

APPENDIX A

Notice of Preparation

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: BART to Livermore Extension Project

Lead Agency: San Francisco Bay Area Rapid Transit District Contact Person: Marianne Payne
 Mailing Address: 300 Lakeside Drive, 16th Floor Phone: 510-464-6140
 City: Oakland, CA Zip: 94612 County: Alameda

Project Location: County: Alameda City/Nearest Community: Livermore, Dublin, Pleasanton
 Cross Streets: I-580, Hacienda Dr., Santa Rita Rd., Isabel Ave., Greenville Rd. Zip Code: 94550

Longitude/Latitude (degrees, minutes and seconds): _____° _____' _____" N / _____° _____' _____" W Total Acres: _____

Assessor's Parcel No.: Multiple Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: I-580, 84 Waterways: Arroyo Las Positas and tributaries

Airports: Livermore Railways: ACE, Union Pacific Schools: _____

Document Type:

- | | | | |
|---|--|------------------------------------|--|
| CEQA: <input checked="" type="checkbox"/> NOP | <input type="checkbox"/> Draft EIR | NEPA: <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document |
| <input type="checkbox"/> Early Cons | <input type="checkbox"/> Supplement/Subsequent EIR | <input type="checkbox"/> EA | <input type="checkbox"/> Final Document |
| <input type="checkbox"/> Neg Dec | (Prior SCH No.) _____ | <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Mit Neg Dec | Other: _____ | <input type="checkbox"/> FONSI | |

Local Action Type:

- | | | | |
|---|---|--|---|
| <input type="checkbox"/> General Plan Update | <input type="checkbox"/> Specific Plan | <input type="checkbox"/> Rezone | <input type="checkbox"/> Annexation |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan | <input type="checkbox"/> Prezone | <input type="checkbox"/> Redevelopment |
| <input type="checkbox"/> General Plan Element | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit | <input type="checkbox"/> Coastal Permit |
| <input type="checkbox"/> Community Plan | <input type="checkbox"/> Site Plan | <input type="checkbox"/> Land Division (Subdivision, etc.) | <input checked="" type="checkbox"/> Other: <u>Transit</u> |

Development Type:

- | | |
|---|---|
| <input type="checkbox"/> Residential: Units _____ Acres _____ | <input checked="" type="checkbox"/> Transportation: Type <u>Transit Extension</u> |
| <input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Mining: Mineral _____ |
| <input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Power: Type _____ MW _____ |
| <input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Waste Treatment: Type _____ MGD _____ |
| <input type="checkbox"/> Educational: _____ | <input type="checkbox"/> Hazardous Waste: Type _____ |
| <input type="checkbox"/> Recreational: _____ | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Water Facilities: Type _____ MGD _____ | |

Project Issues Discussed in Document:

- | | | | |
|--|--|---|--|
| <input checked="" type="checkbox"/> Aesthetic/Visual | <input type="checkbox"/> Fiscal | <input checked="" type="checkbox"/> Recreation/Parks | <input checked="" type="checkbox"/> Vegetation |
| <input checked="" type="checkbox"/> Agricultural Land | <input checked="" type="checkbox"/> Flood Plain/Flooding | <input checked="" type="checkbox"/> Schools/Universities | <input checked="" type="checkbox"/> Water Quality |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Forest Land/Fire Hazard | <input type="checkbox"/> Septic Systems | <input checked="" type="checkbox"/> Water Supply/Groundwater |
| <input checked="" type="checkbox"/> Archeological/Historical | <input checked="" type="checkbox"/> Geologic/Seismic | <input checked="" type="checkbox"/> Sewer Capacity | <input checked="" type="checkbox"/> Wetland/Riparian |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Minerals | <input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading | <input checked="" type="checkbox"/> Growth Inducement |
| <input type="checkbox"/> Coastal Zone | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Solid Waste | <input checked="" type="checkbox"/> Land Use |
| <input checked="" type="checkbox"/> Drainage/Absorption | <input checked="" type="checkbox"/> Population/Housing Balance | <input checked="" type="checkbox"/> Toxic/Hazardous | <input checked="" type="checkbox"/> Cumulative Effects |
| <input checked="" type="checkbox"/> Economic/Jobs | <input checked="" type="checkbox"/> Public Services/Facilities | <input checked="" type="checkbox"/> Traffic/Circulation | <input type="checkbox"/> Other: _____ |

Present Land Use/Zoning/General Plan Designation:

Multiple Designations: Generally business park, office, commercial, and light industrial; some single-family residential

Project Description: *(please use a separate page if necessary)*

The BART District is proposing a 4.8-mile extension from the Dublin/ Pleasanton Station along I-580 to a new station in the vicinity of the Isabel Avenue/I-58- interchange. The project would include efficient bus-to-BART transfer and express bus service linking to inter-regional rail service, Priority Development Areas in Livermore, and proposed off-site parking facilities. See the attached NOP for supplemental information.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X". If you have already sent your document to the agency please denote that with an "S".

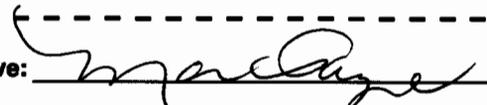
- | | |
|---|--|
| <input type="checkbox"/> Air Resources Board | <input checked="" type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District #4 | <input checked="" type="checkbox"/> Public Utilities Commission |
| <input checked="" type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB #2 |
| <input type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region #3 | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input checked="" type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | <input checked="" type="checkbox"/> Other: California High-Speed Rail |
| <input type="checkbox"/> Health Services, Department of | <input checked="" type="checkbox"/> Other: State Mineral and Geology Board |
| <input type="checkbox"/> Housing & Community Development | |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date August 31, 2012 Ending Date October 1, 2012

Lead Agency (Complete if applicable):

Consulting Firm: _____	Applicant: <u>San Francisco Bay Area Rapid Transit</u>
Address: _____	Address: <u>300 Lakeside Drive, 16th Floor</u>
City/State/Zip: _____	City/State/Zip: <u>Oakland, CA 94612</u>
Contact: _____	Phone: <u>510-464-6140</u>
Phone: _____	

Signature of Lead Agency Representative:  **Date:** 8/24/12

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.



