connector is laughable. 6
- 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. 7
- 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. 8
- 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?** 9
- 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.

Letter  
**D4a**  
cont.

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 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)

10

**RESPONSE D4a**  
**Evan Branning**

D4a-1 Please see Master Response 4 regarding extending the track eastward toward Greenville.

The Proposed Project and Build Alternatives do not include a direct rail connection to ACE stations, but do not preclude a separate future project that would establish a direct connection. However, contrary to the commenter's objection that a connection to ACE is the only way to improve air quality and traffic congestion, the Proposed Project and Build Alternatives result in a reduction in on-road VMT, which results in an overall reduction in GHGs. In fact, the Proposed Project, DMU Alternative, EMU Option, and Express Bus/BRT Alternative were all found to reduce GHG emissions overall, compared to No Project Conditions. The total VMT are summarized in Table 3.B-30 (VMT Reductions Summary, Average Weekday) on page 302.

Total GHGs are summarized in Table 3.L-7 (Change in Annual GHG Emissions Under 2025 Project Conditions) and Table 3.L-8 (Change in Annual GHG Emissions under 2040 Project Conditions) on pages 1230 and 1239, respectively. All the studied scenarios result in less-than-significant impacts for GHGs, as outlined in Table 3.L-4 (Summary of Greenhouse Gas Impacts) on page 1222. The details of the air quality analysis are covered in Section 3.K, Air Quality, on pages 1071 to 1107. As outlined in Table 3.K-7 (Summary of Air Quality Impacts) on page 1127, all operational impacts due to the Proposed Project are expected to be less than significant. As summarized above, the Draft EIR analysis adequately addresses impacts from BART service changes on traffic and the resulting effects on air quality and GHGs.

The commenter is correct that traffic would increase slightly on I-580 east of Isabel Station. The Draft EIR analysis found a small increase in traffic, which would translate to a localized slight increase in vehicle emissions, even though VMT decreases overall as noted above. However, the analysis also found appreciable decreases in traffic along I-580 and parallel routes west of Isabel Station in Livermore, which would result in a decrease in air pollution in that part of Livermore.

D4a-2 One of the objectives of the BART to Livermore Extension Project is to provide an alternative to traffic congestion in the Tri-Valley Area. For travelers from the San Joaquin Valley, the Proposed Project would provide a BART station 5 miles closer than currently exists, making both express feeder buses and driving to

BART more attractive. As the commenter notes, overall traffic conditions on routes from San Joaquin Valley may not improve.

D4a-3 The comment is correct that transfers from one mode to another are disadvantageous for patrons and reduce ridership. See Response to Comment D1m-4. The Draft EIR analysis used assumptions about the relative attractiveness of bus and rail transfers based on industry-accepted research that shows rail is more attractive than bus.

D4a-4 Please see Master Response 1 regarding identified sources of funding for the BART to Livermore Extension Project and other potential sources. This comment does not specifically address the adequacy of the EIR; no response is necessary.

D4a-5 The comment opposing the DMU Alternative is noted. For reference, the DMU technology is under construction on the East Contra Costa BART Extension (eBART) Project, which extends BART service on the Pittsburg/Bay Point – Millbrae/SFO line from its current terminus at Pittsburg/Bay Point to Antioch, and is slated to be in revenue service in 2018.

D4a-6 As described on page 91 of the Draft EIR in Chapter 2, Project Description, a storage and maintenance facility would be required to service the storage and maintenance needs of the Livermore extension. Please see Master Response 5 regarding the cost of the storage and maintenance facility and Master Response 6, which describes why alternative locations for the storage and maintenance facility, including at Greenville, are infeasible.

In addition, the commenter alleges that new storage and maintenance facilities have not been included in recent BART extensions. This is incorrect; eBART includes a storage and maintenance facility east of its terminus at the Hillcrest Avenue Station, with a storage yard in the State Route-4 median as well as a 2.8-acre maintenance annex north of SR-4. Similarly, a new maintenance facility with 10 shop spaces will be built in Santa Clara as part of the Phase II Silicon Valley Extension. As described in Master Response 5, existing maintenance facilities are over capacity and any addition of trains to BART's fleet to serve an extension requires a corresponding increase in storage and maintenance space.

D4a-7 As described on page 110 of the Draft EIR, the existing freeway lane configuration would be moved outward and relocated according to Caltrans standards, and would have the same number of travel lanes and express lanes under the Proposed Project as currently exist. Removal of the current express/high-occupancy vehicle lanes was not included as part of the Proposed

Project, because these lanes are transportation management tools that can have beneficial traffic and environmental impacts, and the agencies with jurisdiction over the lanes, including the Alameda County Transportation Commission and Caltrans, have indicated support for continued use of the lanes.

- D4a-8 Please see Master Response 4 regarding extending the track eastward toward Greenville.
- D4a-9 An extension to Greenville with connection to ACE would be the subject of a future project with a separate project-level evaluation in a future environmental document. Please see Master Response 4 regarding extension to Greenville and Master Response 11 for more information regarding ACE.
- D4a-10 Please see Master Response 1 regarding funding of BART extensions and Livermore residents' contributions to the BART system.

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Letter  
**D4b**

Submitted on Tuesday, August 15, 2017 - 21:03

First Name: evan  
Last Name: branning

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.

| 1

**RESPONSE D4b**  
**Evan Branning**

D4b-1      The comment supporting the Proposed Project (Conventional BART Project) is noted. No response is necessary.

Letter  
D5

Submitted on Friday, August 18, 2017

First Name: Edward  
Last Name: Broadhurst

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?

1

**RESPONSE D5**  
**Edward Broadhurst**

D5-1 The commenter's preference for extending BART to Downtown Livermore or ACE is noted. A potential BART station in Downtown Livermore was studied at a programmatic level in the BART to Livermore Program EIR. The Final Program EIR included an additional alignment alternative to Downtown Livermore, referred to as Alternative 2B (Portola-Vasco), which extended eastward from the Dublin/Pleasanton Station in the median of I-580 before extending south along Portola Avenue to a new station in Downtown Livermore. From Downtown Livermore, it extended along the Union Pacific Railroad tracks to Vasco Road where a second station and a maintenance yard would have been constructed. Alternative 2B was selected by the BART Board as the preferred alternative. However, an initiative created by the residents of Livermore required any future BART alignment within Livermore to be confined to the median of I-580. This initiative was subsequently adopted into the City's General Plan by the City Council.

As described on pages 89 and 123 of the Draft EIR in Chapter 2, Project Description, the design of the Proposed Project and DMU Alternative/EMU Option does not preclude or prevent a future extension of the rail alignment to Downtown Livermore, although the DMU Alternative would prevent the use of technology other than DMU. An extension to Downtown Livermore could be the subject of a future project with a separate project-level evaluation in its own environmental document.

Letter  
D6

Sent: Saturday, October 14, 2017 4:49 PM

First Name: Alan  
Last Name: Burnham  
Email: akburnham@comcast.net

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.

1

(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.

2

**RESPONSE D6**  
**Alan Burnham**

D6-1 In the future, BART may consider improvements to facilitate use of autonomous vehicles at its stations. Possibilities may include building in capacity for autonomous vehicles to safely use drop-off and pick-up areas, when autonomous vehicles become prevalent, as well as designing the station parking facilities to have the flexibility to be converted to other uses. However, even if autonomous vehicle technology were widely available, a parking structure would likely still be necessary as many people would choose to drive to BART, including the proposed Isabel Station.

As stated in the CEQA Guidelines, Section 15126.6(a), an EIR is required to include an analysis of a reasonable range of alternatives to the project, or to the location of the project, that would feasibly attain most of project's basic objectives and avoid or substantially lessen any of its significant effects. An EIR need not consider every conceivable alternative to a project. Furthermore, the commenter does not note any significant effects of the Proposed Project that could be avoided or lessened by the replacement of feeder buses with an autonomous vehicle fleet.

D6-2 The Proposed Project does not assume the extension of conventional BART beyond Isabel Avenue to Greenville, though it does not preclude an extension to the east, as described on page 49 of the Draft EIR. For that reason, a storage facility at the terminus of the line, whether or not it is extended in the future, is a requirement of a conventional BART extension. The Draft EIR identifies the permanent environmental impacts of the storage and maintenance facility and provides appropriate mitigation measures where necessary.

Letter  
D7

Submitted on Monday, August 14, 2017

First Name: Katie  
Last Name: Cefalu

Subject:  
Comment: Will Bart go to San Ramon in the future?

| 1

**RESPONSE D7**  
**Katie Cefalu**

D7-1      BART does not currently have any plans to extend to San Ramon.

Letter  
D8

Submitted on Thursday, July 27, 2017 ·

First Name: Maeve

Last Name: Dilley

Subject: Proposed Livermore Extension

Comment:

Will the proposed extension to Livermore go above ground or below ground in the median of 580 ?

| 1

Thank you.

**RESPONSE D8**  
**Maeve Dilley**

- D8-1 Both the Proposed Project (Conventional BART Project) and DMU Alternative/EMU Option would extend in the median of I-580 at ground level (referred to as “at grade”), not above ground or below ground. Please see Chapter 2, Project Description, of the Draft EIR for further details.

Letter  
D9

Submitted on Thursday, August 10, 2017

First Name: Steven  
Last Name: Dunbar

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

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**RESPONSE D9**  
**Steven Dunbar**

D9-1 The commenter’s opposition to conventional BART is noted.

The comment cites a cost of \$100,000 per daily added passenger. It apparently refers to the capital cost of the Conventional BART Alternative (\$1,329 million in 2016 dollars) divided by the number of new systemwide BART riders (11,900) on an average weekday, which is \$111,680. This number is misleading, as it is standard transportation planning practice to calculate the cost per rider over the “lifecycle” of a transit project, rather than for a single day. Please note that the annualized lifecycle cost per net new BART boarding for conventional BART is \$20.56, which includes capital cost, operation and maintenance costs, and replacement and rehabilitation costs. This number and related cost effectiveness metrics for the Proposed Project and Alternatives is presented in Response to Comment B5-2 and in Chapter 1, Introduction, of this document. Please also refer to the Proposed Project and Build Alternatives Evaluation Report (Evaluation Report) for additional information on the costs and benefits of the Proposed Project and Build Alternatives, provided as a link on the project website at <https://www.bart.gov/about/projects/liv>.

