

# SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

## Memorandum

**TO:** Board of Directors

**DATE:** May 9, 2018

**FROM:** Carl Holmes, Assistant General Manager  
Planning, Development, and Construction

**SUBJECT:** BART to Livermore Extension Project, Responses to Director Josefowitz

This memorandum provides a response to additional questions from Director Josefowitz regarding the LVX project. Each of the Director's questions are listed below, with a response from BART staff in blue font.

### RESPONSES

1) I wanted to follow-up on comments and questions from the last Board meeting and ask additional questions based on the packet:

1. The Mayor of Livermore spoke about overall mode splits projected from the Isabel Neighborhood Plan? Can you provide a summary table of these mode splits and discuss any comments or concerns BART may have on the projection process?

Based on your email of May 7, 2018, BART and City of Livermore staff have developed mode split numbers for trips to and from the Isabel Neighborhood Plan area, for the year 2040. These are summarized in the following table.

Mode	Work Trips	All Trips
Drive	86.3%	86.0%
Transit	9.4%	5.6%
Non-Motorized	4.2%	8.5%

Please note that these numbers are for the entire Isabel Neighborhood Plan area, some of which is quite close to the proposed Isabel BART station, and some of which is more than one mile away. Locations close to the BART station likely have higher transit mode share.

2. If the Board made no decision until June, would that afford enough time for staff to prepare any more meaningful equity assessment? For example, could you estimate the

For a Title VI and/or Environmental Justice (EJ) analysis which looks at the potential impacts of a proposed project or action, BART follows FTA guidance and FTA-approved methodologies. In the case of the Livermore corridor, while a Title VI/EJ analysis was not required at this stage, BART did complete an analysis which follows FTA-approved methodologies. This analysis focused on identifying if there are any disproportionate burdens placed on protected populations by a proposed project or action. A more substantial equity assessment could consider the possible benefits and trade-off of a given investment, but this would require a substantial effort by staff, on the order of 9-12 months. Staff would first have to assess best practices, develop a robust methodology (applicable to multiple future BART projects), receive input on the proposed methodology from stakeholders, revise the methodology as appropriate, and then gather data and conduct the analysis which would also include an extensive public participation/public input process.

2) Thank you for providing more information on broader express bus opportunities that might benefit from the investments associated with the express bus alternative.

1. Can you provide more information about the analysis and assumptions behind this?

See item 10 in the Memo to the Board, dated May 7, 2018.

2. Is there any ballpark cost estimate for delivering such service?

BART staff is developing a ballpark estimate.

3. Slide 15 notes, "unclear if financially feasible." Does this distinguish these options from any of the rail alternatives?

The note on Slide 15 was added because a cost analysis of the broader Express Bus/BRT network had not been performed, making it unclear whether the broader network was financially feasible. BART staff is developing a ballpark estimate of the cost.

4. The express bus option provides a rather exceptional connection by regional bus standards. Why do we assume it has zero impact on Livermore land use. Is it primarily Livermore's assertion that they would not consider any changes?

The City of Livermore has stated it does not foresee revising the existing General Plan zoning for the area in the vicinity of the proposed Isabel station should BART adopt either the Express Bus/BRT or Enhanced Bus alternative. Build out of the General Plan would result in 2,200 fewer housing units but 4,100 more jobs in the Isabel area compared to Plan Bay Area's projection for year 2040.

- 3) Thank you for providing cost per ton information for GHG emissions reductions compared to core capacity investments. Are there any other large unfunded BART projects for which this information is readily available?

Staff has not previously prepared a GHG emissions reduction comparison of other BART capital project. This analysis would take several weeks to gather and assess information.

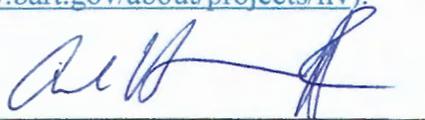
- 4) We discussed the challenge of uncertain revolutions in transportation technology. Given funding and thus construction timeline uncertainty, can BART staff comment on the flexibility of each alternative relative to likely shifts in travel modes and technology?

The impact of emerging mobility technologies on transportation is a question that many transportation planners are just beginning to assess. The methods being applied are new to the transportation and land use planning fields. For the first time, MTC has initiated an 18 month "Horizon" process to inform the preparation of Plan Bay Area 2050. According to MTC, Horizon is not a visioning exercise – the intent would not be to choose a preferred scenario for advancement into Plan Bay Area. Instead, Horizon would allow policymakers, planners, and the public to explore multiple sets of external conditions and think through policy and investment solutions that make sense in each distinct future. Ultimately, policies and projects that make sense across multiple futures – thus demonstrating their resilience to potential headwinds – would be considered top priorities to be incorporated into the Plan Bay Area 2050.

As for BART, the District is just beginning to explore how to best use these emerging tools and methods into our planning processes for the next generation of major capital projects. It would take months to incorporate these methods into the current Livermore process. Staff believes that (after nearly six years of CEQA analysis and) given the near-time time constraints imposed by AB758, these new emerging methods cannot be incorporated into our current Livermore decision making process.

- 5) Can you clarify when the Board would see the Final EIR being certified, including responses to comments on the Draft EIR? Would we have a significant period to digest all these before voting to certify the EIR and potentially select a preferred alternative?

Staff intends to publish the FEIR (including responses to comments) by Friday, May 11, 2018. Digital copies will be mailed to the Board (printed copy for the Board on the 23<sup>rd</sup> Floor at BART headquarters), and the documents will be made available to the public on the project website (<https://www.bart.gov/about/projects/liv>).



Carl Holmes

cc: Board Appointed Officers  
Deputy General Manager  
Executive Staff