BART to Livermore Extension Project EIR Notice of Preparation

To: Interested Agencies, Organizations, and Individuals

Subject: Notice of Preparation of a Draft Environmental Impact Report for the BART to Livermore Extension Project

Lead Agency: San Francisco Bay Area Rapid Transit District
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Contact Person: Marianne Payne, EIR Project Manager
San Francisco Bay Area Rapid Transit District
Phone: 510.464.6140
Fax: 510.464.7673
Email: mpayne@bart.gov

Project Title: BART to Livermore Extension Project EIR

Project Location: Alameda County, California

SUMMARY:

The San Francisco Bay Area Rapid Transit District (BART), as Lead Agency, is issuing this Notice of Preparation (NOP) to advise other agencies and the public that it will be preparing a Draft Environmental Impact Report (DEIR) for the proposed BART to Livermore Extension Project (Proposed Project). The Proposed Project, which is being developed in partnership with the City of Livermore, consists of a 4.8-mile BART extension along I-580 to a station in the vicinity of the Isabel Avenue/I-580 Interchange incorporating an efficient bus-to-BART transfer; and also includes express bus services linking inter-regional rail service, Priority Development Areas (PDAs) in Livermore, CA, and proposed offsite parking facilities. The DEIR will be prepared in accordance with the guidelines implementing the California Environmental Quality Act (CEQA). The purpose of this NOP is to alert agencies and interested parties regarding the plan to prepare the DEIR, to provide information on the Proposed Project and alternatives, to invite participation in the EIR process, including comments on the scope of the DEIR, and to announce that a public scoping meeting will be conducted.

DATES:

Comments Due Date: Written comments on the scope of the DEIR, including significant environmental issues, reasonable alternatives, and mitigation measures to be considered, should be sent to Marianne Payne, EIR Project Manager, at the address below by Monday, October 1, 2012.

SCOPING MEETING:

A scoping meeting to receive verbal and written comments will be held on Wednesday, September 19, 2012 at the Robert Livermore Community Center, which is located at 4444 East Avenue, Livermore CA, 94550. An informal open house will be held at 6 p.m. followed by the meeting and comments at 7 p.m. If you need language assistance services, please call 510-464-6752. Please call at least 72 hours prior to the date of the meeting.

ADDRESSES:

Written comments on this NOP should be sent to Marianne Payne, EIR Project Manager, BART, 300 Lakeside Drive, 16th Floor, Oakland, CA 94612 or faxed to 510-464-7673 Attention: Marianne Payne. Comments also may be emailed to mpayne@bart.gov.

FOR FURTHER INFORMATION:

For further information contact Marianne Payne (contact information above) or visit the project website at www.bart.gov/livermore.

SUPPLEMENTARY INFORMATION:

Proposed Project

In June, 2010, BART certified a Final Program Environmental Impact Report (FPEIR) for the BART to Livermore Extension (SCH No. 2008062026), analyzing ten alternatives that provided different combinations of alignment, station and maintenance facility locations. The DEIR for the proposed BART to Livermore Extension Project will be a second tier, project-level EIR following the FPEIR. The Proposed Project is a 4.8-mile extension of the BART line from the existing Dublin/Pleasanton Station within the I-580 Corridor freeway median to a new station in the vicinity of the I-580/Isabel Avenue Interchange incorporating an efficient bus-to-BART transfer. A network of express bus services linking inter-regional rail service, Priority Development Areas in Livermore, and proposed offsite parking facilities are also part of the Proposed Project. Express bus routes are tentative and a variety of routes may be evaluated during the scoping and EIR process.

Goals and Objectives

The primary goal of the BART to Livermore Extension Project is to provide an affordable and effective inter-regional and inter-modal link of the existing BART system to inter-regional rail service and Livermore Priority Development Areas. This connection was identified as an important inter-regional link in the San Francisco Bay Area Regional Rail Plan (2007), and regional and inter-regional congestion in this corridor continues to grow. In addition, the Proposed Project is intended to support regional goals of integrating transit and land use policies to create opportunities for transit-oriented development around the proposed I-580/Isabel Avenue BART station, as well as around the inter-regional rail station and the express bus satellite transit nodes in Priority Development Areas in Livermore. The Proposed Project also is intended to alleviate traffic congestion on I-580, improve air quality, and reduce greenhouse gases and other emissions associated with automobile use.

Proposed Project and Alternatives

The Proposed Project and preliminary draft alternatives that may be evaluated in this EIR are listed below. More precise definitions of alternatives, or additional alternatives, may be identified through the EIR scoping process and during preparation of the Draft EIR. In addition to the Proposed Project, the project alternatives currently under consideration include a No Build alternative, a Diesel Multiple Unit (DMU) alternative, and an Express Bus alternative. The Proposed Project, as well as the DMU and Express Bus alternatives, will include tail tracks and maintenance facilities as needed for effective operations.

- **Proposed Project** – A 4.8-mile BART extension along I-580 to a station at the Isabel Avenue/I-580 Interchange incorporating an efficient bus-to-BART transfer, with a network of express bus services linking inter-regional rail, Priority Development Areas in Livermore, and proposed offsite parking facilities. Limited parking also would be provided at the I-580/Isabel Avenue BART station.
- **No Build Alternative** – The No Build Alternative assumes that the proposed project is not constructed. Limited low cost improvements currently planned and funded for the existing intermodal connections may be included.
- **Express Bus Alternative** - This alternative would not include the extension of BART from the existing Dublin/Pleasanton BART Station, but would include Express Bus service to the Dublin/Pleasanton Station with improvements that would provide for more seamless intermodal transfers to the BART system, such as potential improvements to bus access and operations. Transit access could occur using reserved lanes, express bus service, and direct ramps at the Dublin/Pleasanton Station to link with inter-regional rail and Priority Development Areas in Livermore.
- **DMU Alternative** – Using a DMU technology, this alternative would extend from the existing Dublin/Pleasanton BART Station along the Interstate 580 corridor to a Bus-to-DMU transfer station in the vicinity of the Interstate 580/Isabel Avenue Interchange. Limited parking would be provided at this station. A network of express bus service linking inter-regional rail and Priority Development Areas in Livermore would also be included.

Scope of Environmental Analysis

The DEIR for the BART to Livermore Extension Project will be prepared in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended. In general, the purpose of the DEIR is to:

- Analyze the potential environmental effects of the Proposed Project.
- Inform decision-makers, responsible and trustee agencies, and members of the public as to the environmental impacts of the Proposed Project;
- Recommend a set of mitigation measures to avoid or reduce any significant adverse impacts; and
- Analyze a range of reasonable alternatives to the Proposed Project.