D9-2 As described on page 55 of the Draft EIR, BART’s System Expansion Policy identifies criteria for determining whether a new BART expansion project should be recommended for advancement. One of the policy’s chief elements is the requirement that a Ridership Development Plan be undertaken for proposed BART system expansion projects. To satisfy this requirement, the City of Livermore is preparing the Isabel Neighborhood Plan (INP), which would create a transit-oriented development (TOD) plan for the area around the potential future BART station at Isabel Avenue. As part of the project approvals, BART will consider whether the INP can demonstrate that it would support increased ridership along with meeting the goals of the SEP.

D9-3 The objectives and benefits of the Proposed Project and Build Alternatives are not limited to peak congestion relief. The BART extension to Livermore would have the same operating hours as provided at Dublin/Pleasanton Station currently—weekdays 4:00 a.m. to 12:00 a.m. (midnight), providing transit service not just for commuters, but throughout the day. Weekend service would be 6 a.m. to midnight Saturday and 8 a.m. to midnight Sundays and holidays. The air quality and GHG reductions would benefit all Tri-Valley residents throughout the day and the year.

While the Proposed Project would not include a BRT component, it would include increased bus service and bus infrastructure in the Tri-Valley Area. The improved bus service would increase access to the Dublin/Pleasanton Station and proposed Isabel Station, but also to the Downtown Livermore and Vasco Road ACE stations.

The Proposed Project and all the Build Alternatives include new and modified feeder bus routes that would improve the connection from BART to the ACE stations in Downtown Livermore and Vasco Road. However, direct rail connection to ACE is not proposed as part of this project. A connection between BART and ACE would be the subject of a future project with a separate project-level evaluation in its own environmental document.

D9-4      The commenter's opposition to the Proposed Project is noted.

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Letter  
D10

**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

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 aquired 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 925-443-1657.

Chloe Eldredge

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**RESPONSE D10**  
**Chloe Eldredge**

- D10-1 The comment opposing the location of the storage and maintenance facility is noted. As discussed in Master Response 6, BART considered multiple locations for the storage and maintenance facility and the site proposed in the Draft EIR was the best available site, while alternative locations were deemed to be infeasible by BART.
- D10-2 The comment opposing the BART to Livermore Extension Project is noted. The comment does not address the adequacy of the Draft EIR. BART may consider this comment/concern as part of the project merits when considering approval of the project. Please see Master Response 1 regarding funding for the Livermore extension and Livermore’s contribution.

Letter  
D11

**From:**  
**Sent:** Tuesday, August 01, 2017 4:57 PM  
**To:** BART To Livermore Outreach  
**Subject:** Opposition to Bart to Livermore Storage & Maint. Facility

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.

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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 aquired 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.

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If you have questions or need further clarification on my opposition to this project, feel free to contact me at 925-443-1657.

Jan Eldredge

**RESPONSE D11**  
**Jan Eldredge**

D11-1 Please see Response to Comment D10-1.

D11-2 Please see Response to Comment D10-2.

Letter  
D12

**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.

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**RESPONSE D12**  
**Margaret Fazio**

- D12-1 Please see Master Response 1 regarding funding for the Livermore extension and Livermore’s contribution. Please also see Master Response 4 regarding extending the track toward Greenville, Master Response 5 regarding the need for a storage and maintenance facility for the Livermore extension, and Master Response 6 regarding the other locations considered but found to be infeasible, and why the proposed location is the best available site.



**RESPONSE D13**  
**Benjamin Fortin**

D13-1 The comment supporting the Express Bus/BRT Alternative is noted. In addition, the comment supporting a future BART extension to Downtown Livermore, connecting to ACE is noted.

Please see Response to Comment D5-1 regarding a potential extension to Downtown Livermore. Please see Master Response 1 regarding funding for the BART to Livermore Extension Project.

With regard to BRT-style buses with doors on both sides of the bus: More doors from which people could load and disembark would be helpful; however, designing the project in that manner would require that all buses serving the project have doors on both sides. This restriction would limit the bus service providers' ability to serve the project, which would limit the project's benefits.

Letter  
D14a

**Sent:** Tuesday, August 15, 2017 10:57 PM

First Name: Carol  
Last Name: Gerich

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!

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Letter  
D14b

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., 21<sup>st</sup> Floor, Oakland, CA 94612 or email: [barttolivermore@bart.gov](mailto:barttolivermore@bart.gov). You may also comment via the website [www.bart.gov/livermore](http://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: Carol Gerich (please print)

Organization Represented (if any) \_\_\_\_\_

Phone: \_\_\_\_\_ (optional)

Date: \_\_\_\_\_

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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**RESPONSE D14**  
**Carol Gerich**

D14a-1 The comment supporting the BART to Livermore Extension Project is noted. Please see Master Response 1 regarding funding for the Livermore extension and Livermore’s contribution.

D14b-1 The comment opposing the location proposed for the storage and maintenance facility is noted. As discussed in Master Response 6, BART considered multiple locations for the storage and maintenance facility and the site proposed in the Draft EIR was the best available site, while alternative locations were deemed to be infeasible by BART.

Impacts related to agricultural resources and visual resources that would result from the storage and maintenance facility are discussed in Master Response 7.

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Letter  
D15

**From:** kevin goff  
**Sent:** Monday, July 31, 2017 4:08 PM  
**To:** BART To Livermore Outreach  
**Subject:** Livermore Bart extension

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

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**RESPONSE D15**  
**Kevin Goff**

D15-1 Section 3.0, Community Services, of the Draft EIR, assesses the impacts of the Proposed Project and Alternatives on police services in the study area. The Existing Conditions discussion beginning on page 1398, contains information on existing police resources that was provided directly by the police departments of the cities of Livermore, Pleasanton, and Dublin; BART Police; and the Alameda County Sheriff's Office. Representatives of these departments provided statistics on crime surrounding the existing BART terminus at the Dublin/Pleasanton Station. As stated on page 1400 of the Draft EIR, in 2015, the Dublin Police Department reported that just four calls were related to the Dublin/Pleasanton Station (although, as noted, there might have been some additional calls not associated with a specific address). Similarly, according to the Pleasanton Police Department, the reporting district containing the Dublin/Pleasanton Station accounted for less than 3 percent of the citywide calls for service in 2016, as stated on page 1401 of the Draft EIR.

As stated in Impact CS-5 (Need for New or Physically Altered Governmental Facilities to Maintain Acceptable Service Ratios, Response Times, or other Performance Objectives for Police Services), on page 1422, BART Police would hire four additional officers and one community service officer, as well as establish a new beat to serve the extension and the Isabel BART Station (Isabel Station). The new Isabel Station would include a field office for BART Police with a holding cell, office space, and locker rooms. In addition, any station developed as part of the BART to Livermore Extension Project would incorporate new BART design, maintenance, and operational measures developed for personal safety and security, which are contained in the BART Facility Standards and BART Station Access Guidelines. As noted on page 1422 of the Draft EIR, the BART Facility Standards contain numerous public safety requirements, and the Station Access Guidelines are largely dictated by the principles of Crime Prevention through Environmental Design, which recommends security-oriented design elements such as enhanced lighting, good sightlines, avoidance of pedestrian tunnels and other low-visibility areas, and integrating the station into the surrounding community.

According to the Livermore Police Department, there is no evidence to suggest that the BART to Livermore Extension Project will affect crime in the city.<sup>1</sup> Before and after studies indicate that the introduction of transit service to a community does not generally increase crime rates.<sup>2, 3, 4, 5, 6</sup> For example, Dublin, Pleasanton, Lafayette, Orinda, and Walnut Creek all have BART stations and low crime rates. Additionally, commuter rail lines such as BART are unattractive to criminals due to features such as surveillance cameras and wait times for trains, which make “getaways” more difficult compared to using automobiles.<sup>7</sup> In studying stations where personal security is an issue, BART has found that they are generally older stations constructed before Crime Prevention through Environmental Design policies existed, and that they exist in historically low-visibility, high-crime settings. This conclusion reinforces the findings of previous studies of crime and transit systems, which have found that crime levels vary throughout a given transit system and correlate to existing neighborhood crime.<sup>8</sup>

Relative to other transportation modes, public transit is safer with a low crash risk and more secure with a low crime risk. Nationwide and locally, only a small portion of total violent crimes occur on transit properties.<sup>9</sup> The Livermore Police Department analyzed five existing end-of-line BART stations, and found that the crime rate reported at BART stations is a small fraction of the citywide crime rate. For example, the Part I crime rate<sup>10</sup> for Fremont is 1,966 reported crimes per 100,000 residents, compared to just 5 reported crimes per 100,000

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<sup>1</sup> City of Livermore, Full BART to Livermore, Frequently Asked Questions, Available at: <http://www.cityoflivermore.net/civicax/filebank/documents/14397/>

<sup>2</sup> Blum, 2012. New MAX line might not be the “crime express”. Available at: <http://portlandtribune.com/pt-rss/9-news/112995-new-max-line-might-not-be-the-crime-express>. August 1.

<sup>3</sup> Billings, Leland, and Swindell, 2011. The effects of the announcement and opening of light rail transit stations on neighborhood crime. *Journal of Urban Affairs* 33(5): 549-566. Available at <http://onlinelibrary.wiley.com/doi/10.1111/j.1467-9906.2011.00564.x/abstract>. December.

<sup>4</sup> Liggett, Loukaitou-Sideris, and Iseki, 2002. Journeys to Crime: Assessing the Effects of a Light Rail Line on Crime in the Neighborhoods.