Potential environmental effects identified for analysis in the DEIR include:

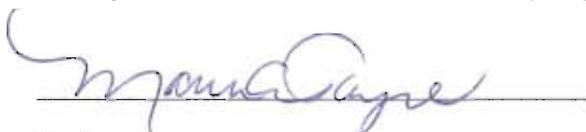
- Transportation
- Air Quality
- Land Use, Housing, and Physical Displacement
- Public Services
- Energy
- Greenhouse Gases and Climate Change
- Noise
- Geology and Seismicity
- Hazardous Materials
- Water Resources
- Biological Resources
- Visual Resources
- Cultural Resources
- Public Utilities
- Growth-Inducing Impacts

More specifically, some of the areas of the EIR will consider:

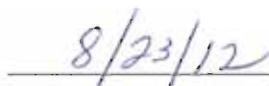
- Land Use Compatibility – What conflicts might be expected with respect to existing land uses in the station areas? What potential displacements might occur?
- Transportation – What effects would there be on local circulation, access, transit system ridership, operations, connectivity and parking?
- Wetlands/Biological Impacts – Would there be direct and indirect disturbance to sensitive areas such as wetlands, creeks, and undisturbed grassland, or to sensitive species in such habitats?
- Safety Considerations – Would changes to the Livermore Airport safety zones have implications for the project?
- Air Quality Impacts – What are the effects of air emissions from transit system construction and operation? What air quality benefits could accrue on the local, regional and global (climate change) levels from providing a transit alternative to the automobile?
- Noise and Vibration Impacts – What are the local effects on sensitive receptors along the alignment and near station areas?
- Visual Impacts – Would the transit improvements affect adjacent visual resources, including the City of Livermore's scenic corridor? Are there height and/or scale compatibility concerns between the improvements and adjoining development patterns?

Public Involvement Program

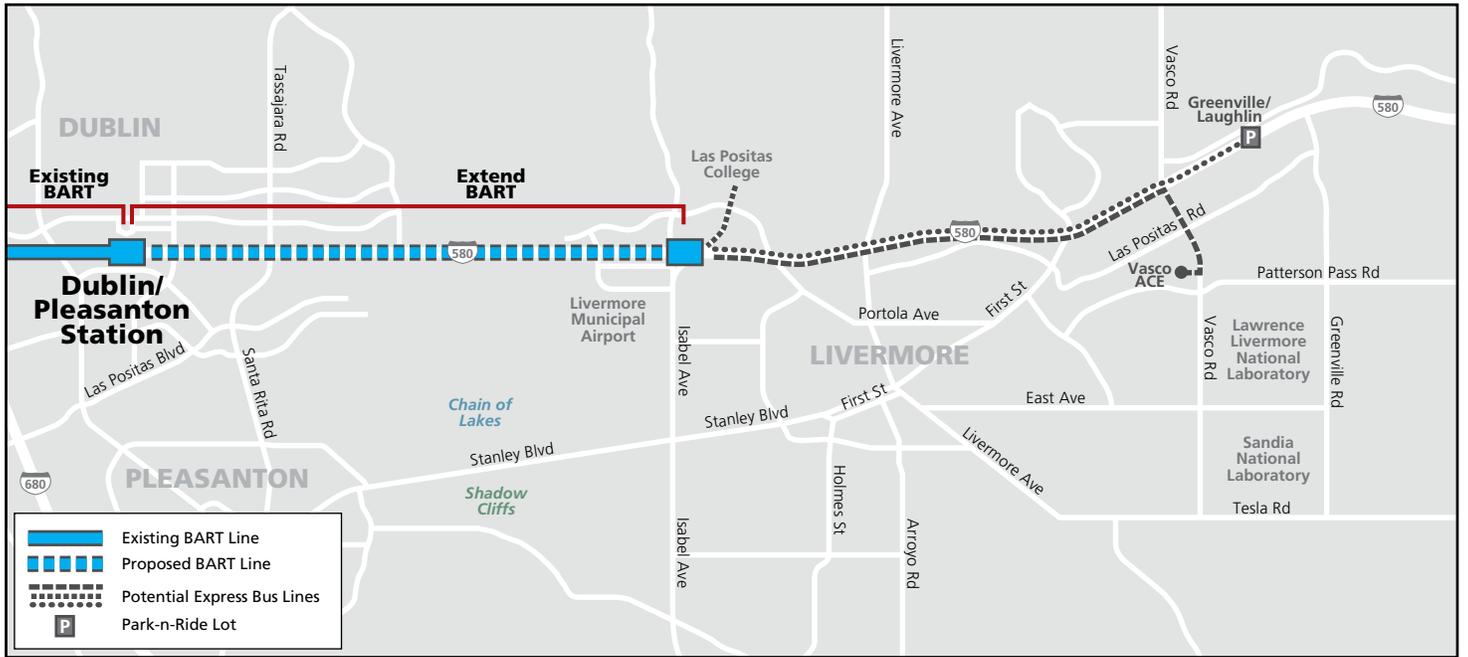
A comprehensive public involvement program will be an integral component of the DEIR preparation process. This program will include a public scoping process, including a public scoping meeting and outreach to local and regional officials and community and civic groups. A public review/comment period and a public hearing will be held on the DEIR following its publication. All comments will be given serious consideration. BART will post project updates on the project web site (www.bart.gov/livermore).



Marianne Payne
EIR Project Manager



Date



APPENDIX B

**Scoping Meeting Announcement Mailer
Mailer Distribution Map**



BART to Livermore Extension Project EIR Notice of Preparation

Proposed Project

The San Francisco Bay Area Rapid Transit District (BART), as Lead Agency, is issuing this Notice of Preparation (NOP) to advise other agencies and the public that it will be preparing a Draft Environmental Impact Report (DEIR) for the proposed BART to Livermore Extension Project (Proposed Project). The Proposed Project, which is being developed in partnership with the City of Livermore, consists of a 4.8 mile BART extension along I-580 to a station in the vicinity of the Isabel Avenue/I-580 Interchange incorporating an efficient bus to BART transfer; and also includes express bus services linking inter-regional rail service and Priority Development Areas (PDAs) in Livermore, CA, and proposed offsite parking facilities.

In addition to the Proposed Project, the project alternatives currently under consideration include a No Build alternative, a Diesel Multiple Unit (DMU) alternative, and an Express Bus alternative. The Proposed Project as well as the DMU and Express Bus alternatives will include tail tracks and maintenance facilities as needed for effective operations.

Scope of Environmental Analysis

The DEIR for the BART to Livermore Extension Project will be prepared in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended. In general, the purpose of the DEIR is to:

- Analyze the potential environmental effects of the adoption of the Proposed Project.
- Inform decision-makers, responsible and trustee agencies, and members of the public as to the environmental impacts of the Proposed Project;
- Recommend a set of mitigation measures to avoid or reduce any significant adverse impacts; and
- Analyze a range of reasonable alternatives to the Proposed Project.

Potential environmental effects identified for analysis in the DEIR include:

- Transportation
- Air Quality
- Land Use, Housing, and Physical Displacement
- Public Services
- Energy
- Greenhouse Gases and Climate Change
- Noise
- Geology and Seismicity
- Hazardous Materials
- Water Resources
- Biological Resources
- Visual Resources
- Cultural Resources
- Public Utilities
- Growth-Inducing Impacts

Scoping Meeting

Wednesday, September 19, 2012 • Robert Livermore Community Center • 4444 East Ave., Livermore, CA 94550
6:00 pm – Open House • 7:00 pm – Meeting and Public Comments

The purpose of the scoping meeting will be to gather input on the proposed project, project alternatives, potential environmental impacts and mitigation measures to be considered in the EIR. You will have an opportunity to provide written and verbal comments at the meeting that will become a part of the public record. **If you need language assistance services, please call 510-464-6752, 72 hours prior to the date of the meeting.**

Written Comments

You may also provide written comments on the scope of the DEIR, including significant environmental issues and reasonable alternatives and mitigation measures to be considered. Send comments to **Marianne Payne, EIR Project Manager, 300 Lakeside Drive, 16th Fl., Oakland, CA 94612 or mpayne@bart.gov**. Comments must be received by **October 1, 2012**.

For Further Information:

Visit our website at www.bart.gov/livermore or contact **Walter Gonzales, BART Government and Community Relations, 510-464-6428 or wgonzal@bart.gov**.

Si usted necesita este documento en español, por favor llame al 510-464-6752, o visite www.bart.gov/livermore.

如果您需要此文件的简体中文版本, 请拨打电话: 510-464-6752 或者访问网站 www.bart.gov/livermore。

Nếu quý vị cần tài liệu này bằng tiếng Việt, xin vui lòng gọi số 510-464-6752, hoặc vào xem www.bart.gov/livermore.

본 문서의 한국어본이 필요하시면 510-464-6752로 전화하시거나 www.bart.gov/livermore를 참고하시기 바랍니다.



Public Meeting
 Wednesday, September 19, 2012 • 6:00 pm
 Robert Livermore Community Center
 4444 East Ave., Livermore, CA 94550

BART to Livermore Extension Project EIR Notice of Preparation



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 300 Lakeside Drive, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000



BART to Livermore Phase 1 Mailer



This map depicts a half-mile buffer for proposed Right-of-Way adjustments and key locations relative to the BART to Livermore Phase 1 extension.

Data Update August 15, 2012

Geographic Coordinate System Name: GCS North American 1983

Projected Coordinate System Name: NAD 1983 State Plane California III FIPS 0403 Feet

EGIS Data Provided by the BART Information Technology Department 300 Lakeside Dr. 11th Floor, Oakland, CA 94612



APPENDIX C

Newspaper Notices



BART to Livermore Extension Project EIR Notice of Preparation

Proposed Project

The San Francisco Bay Area Rapid Transit District (BART) is preparing a Draft Environmental Impact Report (DEIR) for the proposed BART to Livermore Extension Project. The project, which is being developed in partnership with the City of Livermore, consists of a 4.8-mile BART extension from the existing Dublin/Pleasanton Station along I-580 to a new station in the vicinity of the Isabel Avenue/I-580 Interchange. The new station would incorporate an efficient bus to BART transfer, and also would include express bus services linking inter-regional rail service and Priority Development Areas in Livermore, and proposed offsite parking facilities. BART is soliciting comments on the scope of the EIR, including alternatives, impacts and mitigation measures to be studied.

Public Meeting: Wednesday, September 19, 2012

**Robert Livermore Community Center, 4444 East Ave.
Livermore, CA 94550**

6:00 pm – Open House

7:00 pm – Meeting and Public Comments

If you need language assistance services, please call 510-464-6752, 72 hours prior to the date of the meeting.

Submitting Your Comments

Verbal and written comments will be accepted at the public meeting. To add your name to the mailing list or submit comments by mail, write to BART Planning Department, 300 Lakeside Drive, Oakland, CA 94612, Attn: Marianne Payne. You may also comment via the project website at www.bart.gov/livermore or via fax to 510-464-7673. Deadline for receipt of comments is **October 1, 2012**. For more information, visit our website at www.bart.gov/livermore or contact **Walter Gonzales, BART Government and Community Relations at 510-464-6428 or wgonzal@bart.gov**.

For more information: Para obtener más información: 更多信息: 더 자세한 문의: Để biết thêm chi tiết:

www.bart.gov/livermore





BART의 Livermore 연장 사업을 위한 EIR 범주확정 공지

San Francisco Bay Area 고속 수송 구역 (Bay Area Rapid Transit District, BART)는 예정된 BART의 Livermore 연장 사업의 주관 기관으로서 본 사업에 대한 환경영향평가보고서 초안(Draft Environmental Impact Report, DEIR)을 준비하고 있다는 점을 타 기관 및 시민들에게 공고(Notice of Preparation, NOP)합니다. Livermore시와 공동으로 추진 중인 본 사업을 통해 I-580를 따라 기존의 Dublin/Pleasanton역에서 Isabel Avenue/I-580 인터체인지 부근 역까지 BART가 4.8 마일 연장되고 이 구간 내 버스와 BART간의 효율적인 환승체계가 도입됩니다. 또 지역 간 철도 서비스와 California, Livermore의 우선개발지역(Priority Development Areas, PDAs)을 연결하는 고속버스 서비스 및 주변 부지의 주차 시설들도 함께 건설됩니다. BART는 대안책과 환경적 영향 및 완화책들을 포함한 EIR의 범주 확정에 대한 여러분의 의견을 수렴합니다.