<sup>5</sup> Plano, 1993. Transit Generated Crime: Perception vs. Reality - A Socio-geographic Study of the Neighborhoods Adjacent to Section B of the Baltimore Metro.

<sup>6</sup> Tay, Abul Azad, Wirasinghe, and Hansen, 2013. Analysis of the influence of urban rail stations on neighborhood crime. *International Journal of Urban Sciences* 17(2). Available at: <http://dx.doi.org/10.1080/12265934.2013.776289>.

<sup>7</sup> City of Livermore, Full BART to Livermore, Frequently Asked Questions, Available at: <http://www.cityoflivermore.net/civicax/filebank/documents/14397/>

<sup>8</sup> DeGeneste and Sullivan, 1994. Policing Transportation Facilities.

<sup>9</sup> Littman, 2014. A New Transit Safety Narrative, *Journal of Public Transportation*, Vol. 17, No. 4. Available at: [https://www.nctr.usf.edu/wp-content/uploads/2014/12/JPT17.4\\_Litman.pdf](https://www.nctr.usf.edu/wp-content/uploads/2014/12/JPT17.4_Litman.pdf)

<sup>10</sup> The Uniform Crime Reporting (UCR) Program divides offenses into two groups, Part I and Part II crimes. Part I crimes include aggravated assault, forcible rape, murder, and robbery (violent crimes); and arson, burglary, larceny-theft, and motor vehicle theft (property crimes).

patrons at the Fremont BART Station. As noted above, Pleasanton and Dublin have similar crime rates associated with their BART stations as well.

Just as crime rates vary among cities with BART stations, crime rates in areas surrounding BART stations also vary and tend to match the rates for the local neighborhood. The strongest influence on crime rates is a neighborhood's demographic, socioeconomic, and land use characteristics.<sup>11</sup> Research finds that policies aimed at increasing walking, bicycling, and transit use as well as more compact, mixed TOD tend to reduce total crime because improvements associated with transit stations help increase "eyes on the street."<sup>12</sup> Reflecting this, property values and rents in the Bay Area tend to be higher near rail stations such as BART and Caltrain.<sup>13</sup> In addition to real estate development, new transit stations generally attract more people and business activity to an area. Accordingly, the City of Livermore will consider shifting police coverage in proportion to population growth and demand. The City of Livermore and BART will also design the Isabel Station area to promote visibility and security for BART patrons and the neighborhood as required by BART Facilities Standards and as stated in the INP EIR.<sup>14</sup>

Accordingly, as summarized on page 1422 of the Draft EIR, no major increase in crime at or around the proposed Isabel Station in Livermore is anticipated as a result of the Proposed Project or any of the Build Alternatives.

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<sup>11</sup> San Diego Association of Governments (SANDAG), 2009. Understanding Transit's Impact on Public Safety. Available at: [http://www.sandag.org/uploads/publicationid/publicationid\\_1483\\_10995.pdf](http://www.sandag.org/uploads/publicationid/publicationid_1483_10995.pdf)

<sup>12</sup> Littman, 2014.

<sup>13</sup> Diaz, 1999. Impacts of Rail Transit On Property Values. Available at: <http://reconnectingamerica.org/assets/Uploads/bestpractice083.pdf>. May.

<sup>14</sup> City of Livermore, 2018. Isabel Neighborhood Plan EIR. Page 3.11-14. January 12. Available at: <http://www.cityoflivermore.net/civicax/filebank/documents/17106>.

Letter  
**D16**

**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?

| 1

Chris N. Grimes

**RESPONSE D16**  
**Chris N. Grimes**

- D16-1      The Proposed Project and DMU Alternative (and all the other Build Alternatives) do not provide a direct connection to ACE, but they do reduce the gap between BART and ACE through bus connections. As described on pages 89 and 123 of the Draft EIR in Chapter 2, Project Description, the design of the Proposed Project and DMU Alternative/EMU Option does not preclude a future extension of the rail alignment to the east in the I-580 median, including toward Vasco Road. Such an extension, which was evaluated in the Program EIR, would be the subject of a future project with a separate project-level evaluation in its own environmental document. Please see Master Response 1 regarding funding for the BART to Livermore Extension Project and Livermore’s contribution.

Letter  
D17

**From:**  
**Sent:** Monday, July 31, 2017 2:51 PM  
**To:** BART To Livermore Outreach  
**Subject:** Re: BART to Livermore Extension Project Draft EIR Now Available

Dear Sir or Madam:

Your announcement shows only two public outreach meetings both located at the eastern edge of Alameda County where the response is virtually a foregone conclusion. Since most of the cost of the extension would be borne by others, the benefiting Tri-Valley residents will almost certainly opt for the most expensive of the alternatives presented to them.

In any event it is neither logical nor fair to confine your hearings to just the beneficiaries. What about the rest of the BART ridership, many of whom stand to lose if another expensive BART extension is approved. What about those paying the bill? There should be either no meetings or at least five additional meetings: one in Oakland or Berkeley, one in Hayward, one in San Francisco, one in Richmond and one in Walnut Creek or Concord.

To proceed otherwise will put BART in violation of CEQG.

Ben Hayaishi  
San Francisco

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**RESPONSE D17**  
**Ben Hayaishi**

D17-1 The Draft EIR was posted on BART’s website and comments were solicited from all interested members of the public, not limited to those residing in the project area. BART also held two public meetings, one in Dublin and one in Livermore, to receive comments from residents most likely to have knowledge of the environmental resources that could be impacted by the Proposed Project and Alternatives. Additional meetings were not required by CEQA; in fact, CEQA Guidelines Section 15202 states that CEQA does not require formal hearings at any stage of the environmental review process and that public comments may be restricted to written communications.

BART has carried out the public review of the Draft EIR consistent with CEQA Guidelines Section 15087. Please see Response to Comment PH1-S1-6 regarding the extensive outreach and notification process undertaken by BART to inform the public about the availability of the Draft EIR and about the opportunities to provide comments to BART on the Draft EIR (described further starting on page 23 of the Draft EIR).

Please see also Master Response 1 regarding funding for the Livermore extension.

Letter  
D18

Submitted on Sunday, October 15, 2017

First Name: Karen  
Last Name: Jefferson

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?

1

Why did you load the approximately 5 mile extension to Isobel 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?

2

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.

3

**RESPONSE D18**  
**Karen Jefferson**

D18-1 Please see Master Response 1 for information regarding Livermore residents' tax contribution to the BART system.

CEQA requires the analysis of a range of alternatives to the Proposed Project, and the Draft EIR provides a full evaluation of the alternatives. The three Build Alternatives, which are based on different transit technologies, were identified in the initial screening as alternatives that could meet most of the project objectives and be completed within a reasonable timeframe. Therefore, BART chose to fully analyze these alternatives.

While buses currently serve the Dublin/Pleasanton BART Station, the bus component of the Proposed Project and Build Alternatives would include increased connections throughout the Tri-Valley Area, increased bus connections from BART to ACE, and improved bus infrastructure. The bus component of the Proposed Project and DMU Alternative would also add routes to the new Isabel Station. More information regarding the bus component of the Proposed Project and Build Alternatives can be found in Chapter 2, Project Description, of the Draft EIR.

D18-2 Please see Master Response 5 regarding the need for a storage and maintenance facility for the Livermore extension; Master Response 6 for the other locations considered but found to be infeasible and why the proposed location is the best available site; and Master Response 7 for a summary of the impacts of the storage and maintenance facility, including those related to agricultural resources.

D18-3 Please see Master Response 4 for information regarding extending tracks to Greenville and Master Response 6 regarding alternative storage and maintenance facility locations, including at Greenville, and why they are infeasible.

Letter  
D19

**From:** Nicholas Josefowitz  
**Sent:** Monday, October 16, 2017 4:59 PM  
**To:** BART To Livermore Outreach  
**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. 1
- 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. 2
- 3. 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. 3
  - 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
- 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 5

Letter  
**D19**  
cont.

- providing efficient travel connections to Livermore, Central Valley communities, and ACE, the analysis should enumerate and quantify the benefits of faster enhanced bus implementation.
- a. 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.

5 cont.

BART Director, D8

**RESPONSE D19****Nicholas Josefowitz**

D19-1 The commenter is correct that the first project objective is to “provide a cost-effective intermodal link of the existing BART system to the inter-regional rail network...”

The SJRRC proposed several ACE to BART connections in the ACEforward Draft EIR, published in May 2017. Eleven of the ACE to BART connections evaluated were in the Tri-Valley Area, and four were in the Fremont/Union City area at the Union City BART Station. Of the four alternative ACE to BART connections evaluated for the Union City BART Station, two alternatives involved ACE to Union City BART and two involved DMU to Union City BART. These were identified as longer-term improvements. Out of these four alternatives evaluated, the ACEforward Draft EIR identified Alternative P-UC-2a (DMU to Union City) as the environmentally superior alternative.

The ACEforward Project Draft EIR referred to the track connecting ACE (or DMU) to the Union City BART Station as the Shinn Connection. This connection would require realignment of the ACE tracks northeast of the BART overcrossing of the ACE tracks near Shinn Street in Fremont.

The BART to Livermore Extension Project Draft EIR referenced the ACEforward project in Chapter 1, Introduction (pages 60 through 61) and Section 3.A, Introduction to the Environmental Analysis (pages 230 through 231), as well as incorporating ACE improvements (e.g., increased number of trains per day) into the transportation and other analyses, where relevant. However, the prospect of a potential ACE to BART connection in the Fremont/Union City area, as referred to in the comment, is outside the BART to Livermore Extension Project study area. Subsequent to the publication of the BART to Livermore Extension Project Draft EIR, and following the close of the public comment period on the ACEforward Draft EIR on August 31, 2017, the SJRRC determined that it would not continue with the ACEforward project and rescinded that proposed project’s Draft EIR. The SJRRC now proposes a different project. As described in the Notice of Preparation for an EIR evaluating an ACE Extension from Lathrop to Ceres/Merced (January 10, 2018), “the ACEforward project is not moving forward” and the “improvements envisioned in the ACEforward plan no longer represent the intention of the SJRRC for ACE.” Therefore, the ACE to BART connections identified in the ACEforward Draft EIR are not considered reasonably foreseeable future projects. BART reviewed the ridership analysis in the BART to Livermore Draft EIR in light of the elimination of the ACEforward plan and determined that the

changes did not substantially affect the analysis.<sup>15</sup> Therefore, no revisions have been made to the Draft EIR. See Master Response 11 for more information on ACE.