공개 회의: 2012년 9월 19일 수요일

Robert Livermore Community Center
4444 East Ave., Livermore, CA 94550

오후 6:00시 - 오픈 하우스

오후 7:00시 - 회의 및 공개 의견수렴

언어 지원 서비스가 필요한 경우 회의 날짜 72시간 전까지 510-464-6752번으로 연락하여 주시기 바랍니다.

의견 제시 방법

2012년 9월 19일 공개 회의를 통해 구두 및 서면으로 여러분의 의견을 수렴합니다. 우편 수취자 명단에 여러분의 이름을 추가하거나 서면으로 의견을 보내고자 할 경우, 수신: Marianne Payne BART Planning Department, 300 Lakeside Drive, 16th Fl., Oakland, CA 94612 를 이용해 작성해 주시기 바랍니다. 본 사업 홈페이지 www.bart.gov/livermore 또는 팩스번호 510-464-7673을 통해서도 여러분의 의견을 제시할 수 있습니다.

의견 수렴 마감일은 **2012년 10월 1일**까지입니다. 더 자세한 정보는 저희 홈페이지 www.bart.gov/livermore 를 참고하시거나 BART 정부 및 커뮤니티 관계

담당자 **Walter Gonzales**에게 510-464-6428 또는 wgonzal@bart.gov로 연락하여 주시기 바랍니다.





Thông Báo về Việc Ấn Định Phạm Vi cho EIR của Dự Án Nối Dài đến Livermore của BART

Khu Chuyên Chở Bằng Xe Điện của San Francisco Bay Area (Bay Area Rapid Transit, BART) đang soạn một Bản Dự Thảo Phúc Trình Về Tác Động Môi Trường (Draft Environmental Impact Report, DEIR) cho Dự Án Nối Dài đến Livermore của BART được đề nghị. Dự án, vốn đang được khai triển chung với Thành Phố Livermore, bao gồm một đoạn nối dài 4.8 dặm của BART từ Trạm Dublin/Pleasanton hiện hữu dọc theo I-580 đến một trạm mới ở gần Giao Lộ Isabel Avenue/I-580. Trạm mới này sẽ phối hợp việc chuyển tiếp hữu hiệu từ xe buýt đến BART, và cũng bao gồm các dịch vụ xe buýt tốc hành nối liền dịch vụ xe điện xuyên vùng và Các Khu Vực Phát Triển Ưu Tiên tại Livermore, và các bãi đậu xe ngoài địa điểm được đề nghị. BART đang xin ý kiến đóng góp về phạm vi của bản EIR, gồm cả những chọn lựa khác, những tác động và biện pháp giảm nhẹ để nghiên cứu.

Buổi Họp Công Cộng: Thứ Tư, ngày 19 tháng Chín, 2012

Robert Livermore Community Center

4444 East Ave., Livermore, CA 94550

6:00 tối – Mở Cửa

7:00 tối – Buổi Họp và Ý Kiến Đóng Góp Của Công Chúng

Nếu quý vị cần dịch vụ giúp đỡ về ngôn ngữ, xin vui lòng gọi số 510-464-6752, 72 tiếng đồng hồ trước ngày họp.

Gửi Ý Kiến Đóng Góp Của Quý Vị

Ý kiến đóng góp bằng lời nói và được viết ra sẽ được tiếp nhận tại buổi họp công cộng vào ngày 19 tháng Chín, 2012. Muốn thêm tên của quý vị vào danh sách gửi thư hoặc gửi ý kiến bằng bưu điện, hãy viết cho BART Planning Department, 300 Lakeside Drive, 16th Fl., Oakland, CA 94612, Attn: Marianne Payne. Quý vị cũng có thể đóng góp ý kiến trên website của dự án tại www.bart.gov/livermore hoặc bằng fax ở số 510-464-7673. Hạn chót để nhận ý kiến đóng góp là **ngày 1 tháng Mười, 2012**.

Muốn biết thêm chi tiết, hãy ghé vào website của chúng tôi tại www.bart.gov/livermore hoặc liên lạc với **Walter Gonzales, Văn Phòng Liên Hệ Với Chính Quyền và Cộng Đồng**

C Ú A BART ở số 510-464-6428 hoặc wgonzal@bart.gov.





有关BART至Livermore延长线 项目EIR划定影响范围的通知

San Francisco Bay Area捷运区 (Bay Area Rapid Transit, BART) 正在为拟定的BART至Livermore延长线编制《环境影响报告》草案 (Draft Environmental Impact Report, DEIR)。与Livermore市合作对该项目进行开发，由4.8英里 BART延长线组成，从现有I-580沿线的Dublin/Pleasanton站延伸至Isabel Avenue/I-580互通式立交附近的新站点。新站点开通了至BART换乘点的高效巴士，还包括快速巴士服务，连接区内轨道交通服务和Livermore优先发展区，并提议修建区外停车设施。BART正在征求有关EIR划定影响范围的意见，包括有待研究的替代方案、影响及缓解措施。

公开会议：2012年9月19日，星期三

Robert Livermore Community Center

4444 East Ave., Livermore, CA 94550

下午6:00 – 招待来宾 • 下午7:00 – 开会及公共意见征求

如果您需要语言协助服务，请在会议日期前的72小时内致电510-464-6752。

提交您的意见

2012年9月19日的公开会议接受口头及书面意见。欲将您的姓名加入邮寄名单或欲通过邮寄来提交意见，请致信至BART Planning Department, 300 Lakeside Drive, 16th Fl., Oakland, CA 94612, 收件人: Marianne Payne。您还可以通过访问本项目网站www.bart.gov/livermore或发送传真至510-464-7673的方式来提出您的意见。接收意见的最后期限是**2012年10月1日**。

如需更多信息，请访问我们的网站www.bart.gov/livermore或联系Walter Gonzales, BART政府与社区关系部，电话：510-464-6428，网站：wgonzal@bart.gov。





Aviso del análisis del proyecto EIR de extensión de BART a Livermore

El Distrito de Tránsito Rápido de San Francisco Bay Area (Bay Area Rapid Transit, BART) está elaborando la Versión preliminar del Informe sobre el Impacto Medioambiental (Draft Environmental Impact Report, DEIR) para el proyecto de extensión propuesto de BART a Livermore. El proyecto que se está desarrollando en asociación con la ciudad de Livermore, consta de una extensión de 4.8 millas del BART desde la estación existente de Dublin/Pleasanton a lo largo de la I-580 hasta una nueva estación en las proximidades del intercambio de Isabel Avenue/I-580. La nueva estación incorporará un autobús eficaz de trasbordo al BART, y también incluirá servicios de autobús expreso que conectan el servicio de trenes interregionales con las Áreas de Desarrollo Prioritario en Livermore, y con los estacionamientos propuestos a las afueras. BART solicita comentarios sobre el análisis del EIR, lo que incluye alternativas, repercusiones y medidas de mitigación que deben investigarse.