D19-2 BART's Station Access Policy provides guidance on prioritizing access modes to BART stations depending on station type. The policy identifies five station types, with drive-alone mode share indicated in parentheses, as follows:

- 1) urban (5 percent)
- 2) urban with parking (up to 25 percent)
- 3) balanced intermodal (25 to 40 percent, including carpool/taxi/drop-off)
- 4) intermodal/automobile reliant (55 to 80 percent, including carpool/taxi/drop-off)
- 5) automobile-dependent (67 percent or more, including carpool/taxi/drop-off)

BART has recognized that stations in the Tri-Valley Area will likely have much higher drive-and-park rates than the systemwide average, and has designated those stations, including the Dublin/Pleasanton Station and the West Dublin/Pleasanton Station as automobile-dependent.<sup>16</sup>

A new station at I-580/Isabel Avenue is proposed under both the Proposed Project and the DMU Alternative/EMU Option. When the proposed Isabel Station first opens, riders are expected to rely primarily on automobiles for access to the station, making it an automobile-dependent station. Over time, development under the City of Livermore's INP is expected to increase the density of housing and jobs around the station. Increased density, along with a planned network of bicycle and pedestrian trails and pedestrian-scale streets, would promote non-automobile access to the station. With these improvements and development under the INP, Isabel Station is anticipated to become a balanced intermodal station.

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<sup>15</sup> Cambridge Systematics, 2018. BART to Livermore: Anticipated Ridership impacts Due to Elimination of ACEforward Service Plan. March 12.

<sup>16</sup> San Francisco Bay Area Rapid Transit District (BART), 2016. BART Station Access Policy Implementation Key, Station Access Typology Map, June 9. Available at: <https://www.bart.gov/sites/default/files/docs/Station%20Typology%20Map%202016-06-09%20Final.pdf>. Accessed February 2018.

rate for the entire BART system. The expected drive-and-park access mode share in year 2040 is presented in the Draft EIR in Table 3.B-23 (Dublin/Pleasanton Station Access Modes and Daily Boardings-Weekday, 2040 Conditions) and Table 3.B-24 (Proposed Isabel Station Access Mode and Daily Boardings-Weekday, 2040 Conditions), on pages 294 and 296, respectively. The following mode shares are expected in 2040:

- Proposed Project. The drive-and-park mode share for Isabel Station is anticipated to be 53 percent and the mode share at the Dublin/Pleasanton Station would be 51 percent.
- DMU Alternative/EMU Option. The drive-and-park mode share would be 48 percent at the Isabel Station and 47 percent at the Dublin/Pleasanton Station.
- Express Bus/BRT Alternative. The drive-and-park mode share would be 36 percent at the Dublin/Pleasanton Station.
- Enhanced Bus Alternative. The drive-and-park mode share would be 42 percent at the Dublin/Pleasanton Station.

While the projected drive-and-park mode shares for the Isabel Station and Dublin/Pleasanton Station under the Proposed Project and Build Alternatives would not meet the systemwide goal of 16 percent drive-and-park by 2040, the Station Access Policy acknowledges that Tri-Valley stations are automobile-dependent stations. Additionally, as noted above for the Isabel Station (and possibly all Tri-Valley stations), TOD around stations is expected to help shift the predominant access mode from automobile to non-automobile modes, allowing for the station type to shift from automobile-dependent to balanced intermodal, and contributing toward a reduced drive-and-park ratio for the system overall. Furthermore, BART is making investments to improve non-automobile access at all stations, which would support the systemwide goal.

D19-3 Under the Express Bus/BRT Alternative, approximately 2.2 miles of I-580, from west of Dougherty Road/Hopyard Road to Tassajara Road/Santa Rita Road, would be relocated to accommodate the bus ramps and bus platforms in the median, as well as to lengthen the existing tail tracks east of the station to store 10 additional BART cars. Table 4.D-1 below describes the purpose of the proposed freeway relocation under this alternative for each freeway segment. The length of the freeway relocation is conservative and is based on the preliminary level of design engineering.

As described on page 161 of the Draft EIR, the additional BART cars are needed to accommodate the increased ridership anticipated under the Express Bus/BRT Alternative while maintaining a similar level of in-vehicle passenger

loads on the Blue Line as under existing conditions. An additional 1,700 passengers are forecast under 2025 Project Conditions and an additional 3,500 passengers are forecast under 2040 Project Conditions, as shown in Table 3.B-21 (BART Systemwide Daily Ridership – Weekday, Existing and 2025/2040) on page 291. Therefore, the need for additional BART cars and storage of the cars would be a direct result of this alternative. As such, the additional storage is an essential component of the Express Bus/BRT Alternative and was included in the alternative’s cost.

Additional parking near the Dublin/Pleasanton Station is not part of this alternative, but is included in the Cumulative Conditions, consistent with the separate garage project currently proposed by the County. Additional parking would increase ridership as described in the cumulative analysis for this alternative. See Master Response 9 for additional information about parking at the Dublin/Pleasanton Station.

**TABLE 4.D-1 RIGHT-OF-WAY REQUIREMENT FOR EXPRESS BUS/BRT ALTERNATIVE**

Freeway Segment	Total Length (miles)	Purpose for ROW
1. West of Dougherty Road/Hopyard Road	0.19	Travel lane transition/shift
2. Dougherty Road/Hopyard Road on/offramp*	0.21	Approximately 0.13 for bus lanes and 0.08 for travel lane transition/shift
3. Between Dougherty Road/Hopyard Road and Hacienda Drive	0.75	Bus lanes and platforms
4. Hacienda Drive on/offramp*	0.29	Travel lane transition/shift
5. Between Hacienda Drive and Tassajara Road/Santa Rita Road	0.76	Approximately 0.15 additional BART car storage and 0.61 for travel lane transition/shift, which includes an allowance to meet Caltrans design standards for travel lane and shoulder widths

Note: Freeway segment numbers listed above correspond to the numbers in the graphic below.

\* Roadway realignment does not require acquisition of ROW.



D19-4 The Express Bus/BRT Alternative in the Draft EIR was developed to use the existing express lanes in the Tri-Valley Area and provide a more efficient bus-to-BART connection at the Dublin/Pleasanton Station. This alternative also assumed that existing express bus services would serve the station, with improvements to existing travel times, including improved bus service to the Central Valley (i.e., faster SJRTD 150 and MAX BART Express). The congestion relief and GHG benefits of the Express Bus/BRT Alternative are identified in the Draft EIR, on pages 316 to 459 and 1214 to 1255, respectively. However, it is true that the Express Bus/BRT investment might provide broader benefits, in the event that bus service providers develop additional routes to the Dublin/Pleasanton Station in the future.

A sensitivity test has been conducted by developing and assuming a revised, expanded express bus network, including:

- New/modified bus routes serving the I-680 corridor north of I-580, utilizing express lanes that are assumed to be implemented by 2040
- Increased frequencies of existing express bus routes serving destinations east of the Altamont Pass, assumed to operate in the existing general-purpose freeway lanes east of Greenville Road (there are no known plans to implement new express or general-purpose lanes)

The sensitivity test showed the following results. BART system ridership increased by 5,300 passengers per weekday in 2040 compared with the No Project Conditions. This ridership is 1,800 higher than the ridership increase reported for the Express Bus/BRT Alternative in the DEIR, which was 3,500 passengers per weekday. The increases stem almost entirely from the I-680 corridor bus service; the expanded bus services over the Altamont Pass result in minimal ridership increases.

Buses departing the Dublin/Pleasanton BART station bus facility and serving the I-680 corridor north of I-580 would travel westbound on I-580 and use the I-580 to I-680 ramp to enter northbound I-680. When the westbound buses depart Dublin/Pleasanton BART, they at first travel in the left-most lane on I-580. The sensitivity test assumes these buses can safely transition over to the right-most lane in time to access the I-580 to I-680 ramp. A similar assumption is made for buses returning from the I-680 corridor to the Dublin/Pleasanton BART station bus facility. BART has not conducted bus operations analyses to determine whether these maneuvers are feasible, or if not, what modification to I-580 and I-680 would be needed to make them feasible.

D19-5 The Enhanced Bus Alternative in the Draft EIR was developed to improve transit access to the Dublin/Pleasanton Station using lower-cost bus service

improvements. The comment is correct that the benefits of the Enhanced Bus Alternative would become available much sooner than those of either the Proposed Project or the other two Build Alternatives. As the Draft EIR states, this alternative would have a faster implementation schedule of approximately 2 months, compared to approximately 5 years for the Proposed Project (see page 168 of the Draft EIR).

While the limited BART ridership increases anticipated under this alternative would occur sooner with the Enhanced Bus Alternative than with the Proposed Project or other alternatives, the ridership increases would be much less than the ridership anticipated for the Proposed Project, DMU Alternative (with EMU Option), and Express Bus/BRT Alternative.

While implementation of the Enhanced Bus Alternative would result in a net reduction in overall VMT under several scenarios, it would not result in a net VMT reduction in 2025 under Project Conditions; see Table 3.B-30 [VMT Reductions Summary (Average Weekday)], on page 302 of the Draft EIR. Therefore, the Enhanced Bus Alternative would not result in a net benefit related to air quality in 2025, as it would cause a net increase in all pollutants evaluated: reactive organic gases, nitrogen oxides, particulate matter with a diameter less than 10 microns ( $PM_{10}$ ), and particulate matter with a diameter less than 2.5 microns ( $PM_{2.5}$ ) (see Appendix H, Table 28). The Proposed Project and other Build Alternatives would result in a net decrease in  $PM_{10}$  and  $PM_{2.5}$  emissions due to the significantly higher reduction in passenger vehicle VMT. Similarly, for GHG emissions, the Enhanced Bus Alternative would result in a net increase in emissions, compared to the Proposed Project and other Build Alternatives. Thus, accounting for earlier implementation of the Enhanced Bus Alternative would not substantially improve the assessment of the air quality or GHG benefits of the Enhanced Bus Alternative.

The Enhanced Bus Alternative was developed to provide improved bus service with limited infrastructure costs. BART worked with LAVTA, the local bus operator, to develop the proposed bus program. Some improvements suggested in the comment, such as signal priority and increased bus frequency, are included in this alternative. In addition, this alternative would provide a new Rapid route, an additional express route, and modifications to existing lines. Infrastructure improvements such as bus bulbs, bus shelters, and digital signage would be constructed along the new bus routes. However, major intersection improvements and dedicated travel lanes were not included in the Enhanced Bus Alternative because those types of improvements would be inconsistent with the objective of the Enhanced Bus Alternative, which is to provide a low-cost bus alternative.

Letter  
D20

**Sent:** Sunday, October 08, 2017 3:01 PM

First Name: Elizabeth  
Last Name: Judge

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?

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**RESPONSE D20**  
**Elizabeth Judge**

D20-1 Please see Master Response 1 for information on funding for the Livermore Extension Project and Livermore’s contribution and Master Response 4 regarding extending the track toward Greenville.

Letter  
D21

**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.

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Thank you.

Vamsee Lakamsani

**RESPONSE D21**  
**Vamsee Lakamsani**

- D21-1 The commenter’s preference for the conventional BART without a maintenance facility is noted. Please refer to the Evaluation Report for additional information about the costs and benefits of the Proposed Project and Build Alternatives, provided as a link on the project website at <https://www.bart.gov/about/projects/liv>.
- D21-2 Please see Master Response 4 for information regarding extending the track to Greenville.
- D21-3 An option for the Proposed Project without the storage and maintenance facility is not feasible. Please see Master Response 5 regarding the need and cost for the storage and maintenance facility for the Livermore Extension. Please see Master Response 6, which describes why alternative locations for the storage and maintenance facility, including at Greenville, are infeasible.

Letter  
D22

**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 LPC. 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.

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**RESPONSE D22**  
**Joseph Ledbetter**

D22-1 The commenter's preference for a bus alternative is noted. Please refer to the Evaluation Report (provided as a link on the project website at <https://www.bart.gov/about/projects/liv>) and Chapter 1, Introduction, of this document regarding the costs and benefits of the Proposed Project and Build Alternatives. Please see Master Response 7 regarding impacts resulting from construction of the storage and maintenance facility and Response to Comments D3-2, D23-2, D25-1, D36-8, and D43-2 related to construction-period impacts.

BART is aware of possible changes in technology and propulsion, such as autonomous vehicles and a greater use of electric vehicles. While changes may occur in the future, when those changes will occur and how they will affect commute patterns is speculative. Therefore, the Draft EIR analysis used regional assumptions in the Alameda County Transportation Commission's Travel Demand Model and the BAAQMD Highway Screening Analysis Tool, which are consistent with the generally accepted industry practice. The commenter assumes that driverless electric vehicles may become common by the time the Proposed Project begins service, but this timing assumption is unsupported; and it is not necessarily the case that autonomous vehicles will be electric.

Letter  
D23

**Sent:** Monday, September 18, 2017 6:26 AM

First Name: Lisa  
Last Name:

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.

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Also concerned about first construction, then storage of so many BART cars at the Storage and Maintenance Facility. There will 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.

2

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.

**RESPONSE D23**

**Lisa**

D23-1 The comment supporting the BART to Livermore Extension Project is noted.

As described in Chapter 2, Project Description, the extension of Conventional BART would be in the median of I-580 to a new station at Isabel Avenue. The tail tracks would then exit I-580 east of the station and then turn north to serve the storage and maintenance yard north of I-580. There would be no passenger service beyond Isabel Station. Bus service would be provided between the Isabel Station and Las Positas College. As noted on page 91 of the Draft EIR, the storage and maintenance facility would be needed to service the storage and maintenance needs of the Proposed Project and DMU Alternative (with EMU Option), as well as the overall Daly City-Dublin/Pleasanton line. The proposed storage and maintenance facility location was the best possible site out of a number of alternatives considered, as described in Master Response 6.

D23-2 See Master Response 5 regarding the need for a storage and maintenance facility. The tail tracks from Isabel Station to the storage and maintenance facility would extend primarily at-grade, not underground, with the exception of bridges used to cross Arroyo las Positas and Cayetano creeks and an approximately 450-foot hillside tunnel. Please see Master Response 7 for a comprehensive discussion of impacts associated with construction and operation of the storage and maintenance facility, including noise and vibration associated with the construction and operation of the storage and maintenance facility, and the visual quality impacts of the tail tracks running towards the storage and maintenance facility.

Letter  
D24

**From:** Sandra 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!

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Sandra Lormand  
Livermore citizen

Sent from my iPad

**RESPONSE D24**  
**Sandra Lormand**

D24-1 Please see Master Response 1 for information regarding Livermore residents' tax contribution to the BART system; Master Response 5 regarding the need for a storage and maintenance facility for the Livermore extension; and Master Response 6 for the other locations considered but found to be infeasible, and why the proposed location is the best available site.

At one time, a portion of the I-580 median was reserved for a BART extension to Livermore; however, the current I-580 express lanes were constructed in the median formerly reserved for BART. With increasing congestion on I-580, the express lanes were built as a means to provide near-term relief to the traffic issue, while a BART extension to Livermore was seen as a long-term project that would be implemented in the future. Please also see Response PH1-S14-2.

Letter  
D25

**From:** Zane Marte  
**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 Marte, 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

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**RESPONSE D25**  
**Zane Marte**

- D25-1 Freeway lane closures could be required at the Airway Boulevard Interchange or in the vicinity of the Isabel Station, but the exact locations and duration of possible closures are yet to be determined. While the total construction period could extend to approximately 5 years, the project would be constructed over various phases with shorter durations, as shown in Table 2-11 (Construction Segments and Duration) on page 169 of the Draft EIR. The project would work to minimize and mitigate the effects of the construction period, but some traffic delays would result, as described on page 309 and 310 of the Draft EIR. Temporary lane closures of I-580 would be required for certain construction activities and material deliveries.

Letter  
D26a

**From:**  
**Sent:** Thursday, July 27, 2017 4:34 PM  
**To:** BART To Livermore Outreach  
**Subject:** Storage and Maintenance Facility

Just received info about the plans for Bart to Livermore and I need more information about the Storage and Maintenance Facility being considered to be located near Hartmann Road. What is involved at the Facility and will rails be constructed to get to the Facility? I also would like a map that shows more details as to the location.

1

Thanks,

Lona McCallister



Letter  
D26b

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., 21<sup>st</sup> Floor, Oakland, CA 94612 or email: [barttolivermore@bart.gov](mailto:barttolivermore@bart.gov). You may also comment via the website [www.bart.gov/livermore](http://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: LONA MCCALLISTER (please print)

Organization Represented (if any) N/A

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. →

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Letter  
**D26b**  
cont.

ALSO, the ENVIRONMENTAL GROUPS declared  
The AREA Open Space to protect  
Agriculture By A Voter Approved  
Amendment.

1 cont.

**RESPONSE D26**  
**Lona McCallister**

D26a-1 As described on page 107 of the Draft EIR (Chapter 2, Project Description), the storage and maintenance facility under the Proposed Project would provide storage space for approximately 172 BART cars and systemwide maintenance capacity. Tracks would be constructed between the Isabel Station and the maintenance facility. A detailed illustration of the location and layout of this facility can be found in Figure 2-9 on page 108.

Under the DMU Alternative/EMU Option, the storage and maintenance facility would provide storage space and maintenance capacity for approximately 12 DMU vehicles. A map of the facility location can be found in Figure 2-13 on page 124, and a detailed illustration is presented in Figure 2-18 on page 137.

Please see Master Response 5 regarding the need for a storage and maintenance facility for the Livermore extension and Master Response 6 for other locations considered but found to be infeasible, and why the proposed location is the best available site.

D26b-1 The commenter's opposition to the development of the storage and maintenance facility at the location proposed is noted. Please see Master Response 5 regarding BART's need for the storage and maintenance facility to service the extension to Isabel Avenue, as well as the overall Daly City-Dublin/Pleasanton Line. Please see Master Response 6 for a discussion of alternative locations considered for the storage and maintenance facility that were deemed to be infeasible by BART.

Effects on property values are not considered to be significant adverse CEQA impacts and are not required to be analyzed, pursuant to CEQA Guidelines Section 15064(e), which states that economic and social changes resulting from a project shall not be treated as significant effects on the environment.

BART acknowledges that the storage and maintenance facility would be in an agricultural area outside the Urban Growth Boundary. Please see Master Response 7 for a discussion of all the impacts, including impacts to agriculture, visual quality, and noise, associated with the storage and maintenance facility.

As described in Section 3.H, Hydrology and Water Quality, under Impact HYD-3 (Violate Water Quality Standards or Waste Discharge Requirements), beginning on page 790 of the Draft EIR, stormwater treatment and runoff volume control

measures would be implemented to ensure that any potential impacts from runoff, including from train maintenance, would be less than significant.