Reunión pública:

miércoles 19 de septiembre de 2012
Robert Livermore Community Center
4444 East Ave., Livermore, CA 94550
6:00 pm – Sesión abierta al público
7:00 pm – Reunión y comentarios públicos

Si necesita servicios de asistencia de idiomas, llame al 510-464-6752, 72 horas antes de la fecha de la reunión.

Envío de comentarios

Se aceptarán comentarios verbales y por escrito en la reunión pública que se llevará a cabo el 19 de septiembre de 2012. Para incluir su nombre en la lista de correo o enviar sus comentarios por correo postal, escriba a BART Planning Department, 300 Lakeside Drive, 16th Fl., Oakland, CA 94612, Attn: Marianne Payne. También puede enviar sus comentarios a través del sitio web del proyecto en www.bart.gov/livermore o por fax al 510-464-7673. La fecha límite de recepción de comentarios es el **1 de octubre de 2012**. Para obtener más información, visite nuestro sitio web en www.bart.gov/livermore o comuníquese con

Walter Gonzales, Relaciones con el gobierno y la comunidad de BART al 510-464-6428, o en wgonzal@bart.gov.



APPENDIX D

Transcript of September 19, 2012 Scoping Meeting

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

BART TO LIVERMORE EXTENSION PROJECT SCOPING MEETING

September 19, 2012

7:00 P.M.

ROBERT LIVERMORE COMMUNITY CENTER

4444 East Avenue

Livermore, California 94550

MODERATOR: JUDGE WILLIAM DANIEL O'MALLEY (Ret.)

REPORTER: COREY W. ANDERSON, CSR 4096 (2001-446260)

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PROCEEDINGS

7:00 P.M.

JUDGE O'MALLEY: I'll ask you all to take seats, please.

THE AUDIENCE: Good evening.

JUDGE O'MALLEY: Good evening, you in the Hawaiian shirt.

Good evening, ladies and gentlemen. My name is Dan O'Malley, I am a superior court judge, retired from Contra Costa County. I have been appointed as the hearing officer for tonight's open meeting.

On behalf of BART, the City of Livermore, and the Alameda County Transportation Commission, I would like to welcome to you this scoping meeting. It is my duty to make sure that we run an orderly meeting with the public confidence your comments will be heard, will be recorded, and will be considered.

My goal is to assure the public that this hearing will be conducted in a fair and impartial manner, with no appearance of impropriety. In other words, we want to have public confidence in the process itself.

The purpose of this formal hearing is to

1 gain input from the public and to receive public
2 comment on the scope of the project commonly called,
3 quote, "The Draft Environmental Impact Report For
4 The BART To Livermore Extension Project." And what
5 we are doing is BART is seeking input on the
6 potential environmental impacts of the proposed
7 project. And BART is also seeking input on the
8 alternatives to the proposed project, and mitigation
9 measures to be considered in the environmental
10 impact report.

11 So once again, I will be presiding
12 tonight, and it's my job to assure you that you all
13 will have the opportunity to make your comments and
14 they will be recorded.

15 Now, let me say as a judge there is a
16 court reporter right over here, his name is Corey
17 Anderson. If you could raise your hand. Remember,
18 we can't talk when his hand is raised.

19 As a judge, I always said in open court
20 that the court reporter runs the show. If we talk
21 over one another or we mumble, then he can't do his
22 job properly.

23 So let's make sure we show him the respect
24 by speaking loud enough, and slow enough, that he
25 can accurately capture all of your comments.

1 Most importantly, if -- when you come to
2 the podium you introduce yourself by name first, so
3 that he can record your name also.

4 We want to make sure that everyone gets an
5 opportunity to speak, so we are trying to limit our
6 comments to approximately three minutes or less.

7 I want to reiterate one thing that's very,
8 very important. If you do have written comments,
9 you can make them tonight in writing. But if you do
10 a writing, it has to be received by October 1 to be
11 part of the public record. So that October 1 date
12 is essential. And I think our BART director as well
13 as Marianne Payne will talk about that a little bit
14 also.

15 If you do decide to speak this evening,
16 there is no need to have a followup writing because
17 Mr. Anderson will record and transcribe your
18 comments and it will be part of the -- it will be
19 part of the meeting itself.

20 If you do not wish to speak again, but
21 you'd like to provide written comments, there are
22 comment cards in the back, you can see Eileen is
23 holding them up right there in the red, you can fill
24 them out and submit them as part of the record.

25 Now, one important note that I have been

1 asked to convey is that the staff will not be able
2 to respond to your comments or questions tonight.
3 If you are unable to attend the open house that was
4 supplied at 6:00 o'clock, then the staff would be
5 happy to stay afterwards to involve you in any
6 discussion and any questions that you might have.

7 So at this time as we open the meeting, I
8 would like to introduce a few of our public
9 officials and to give them an opportunity to make
10 some welcoming remarks.

11 So first I'd like to introduce John
12 McPartland, he is the president of the BART Board.

13 Thank you.

14 MR. McPARTLAND: Thank you for being here.

15 This is the next, final step in getting
16 BART to Livermore. It is overdue as far as you are
17 concerned and as far as I am concerned.

18 But in addition to that, BART to Livermore
19 is going to end up doing a lot of things for the
20 rest of the environment.

21 It's going to end up taking cars off the
22 freeway. It's going to end up extending BART to --
23 out further towards Livermore. It's going end up
24 reducing the greenhouse gases. And it's also going
25 to end up being a process where not only the

1 proposal that we have that we are looking at, this
2 is the open process whereby we are going to be in a
3 position where we listen to the opposition as well.
4 Because there are going to have people here in this
5 room that have concerns, complaints, and
6 preferences. That's what this whole process is all
7 about.

8 And I'm looking forward to ending up
9 hearing from everyone, and we are going to end up
10 taking all this information in.

11 Thank you very much.

12 JUDGE O'MALLEY: Thank you.

13 And next I'd like to introduce our
14 supervisor, Scott Haggerty from the Alameda County
15 Board of Supervisors. Last time he made his public
16 speech somebody hit him in the leg, so bear with him
17 a second.

18 MR. HAGGERTY: Thank you. I am currently
19 going through extreme hangover. Some of you got that, I
20 hope. Bob, did you get that?

21 I wanted to spend a few minutes just to
22 come up and talk to you, because first of all, I
23 think that this has been kind of a labor of love for
24 me for like the last 15 and a half years and really
25 didn't start getting a lot of traction until we got

1 BART Board Director McPartland on board. He has
2 been great in trying to continue to push this
3 project forward.

4 In a way, I'd like to maybe shift the
5 discussion that we had, and believe me, I won't take
6 a lot of time. But about BART, there is people who
7 support it, people who don't, people who want it,
8 people who don't. And I would like maybe to have
9 people think about something for a minute.

10 Think about the public health aspect of
11 BART, electrified train running down the middle of
12 the freeway replacing cars with seats on a
13 comfortable BART train. And then take that one
14 further. As you look at -- on the freeway and you
15 look how we have built, which we have found later on
16 that wasn't the right thing to do, but we built
17 houses up close to those freeways, we built schools
18 close to those freeways, and quite frankly we are
19 choking people. And so we do need to find an
20 alternative way to move people through the I-580
21 corridor other than the single occupancy vehicle.
22 So I'd like to have you at least think about that.

23 And then I want you to think about
24 something else. For a very long time I have had to
25 educate members of my board of supervisors that

1 Livermore was in Alameda County. I say that not to
2 get a laugh, but to be honest with you. I have
3 spent times where I have had a colleague and they
4 didn't know that.

5 There is a measure on the ballot right
6 now, it's called Measure B1, and I support it. And
7 I am proud to say I support it because I support the
8 other Bs, always been a B, this is the third B, so I
9 don't know how we got to B1. I think it should have
10 been B3, but I don't make those rules.

11 And for once the Tri-Valley is
12 acknowledged, and for once people are getting what
13 they need to increase mobility in the Tri-Valley.

14 There is probably well over a billion
15 dollars in projects here in the Tri-Valley. And
16 don't get me wrong, it's not all about building
17 roads, because we have, actually, and Renaldo can
18 probably back this up, I think we are putting more
19 (inaudible) than we are in roads. And that
20 includes -- that doesn't include local streets or
21 roads, there is another fund of money that will
22 repair your potholes and all that.

23 So I just want to say to you that for
24 once, the Tri-Valley, and yes, Livermore, or what is
25 Alameda County is being acknowledged, and in this

1 measure we getting close to (inaudible).

2 It's a very important measure, and I hope
3 you support it because it will help us get projects
4 like BART to Livermore, it will help us to get
5 para-transit, it will help Dublin Para-transit, will
6 help Dublin bike projects.

7 So I am not going to spend a lot of time,
8 you already spoke three minutes longer than I did,
9 that's not fair, so I just want to be fair.

10 But I just want to thank you all for
11 coming, because this is the process, and this is
12 where you are needed. You need to be involved in
13 the process. Whether you want BART or whether you
14 don't, I just want to thank each and every one of
15 you because I think it's very important that you are
16 involved in the process.

17 Thank you.

18 JUDGE O'MALLEY: Before I introduce our mayor,
19 I would like to say that Assemblywoman Joan Buchanan's
20 office representative, and I'd like to like to recognize
21 Debbie Look who is a senior field representative.

22 Thank you very much, Debbie.

23 Finally, I'd like to introduce your mayor,
24 Mayor John Marchand, City of Livermore, for
25 welcoming remarks.

1 Thank you.

2 MAYOR MARCHAND: Good evening. I'd like
3 to echo Supervisor Haggerty's comments, thank you
4 for taking the time out to come tonight.

5 We wouldn't be here, this far along in the
6 process without what's coming, without the
7 leadership, really, of John McPartland, Supervisor
8 Haggerty, and also Mayor Mark Green from Union City.
9 All of us sit -- well, Mark Green and Supervisor
10 Haggerty and I sit on the Alameda County
11 Transportation Commission, and this is the first
12 time that we have had dollars allocated for BART to
13 Livermore, ever, for the construction of the BART to
14 Livermore. So even though Livermore was the first
15 proposed extension, there have never been any
16 construction dollars.

17 Yeah, we spent \$265 million, but those
18 were for the operating costs. It was never money
19 allocated for the construction. So we are finally
20 so close to that. And that's this Measure B1 that
21 you are hearing about that's going to be the first
22 time that those dollars have been allocated.

23 That said, this is -- I sense some
24 cynicism that oh, yeah, this is another study and
25 that as soon as we get this study done there is

1 going to be another one. No, no. This is for the
2 project EIR. We have done a lot of different
3 programmatic. This is the project EIR. The next
4 step after this, after we get through all the
5 environmental work on this project EIR, then comes
6 the construction. Think about that.

7 So we are getting very, very close. And
8 that's why your comments tonight and as we go
9 through this process are going to be very important,
10 because the more input we get, the better project
11 that we are going to have.

12 So again, I'd like to thank President
13 McPartland's leadership as well as Haggerty, Mark
14 Green, and thank you all for all of your efforts
15 taking the time to provide your comments to make
16 this a better project.

17 Thank you.

18 JUDGE O'MALLEY: In keeping with the order of
19 what I would call dignitaries, one of our BART
20 directors, Tom Blalock, as president, if he could stand
21 up for us. Tom from the back.

22 Generally we ask, and I always use the
23 court reporter as a prop. How is it when cell
24 phones go off when you are trying to work?

25 THE REPORTER: Hard.

1 JUDGE O'MALLEY: So if I may ask you all to
2 turn your cell phones off at this point or at least put
3 them on silent for the time being, that would help in
4 this orderly fashion.

5 I'm about to collect all the speaker cards
6 so I can start calling. What I'll do is call all
7 the baseball guys, we'll call hitter on deck and in
8 the hole, and then when the three finish we'll do it
9 again.