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Letter D27
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**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:

- |   |    |
|---|----|
| <p>1. Full Service BART must be extended to connect with the ACE train at Greenville Rd in East Livermore<br/>                 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.</p>  | 1  |
| <p>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.</p>  |    |
| <p>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.</p>   | 2  |
| <p>4. Express buses are NOT a viable alternative. Transfers from one mode to another take time &amp; effort, unlike the transfers experienced once on the system where trains are coordinated and timed for maximum efficiency.</p>   | 3  |
| <p>5. Public transit is for the benefit of the public and is <b>a common good</b>. It should not be considered in the light of a paying/going concern. <b>Money must be found for the good of the community.</b></p>  | 4  |
| <p>6. The idea of a "diesel" train/conveyance connector is laughable.</p>   | 5  |
| <p>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.</p>  | 6  |
| <p>8. Widening I-580 is not necessary if the goal is to remove vehicles from the road. <u>The Toll Express Lanes can be re-purposed to accommodate the line since the road width is satisfactory in Dublin.</u></p>   | 7  |
| <p>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 - <b>Why wasn't Greenville included in this one?</b></p>  | 8  |
| <p>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.</p> | 9  |
| <p>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</p>   | 10 |

Letter  
**D27**  
cont.

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)

10 cont.

**RESPONSE D27**

**Nicky Neau**

- D27-1 Please see Response to Comment D4a-1.
- D27-2 Please see Response to Comment D4a-2.
- D27-3 Please see Response to Comment D4a-3.
- D27-4 Please see Response to Comment D4a-4.
- D27-5 Please see Response to Comment D4a-5.
- D27-6 Please see Response to Comment D4a-6.
- D27-7 Please see Response to Comment D4a-7.
- D27-8 Please see Response to Comment D4a-8.
- D27-9 Please see Response to Comment D4a-9.
- D27-10 Please see Response to Comment D4a-10.

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Letter  
D28

**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.

| 1

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.

| 2

Thank you for your attention.

Mary Perner

**RESPONSE D28**  
**Mary Perner**

- D28-1 Thank you for your comment. Please see Master Response 4 regarding extending BART to Greenville, as well as Master Response 6 regarding alternative locations for the storage and maintenance facility, including at Greenville.
- D28-2 Starting on page 755, the Draft EIR describes the regulatory floodways relevant to the Proposed Project and Build Alternatives, which includes the Arroyo las Positas just upstream (east) of Isabel Avenue and adjacent to the proposed Isabel Station. As shown on Figure 3.H-3b (Special Flood Hazard Areas – Detail) on page 757, the 100-year and 500-year floodplains extend along Arroyo las Positas in the Isabel Station area south of I-580. However, as shown on Figure 3.H-3a (Special Flood Hazard Areas – Overview) on page 756, the storage and maintenance facility west of Cayetano Creek is not located within any floodplains.

As stated on page 791 of the Draft EIR under Impact HYD-3 (Violate Any Water Quality Standards or Waste Discharge Requirements), any new impervious surface areas constructed would be required to adhere to the National Pollutant Discharge Elimination System Small MS4 Permit and its runoff volume control measures. Adherence to these design requirements would ensure that any new impervious surfaces would not exacerbate any flooding potential.

Furthermore, Mitigation Measure HYD-9 (Floodway Hydraulic Analysis), described on page 808, requires existing flood water conveyance capacities to be maintained and adherence to floodplain management guidelines and requirements, which would reduce potential impacts to a less-than-significant level.

Impacts BIO-11, BIO-12, and BIO-13, starting on page 922 of the Draft EIR, describe potential impacts related to wetlands, riparian habitat, and wildlife mitigation, including in the vicinity of the Arroyo las Positas, and identify mitigation measures to reduce those potential impacts to less-than-significant levels.

Letter  
D29

Submitted on Sunday, October 15, 2017

First Name: James

Last Name: Ransom

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

1

**RESPONSE D29**  
**James Ransom**

D29-1 The 2010 BART to Livermore Extension Program EIR considered 10 alignment alternatives for extending BART service eastward from the Dublin/Pleasanton Station to Livermore. Alternatives 1A, 1B, 2A, 3A, and 5 followed I-580 to the Fallon Road/El Charro Road interchange and then paralleled El Charro Boulevard southeast toward the intersection of Isabel Avenue and Stanley Boulevard. Of those alignments, Alternative 3A (Railroad) and Alternative 5 (Quarry) featured a BART station at Isabel/Stanley.

All five of the above alignments would have traversed the Chain of Lakes area, a series of sand-and-gravel mining pits in the process of being turned over to the Zone 7 Water Agency as quarrying operations cease over time. During the public review period for the Draft Program EIR, BART received comments from the City of Pleasanton and owners and operators of the quarries in the Chain of Lakes area that these five alternatives were unacceptable due to conflicts with current mining operations and future conflicts with planned water storage and recreational uses. The Zone 7 Water Agency also noted potential future conflicts with water storage. BART also received comments from the City of Pleasanton and Alameda County Surplus Property Authority that these five alternatives were unacceptable due to conflicts with the planned Staples Ranch development project, including visual and noise impacts to a senior center along the alignment.

For the above reasons, the five El Charro Boulevard alignments were not carried forward to the project-level environmental evaluation. The project-level evaluation in this Draft EIR is limited to the Proposed Project (and alternatives to the Proposed Project) extending in the I-580 median to the proposed station east of the Isabel Avenue/I-580 interchange. A rail connection with ACE is not proposed as part of the BART to Livermore Extension Project. Such an extension, which was contemplated in the Program EIR, would be the subject of a future project with a separate project-level evaluation in its own environmental document.

Letter  
D30

**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 THESES VIEWS, PRIVACY AND SERENITY IT BRINGS. HOWEVER I WOULD RATHER MOVE THEN LIVE UNDER THOSE CIRCUMSTANCES.

1

Sincerely,

Patricia Ratto 

**RESPONSE D30**  
**Patricia Ratto**

D30-1 The comment opposing the proposed location for the storage and maintenance facility is noted. The Draft EIR analyzed potential impacts resulting from the storage and maintenance facility to views and visual quality in Section 3.E, Visual Quality; noise in Section 3.J, Noise and Vibration; and air quality in Section 3.K, Air Quality. Please see Master Response 7 for a detailed description of impacts associated with the storage and maintenance facility. In addition, BART has elected to conduct additional noise and visual quality analyses since the publication of the Draft EIR to respond to concerns raised by Livermore residents, including the commenter. The results of these analyses further clarify, but do not change, the findings or magnitude of the impacts disclosed in the Draft EIR, and are also described in further detail in Master Response 7.

As described in Section 3.D, Population and Housing, of the Draft EIR, starting on page 536, a number of properties would be acquired for the Proposed Project or one of the Build Alternatives. For properties subject to acquisition, BART would follow all applicable policies related to acquisition of properties and relocation of residents, as identified in Mitigation Measure PH-2 (Acquisition of Property and Relocation Assistance), which would require BART to implement an acquisition and relocation program. However, compensation is not provided for a change in private views. The economic and revenue impacts of projects are not considered to be significant adverse impacts under CEQA and are not required to be analyzed pursuant to CEQA Guidelines Section 15064(e), which states that economic and social changes resulting from a project shall not be treated as significant effects on the environment.

Letter  
D31

Submitted on Thursday, August 31, 2017

First Name: Stacie  
Last Name: Rohovit

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 hoping for answers.

1

**RESPONSE D31**  
**Stacie Rohovit**

D31-1 Passenger loading conditions are expected to be similar to current conditions, even with the Proposed Project. The operational service plan for the Proposed Project is described in the Draft EIR on pages 120 to 121. BART adjusts service levels on its various lines so that the level of crowding is similar systemwide. Because of higher demand on the Pittsburg/Bay Point-SFO/Millbrae line (Yellow line) mentioned by the commenter, it has a higher level of service than the Dublin/Pleasanton-Daly City line (Blue line). Please see Master Response 8 for additional information regarding future passenger loading conditions.

The Proposed Project would add 3,412 parking spaces at the new Isabel Station, and the DMU Alternative would add 2,428 spaces at the Isabel Station. The Express Bus/BRT Alternative would add 230 spaces at a park-and-ride lot on Laughlin Road. Parking supply under the Proposed Project, DMU Alternative, and Express Bus/BRT Alternative is described in the Draft EIR in Chapter 2, Project Description.

Letter  
D32a

**Sent:** Wednesday, August 30, 2017 12:33 PM

First Name: Leland  
Last Name: Stanley

Subject: Bart Maintenance Yard

Comment: The Planned Bart Maintenance Yard North of Hartmann Rd. will not allow us "Quiet Enjoyment" of our ranch property on N Livermore Ave. A maintenance yard does not belong in our back yards, period! Put it in a commercial area where noise and activity will not be disruptive to residential folks.

1

Letter  
**D32b**

**Sent:** Wednesday, August 30, 2017 12:39 PM

First Name: Leland  
Last Name: Stanley

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.

1

**RESPONSE D32**  
**Leland Stanley**

- D32a-1 The comment opposing the proposed location for the storage and maintenance facility is noted. Please see Master Response 6 for a discussion of alternative locations considered for the storage and maintenance facility and Master Response 7 regarding impacts associated with operation of the storage and maintenance facility.
- D32b-1 Please see Master Response 7 regarding impacts associated with the storage and maintenance facility.

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Letter  
**D33**

**From:** Stanley, Richard  
**Sent:** Wednesday, August 30, 2017 12:37 PM  
**To:** BART To Livermore Outreach  
**Subject:** Noise and Lighting

What are the noise and lighting levels at the maintenance yard?

| 1

**RESPONSE D33**  
**Richard Stanley**

D33-1 Please see Master Response 7 regarding impacts, including noise and light, associated with operation of the storage and maintenance facility.

Letter  
D34

**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**

1

**RESPONSE D34**  
**Kyoko Takayama**

D34-1 The comment supporting the Proposed Project (Conventional BART) and preference for an extension to Greenville and connection to ACE is noted.

Please see Master Response 4 regarding extending the track toward Greenville and Master Response 5 regarding the need for a storage and maintenance facility for the Livermore extension and the allocation of costs for the storage and maintenance facility to the Proposed Project and systemwide.

Please see Master Response 6 for information regarding consideration of alternatives for the maintenance facility location. Storage of BART cars under the Isabel Station or under the Isabel Station parking garage would not be feasible because the storage and maintenance facility for the Proposed Project would require approximately 68 acres, which would not fit under either the station or garage.

Letter  
D35a

**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.

1

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.

2

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.

Letter  
D35b

**From:** Allison Tebbe <allisonmtebbe@gmail.com>  
**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 the on 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.

1

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.

2

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.

3

**RESPONSE D35**  
**Allison Tebbe**

- D35a-1 As discussed in the Draft EIR beginning on page 296, passenger conditions in 2040 will be similar to existing conditions. Please see Master Response 8 for additional discussion of future passenger loading conditions and other systemwide impacts of a Livermore Extension.
- D35a-2 BART is working to address system issues related to cleanliness and crime. See Response to Comment D2-1 regarding cleanliness and Response to Comment D15-1 regarding crime. BART ticket prices are based on the distance between the station where a passenger boards the train and where they exit. Patrons entering the BART system in the Tri-Valley Area are at the eastern end of the system and may tend to pay higher ticket prices than the average patron based on the longer ride to destinations such as downtown San Francisco.
- D35b-1 The comment opposing the BART to Livermore Extension Project is noted. Please see Master Response 8 regarding passenger loads on trains, systemwide funding, and other effects of a Livermore Extension on the broader BART system.
- D35b-2 Please see Master Response 8 regarding passenger loads on trains, Please see Comment D35a-2 regarding costs to ride BART.
- D35b-3 Please see Response to Comment D2-1 regarding cleanliness on BART and Response to Comment D15-1 regarding BART and crime.

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Letter  
D36

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., 21<sup>st</sup> Floor, Oakland, CA 94612 or email: [barttolivermore@bart.gov](mailto:barttolivermore@bart.gov). You may also comment via the website [www.bart.gov/livermore](http://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: DANIEL TET (please print)

Organization Represented (if any) self

Email: \_\_\_\_\_ (optional)

Phone: \_\_\_\_\_ (optional)

Date: 08/22/2017

- 1
  - 2
  - 3
  - 4
  - 5
  - 6
  - 7
  - 8
- Comments:
- ⊕ what depot does the proposed livermore depot compare with?
  - ⊕ how is this process different than reports we had a few years ago? tax payers 580 million?
  - ⊕ how much has livermore paid into BART system so far? is the 580 million overall costs?
  - ⊕ why do we still have so many new options? haven't we covered this a few years ago..
  - ⊕ what significant did we find new in this report that we did not know in previous
  - ⊕ why does this feel like deja vu? cost
  - ⊕ how much did all EIRs done for BART to livermore that's for?
  - ⊕ why is greenville option off the list? or is that still viable?
  - ⊕ what other locations have been considered for the depot? greenville?
  - ⊕ what's the likely time a BART in livermore will be a reality.

**RESPONSE D36**  
**Daniel Tet**

- D36-1 BART currently has four yards and shops throughout the Bay Area, in Concord, Daly City, Richmond, and Hayward. The proposed storage and maintenance facility would be most similar in use to the Concord Yard, which has 10 shop spaces and storage for 138 BART vehicles. The yard extends approximately 5,000 along the mainline and is approximately 500 feet wide at its widest point. This comment does not raise concerns pertaining to CEQA or the adequacy of the EIR; no response is necessary.
- D36-2 BART certified a Program EIR for the BART to Livermore Extension Program in 2010. The purpose of the Program EIR was to evaluate possible alignments for a BART extension to Livermore, and the Program EIR considered 10 different alignments to Livermore, as further described starting on page 48 of the Draft EIR. However, the various alignments in the Program EIR were not examined in sufficient detail to allow an extension to be constructed and the transportation technology to be implemented (conventional BART, DMU, EMU or bus) was not determined at that time. The current EIR provides a second tier, project-level environmental review for a BART extension to a new station at Isabel Avenue in sufficient detail to allow it to advance to the next stage of design and construction of a specific project.
- D36-3 Please see Master Response 1 regarding Livermore contributions to BART and how funds are used throughout the three-county BART district.
- D36-4 Previously, a BART to Livermore Extension Program EIR was prepared to allow BART to consider alignment alternatives and program-wide mitigation measures at the early stages of planning. The Program EIR provided an overview of potential environmental impacts associated with different alignments and station locations. The different alignments were analyzed at a conceptual level—e.g., the generalized station locations were identified and evaluated, but more specific details such as the type of transit technology and the siting, scale, and orientation of the station facilities were not decided. The Program EIR analysis was focused on alignment alternatives and was not intended to evaluate alternative technologies such as DMU or bus alternatives.

This BART to Livermore Extension Project Draft EIR is a project-level environmental review of the Proposed Project and Alternatives, which assesses environmental impacts for a specific project in a greater level of detail than was possible in the Program EIR. The Proposed Project corresponds to the alignment of Alternative 4 (Isabel Avenue/I-580 interchange) in the Program

EIR. In addition, three Build Alternatives based on different transit technologies were identified in initial screening as alternatives that could potentially meet most of the project objectives and be completed within a reasonable timeframe; therefore, these alternatives merited full evaluation in this EIR. Furthermore, CEQA requires that an EIR evaluate a range of alternatives to the Proposed Project.

- D36-5 The comment does not address the adequacy of the Draft EIR; no response is necessary.
- D36-6 The scope of the project evaluated in this EIR extends to Isabel Avenue. Please see Master Response 4 regarding an extension to Greenville.
- D36-7 Please see Master Response 6 regarding the location of the storage yard and maintenance facility.
- D36-8 As shown in Table 2-11 (Construction Segments and Duration) on page 169 of the Draft EIR, the Proposed Project, DMU Alternative, and Express Bus/BRT Alternative would all take approximately 5 years to construct and are anticipated to be completed and begin service in 2026. The Enhanced Bus Alternative would take approximately 2 months to construct.

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Letter  
D37a

Thank you for your consideration,

Greg Thompson

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

Letter  
**D37a**  
cont.

facility. The grade does not become significant until you approach Vasco Road. At a minimum, these options needs 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.

1 cont.

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.

2

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

Letter  
D37b

**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 augments by ½ cent and extends the existing County sales tax, with independent oversight and audits. **All money will benefit local residents.**”

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Letter  
**D37b**  
cont.

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.

2 cont.

**RESPONSE D37**  
**Greg Thompson**

D37a-1 The comment supporting the Proposed Project (Conventional BART Project) enabling a future extension to Greenville is noted. As described on pages 89 and 123 of the Draft EIR (Chapter 2, Project Description), the design of the Proposed Project and DMU Alternative does not preclude or prevent a future extension of the rail alignment to the east, either in the I-580 median or to Downtown Livermore. Please see Master Response 4 regarding extending the tracks to Greenville.

In addition, the comments opposing the development of the storage and maintenance facility and associated tracks at the location proposed are noted. Please see Master Response 5 regarding the cost and need for the storage and maintenance facility. As described in Section 2.K, Alternatives Considered but Withdrawn, on pages 199 to 200 of the Draft EIR, BART performed a detailed siting analysis to narrow the range of potential storage and maintenance facility locations to those that were both feasible and could accomplish the basic objectives of the Proposed Project. The criteria used included undeveloped land, level terrain, access from the median of the freeway, and limited grading. Please see Master Response 6 for alternative locations considered but found to be infeasible, including the commenter's suggestions of 1) building a storage and maintenance facility in the median of I-580 east of Isabel Avenue; 2) BART car storage in the median of I-580 east of Isabel Avenue; and 3) a storage and maintenance facility at Greenville. During this screening analysis, BART was unable to locate an adequate site south of I-580 and east of Isabel. Please also see Master Response 6 for a discussion of Location 3, which was north of I-580 and was deemed infeasible.

As stated on pages 648 through 651 of the Draft EIR, no historical architectural resources were identified in the Cayetano Creek Area, and as further described under Impact CUL-1 (Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5 during construction), no impacts to historic resources would occur in the vicinity of the storage and maintenance facility. Please see Master Response 7 for additional information regarding impacts, including to visual quality and agricultural resources, associated with the storage and maintenance facility.

D37a-2 Please see Master Response 3 regarding the INP, which is intended to promote transit-oriented development around the proposed Isabel Station.

D37b-1 The proposed storage and maintenance facility would provide storage and maintenance capacity that is necessary for the operation of the Proposed Project and is an integral component of the Proposed Project, not a separate project. Master Response 5 describes the need for the storage and maintenance facility and details the cost allocation of the storage and maintenance facility between the Proposed Project and the overall BART system.

D37-b2 Please see Master Response 1 regarding funding for the Livermore extension. As an integral component of the Proposed Project, which would expand and modernize BART in Alameda County and provide transit service to Livermore, the storage and maintenance facility is consistent with the purposes of Measure BB and the Livermore Traffic Impact Fee program. The Proposed Project is also consistent with the language of the 2014 Transportation Expenditure Plan (which is referenced in Measure BB) calling for the first phase of a BART extension within the I-580 corridor to the vicinity of the I-580/Isabel Avenue interchange. The expenditure plan specifies that a project-specific environmental process will include a detailed alternatives assessment. This analysis was provided in the Draft EIR.

In addition, as noted by the commenter, the 2014 Transportation Expenditure Plan (TEP) identified separate funds for BART Maintenance and the BART Station Modernization and Capacity Program. These are funds designated for improvements to all BART stations in Alameda County, such as: addressing station site, building envelope, escalator and elevator rehabilitation/replacement; circulation and wayfinding; air conditioning; lighting and ambient environment; station reliability upgrades; and other station equipment replacement/upgrades. The improvements these funding sources are designated for are not part of the project evaluated in this EIR.

As correctly stated by the commenter, the 2014 TEP identifies \$438 million for “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”. This language is intended to adequately identify the approximate location and scope of the project the funds are to be reserved for and is not intended to imply that no elements of the project can extend outside the immediate I-580 ROW. The storage and maintenance facility is an integral part of a BART extension to Isabel Avenue, which could not function without it. As for the Livermore Traffic Impact Fee Program, the \$40 million identified for the Proposed Project can only be spent on project elements within the Livermore city limits. Therefore, these funds would be

used for components of the Proposed Project (e.g., Isabel Station) that are within Livermore.

Regarding the commenter's suggestions to (1) use existing storage and maintenance facilities in the BART system, (2) use an end-of-line tail track for BART car storage east of Isabel Avenue, or (3) place a storage and maintenance facility near Greenville Avenue, please refer to Master Response 6, which describes alternative locations and concepts for the storage and maintenance facility and why they are infeasible. Please also see Master Response 4 regarding extending the track toward Greenville.

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**From:**  
**Sent:** Saturday, August 05, 2017 6:46 AM  
**To:** BART To Livermore Outreach  
**Subject:** Livermore Extension

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?

1

**RESPONSE D38**  
**Ticiarfaglio**

- D38-1 BART is working to address issues of cleanliness and crime. See Response to Comment D2-1 regarding cleanliness and Response to Comment 15-1 regarding crime on BART.

Letter  
**D39**

Submitted on Thursday, August 3, 2017

First Name: Alfred

Last Name: Twu

Subject: Area near station needs more housing

Comment: To justify the enormous cost of the Livermore BART extension, the area near the station should be developed with at least enough new homes to house the people who will be working at the 8,900 new jobs. Currently the City of Livermore is only proposing 4,920 new homes. Please demand they increase this number to at least 10,000. Thanks!

1

**RESPONSE D39**  
**Alfred Twu**

- D39-1      The City of Livermore is preparing the INP, which would create a TOD plan for the area around the potential future BART station at Isabel Avenue. As part of the project approvals, BART will consider whether the INP can support increased ridership along with meeting the goals of BART's System Expansion Policy. Comments related to the INP itself should be directed to the City of Livermore.

Letter  
D40

**From:** Soumya Upadhyay  
**Sent:** Saturday, July 29, 2017 8:54 AM  
**To:** BART To Livermore Outreach  
**Subject:** BART Livermore Project Question

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?

1

Soumya U  
Pleasanton, CA

**RESPONSE D40**  
**Soumya Upadhyay**

D40-1 As described in Chapter 2, Project Description, of the Draft EIR starting on page 85, the new alignment for the Proposed Project and the new Isabel Station would be constructed in the I-580 median. The rail alignment would be at-grade with the existing freeway and does not include a flyover carrying the BART line over I 580. The location of the conventional BART alignment within I-580 is shown in Figure 2-1 and described in detail beginning on page 89 in the Draft EIR.

Operational noise impacts to residential areas adjacent to the I-580 freeway in the City of Pleasanton are summarized in Table 3.J-19 on page 1010 of the Draft EIR for the Proposed Project and in Table 3.J-21 on page 1015 for the DMU Alternative/EMU Option. Neither the Express Bus/BRT Alternative nor the Enhanced Bus Alternative would have operational noise impacts at residential areas adjacent to the I-580 freeway in the City of Pleasanton. Receptor location LT-2 in these tables is representative of the residential uses along Pimlico Drive, approximately 170 feet south of the proposed BART and DMU alignments. The tables indicate that BART and DMU operations would contribute a noise level of 54 and 56 A-weighted decibels (dBA) day-night average noise level ( $L_{dn}$ ), respectively, in an area where the existing noise level was measured as 64 dBA  $L_{dn}$ . This contribution is below the Federal Transit Administration's threshold of 61 dBA  $L_{dn}$  for such noise environments; consequently, the noise impacts was identified as less than significant for residences in this area. As a practical matter, a contribution of 56 dBA to an existing noise level of 64 dBA yields a noise level of 64.6 dBA, or an increase of less than 1 dBA. Such an increase is not perceptible to the human ear outside of a laboratory.<sup>17</sup>

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<sup>17</sup> California Department of Transportation (Caltrans), 2013. Technical Noise Supplement (TeNS) to the Traffic Noise Analysis Protocol. Pg 2-44 to 2-45. September. Available at [http://www.dot.ca.gov/hq/env/noise/pub/TeNS\\_Sept\\_2013B.pdf](http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf).

Letter  
D41

**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.

1

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.

2

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

**RESPONSE D41**  
**Brandt Weibezahn**

- D41-1 The commenter's opposition to the BART to Livermore Extension Project is noted. For issues related to crime and BART, please see Response D15-1.
- D41-2 This comment does not specifically address the adequacy of the EIR; no response is necessary.



**RESPONSE D42**  
**Beth Wilson**

D42-1 The comment supporting the Proposed Project (Conventional BART Project) is noted. In addition, the comment opposing the storage and maintenance facility is noted. Please see Master Response 6 regarding other locations considered for the storage and maintenance facility but found to be infeasible and why the proposed location was selected as the best available site; see Master Response 7 for more information regarding impacts associated with operation of the storage and maintenance facility, such as noise impacts.

Regarding air quality, as summarized in Table 3.K-7 (Summary of Air Quality Impacts) on page 1129 of the Draft EIR, the Proposed Project and Build Alternatives, including the storage and maintenance facility, were determined to have either no impact or a less-than-significant impact for all criteria (i.e., emissions, health risk, odor) during project operations.

While hazardous materials would be stored and used at the storage and maintenance facility, BART would be required to obtain environmental permits and prepare and implement environmental plans, consistent with federal, State of California, and local requirements. As discussed under Impact PHS-5 (Significant Hazard Created by Routine Transport, Use, or Disposal of Hazardous Materials or Accidental Release of Hazardous Materials), hazardous materials impacts resulting from the storage and maintenance facility would be less than significant.

The Draft EIR identifies the direct conversion of agricultural land required for the storage and maintenance facility to non-agricultural uses as a significant and unavoidable impact. However, neither light, glare, nor noise associated with the operation of the facility would affect agricultural operations. Please see Response to Comment A5-4 for additional information related to the 24-hour operation of the storage and maintenance facility.

Please see Response to Comment C2-2 regarding the adequacy of surveys and the Draft EIR in analyzing the potential biological impacts of the storage and maintenance facility. The Draft EIR adequately identifies special-status species with the potential to occur in the Cayetano Creek Area, including California tiger salamander, California red-legged frog, and western pond turtle, and provides specific mitigation measures to reduce potential impacts to less than significant. See the following mitigation measures related to sensitive species on pages 896, 897, 898, and 903, respectively: BIO-3.A (Consult with USFWS, Survey Potential Habitat, and Reduce Impacts on Special-status Amphibians

during Construction), BIO-3.B (Provide Compensatory Habitat to Mitigate for the Loss and Disturbance of CTS and CRLF Habitat), BIO-3.C (General Measures for Biological Resources Protection during Construction), and BIO-5 (Preconstruction Surveys and Relocation of Western Pond Turtle).

Therefore, the Draft EIR adequately describes noise, air quality, agricultural, and biological resource impacts and no revisions are needed.

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Letter  
D43

**From:** Wolffe, 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 commnts 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.

1

The many "Build" options will have significant impacts on I-580 traffic during constuction 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.

2

3

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 distict 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.

4

Thank You

Vaughn Wolffe

**RESPONSE D43**  
**Vaugh Wolfe**

D43-1 The comment opposing any extension of BART to Livermore is noted. This comment does not specifically address the adequacy of the EIR; no response is necessary.

D43-2 While construction activities for the Proposed Project and Build Alternatives could lead to temporary congestion on I-580 leading to increased emissions from vehicles, it is also possible that anticipated congestion would discourage people from driving on I-580 or encourage them to take alternate routes. However, any such increased construction emissions would be brief and limited in magnitude and not be expected to have significant impacts on regional air quality or GHGs. It should also be noted that Impact AQ-7(CU) on page 1148 of the Draft EIR evaluated cumulative health risk from construction of the project and other probable future projects and found that such cumulative impacts could be significant and unavoidable.

Once the project is in operation, the Proposed Project and Build Alternatives, with the exception of the Enhanced Bus Alternative, would result in a net decrease in  $PM_{10}$  and  $PM_{2.5}$  emissions due to a net decrease in automobile activity. No revisions to the Draft EIR are necessary.

D43-3 As described in Table 3.B-30 [VMT Reductions Summary (Average Weekday)] on page 302 of the Draft EIR (Section 3.B, Transportation), the Proposed Project, DMU Alternative/EMU Option, and Express Bus/BRT Alternative, compared to No Project Conditions, would reduce VMT in both the opening year (assumed as 2025 for the purposes of analysis) and the horizon year (2040); the Enhanced Bus Alternative would result in VMT reductions in 2040. As described in Section 3.L, Greenhouse Gas Emissions, the Proposed Project, DMU Alternative, and Express Bus/BRT Alternative would all result in reductions in GHGs (including  $CO_2$ ) compared to No Project Conditions, both in 2025 and 2040. The population growth described by the commenter would not negate the environmental benefits described above.

D43-4 The comment suggests a transfer-only station between BART and ACE at Shinn Street in Fremont. The Shinn location is approximately 2.4 miles south of BART's Union City Station and only 0.75 mile north of the Fremont BART Station, too close to the existing stations to justify a full BART station. In addition, the location has poor street access, making maintenance and service more difficult. Whether the additional ridership would justify a transfer-only station cannot be ascertained without a full cost-benefit analysis. An

examination of a transfer-only station between BART and ACE at Shinn Street in Fremont is beyond the scope of this EIR, which is focused on transit improvements in the I-580 corridor in the Tri-Valley Area. See Response to Comment C12-6 regarding how such a connection would not further the objectives of the BART to Livermore Extension Project. See Master Response 1 for a description of the tax revenue generated for the BART District by Livermore residents.

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Letter  
D44

**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 commments 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.

1

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 traffice 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 constuction which would cause higher air pollution.

2

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 forseable benefit

3

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 distict 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.

4

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

**RESPONSE D44**  
**Joy Yang**

- D44-1 The comment opposing any of the BART to Livermore Extension alternatives is noted.
- D44-2 Please see Response to Comment D43-2.
- D44-3 Please see Response to Comment D43-3.
- D44-4 Please see Response to Comment D43-4.