10 But before I do, I want to introduce and
11 welcome Marianne Payne. She is the Environmental
12 Impact Report Project Manager. Marianne is going to
13 come up here and provide an overview of the
14 information you previously -- that had been
15 previously been made public and in preparation for
16 tonight's hearing:

17 MS. PAYNE: Thank you, Dan.

18 I also want to extend a welcome to
19 everyone here and thank you very much for coming
20 tonight.

21 And I'd also like to say, echo what others
22 have said, that although this project has been under
23 consideration for a very long time, this is the very
24 first time that we have done a project level
25 environmental document. So it's a very important

1 first step, signaling a first step towards project
2 advancement.

3 The screen, you see the proposed project,
4 the project map for the project which is being
5 developed in partnership with the City of Livermore,
6 consists of a 4.8 mile BART extension along I-580 to
7 a station in the vicinity of the Isabel Avenue-I-580
8 interchange.

9 The project incorporates an efficient
10 bus-to-BART transfer and also include express bus
11 services linking interregional rail service in
12 priority development areas, which we also call PDAs,
13 in Livermore and proposed offsite parking
14 facilities.

15 In addition to the proposed project, the
16 project alternatives currently under consideration
17 in the next slide include a no-build alternative, a
18 diesel multiple unit, which we call a DMU, and an
19 express bus alternative.

20 I want to note that the proposed project
21 as well as the DMU and the express bus alternatives
22 will include Caltracs and maintenance facilities as
23 needed for effective operations.

24 As the lead agency, BART will be preparing
25 the Draft Environmental Impact Report, the DEIR, in

1 compliance with the California Environmental Quality
2 Act, CEQA, of 1970 as amended.

3 In general, the purpose of the DEIR, as
4 outlined on the next slide, is to analyze the
5 potential environmental effects of the adoption of
6 the proposed project, inform decision-makers,
7 responsible and trustee agencies, and members of the
8 public as to the environmental impacts of the
9 proposed project; recommend a set of mission
10 measures to avoid or reduce any significant adverse
11 impacts; and analyze a range of reasonable
12 alternatives to the proposed project.

13 The next slide.

14 Potential environmental impacts identified
15 in the analysis in the DEIR include transportation,
16 air quality, land use, housing and physical
17 displacement, public services, energy, greenhouse
18 gases and climate change, noise, geology and
19 seismicity, hazardous materials, water resources,
20 biological resources, visual resources, cultural
21 resources, public utilities, and growth-inducing
22 impacts.

23 Next slide.

24 The purpose of this scoping meeting
25 tonight is to gather input from the public which

1 should be considered in the EIR, including:
2 Potentially significant impact of the project on the
3 environment; project alternatives which could avoid
4 or reduce environmental impacts; mitigation measures
5 which could avoid or reduce environmental impacts.
6 And I want to note that all written and verbal
7 comments received tonight will become part of the
8 public record.

9 You may also provide written comments on
10 the scope of the DEIR, including significant
11 environmental issues and reasonable alternatives and
12 mission measures to be considered. And we have
13 comment cards in the back of the room if you'd like
14 to provide them tonight.

15 Here is the address and location of where
16 you can send your written comments. You can also
17 get further information on our Website. And be sure
18 if you would like to be on our project mailing list
19 and receive e-mails, you can sign in or double-check
20 your address on our sign-in sheet.

21 Again, I want to thank you all for coming
22 tonight and I want to thank our project partners,
23 the City of Livermore and the Alameda County
24 Transportation Commission. In particular I want to
25 acknowledge Bob Vin of the City of Livermore, he is

1 the project manager, and Jim Richardson from ACTC.
2 And I'm looking forward to working with them to
3 advancing this good project in a partnership.

4 Thank you.

5 JUDGE O'MALLEY: At this point we will begin
6 the public comment portion of our evening. I'll invite
7 you to use the podium itself and I'll be over here
8 calling.

9 If I do warn you about the time
10 limitations, please take no offense. It is meant in
11 the spirit of running an orderly meeting and
12 allowing everybody present to have an equal
13 opportunity to speak. If everybody is done, maybe
14 we'll start all over, I don't know. Okay?

15 There is at least one written comment, and
16 we invite you if you choose to put your name and
17 address on it, and I know I'll have at least one
18 that is anonymous, but I would invite you if you
19 choose only to put your name and address.

20 And our first speaker is Manolo
21 Gonzalez-Estay, followed by Dexter Vizinau and Judy
22 Galletti.

23 MR. GONZALEZ-ESTAY: Good evening. My
24 name is Manolo Gonzalez-Estay, I am the
25 transportation policy director for TransForm.

1 TransForm is a nonprofit in the Bay Area that serves
2 the nine counties. We work to create world class
3 public transit in all our communities in the area.

4 Thank you very much for having this event
5 and this environmental process. Thanks to BART,
6 City of Livermore, and ACTC for listening to the
7 community.

8 Overall, the point of an EIR, an
9 environmental impact statement, is identify the most
10 effective and efficient technology to connect
11 Livermore Valley to BART, and we are here to support
12 that. The most effective project would be one that
13 serves Livermore Valley well, as well with the BART
14 system and extension policy, and help BART keep the
15 system running well overall.

16 Some of the things we want to look at
17 within the EIR, we would ask that one of the
18 alternatives that is studied in addition to the
19 express bus is another technology called Bus Rapid
20 Transit. It goes beyond just a bus as an express
21 bus. There are several positive things that have
22 been seen around the nation on this process.

23 We would like to see in conclusion of this
24 connectors throughout the City of Livermore
25 throughout the area of Livermore, throughout the

1 Valley so that people could actually connect to the
2 BART system.

3 We sketched out, sketched out an initial
4 proposal for this a couple years ago called
5 Inteli-BART that we are going to be submitting as a
6 formal comment and gives some exclusions.

7 One of the things that we would also hope
8 that is looked at in this EIR is BART currently has
9 a system expansion policy that does not support
10 stations in the middle of highways. We would hope
11 that that is addressed within this process so that
12 we do have some station which is proposed here that
13 works within BART's policy.

14 Lastly, one thing that we want to make
15 sure is that currently we all know that BART is
16 getting old, and is old, older than most systems
17 around the nation. It's over 40 years old. Much
18 like we would look at not wanting if we had our roof
19 was leaking and we wanted to do an expansion of our
20 house, we focus money on fixing the roof before we
21 put an expansion to the house, we are looking at
22 that here to be wise in regard to what we are
23 spending here, select the most cost effective and
24 efficient method of expansion and connection here to
25 Livermore Valley.

1 We look forward to working with all of you
2 and we will be submitting a formal comment, written
3 form comment at the end of this process.

4 One thing too is talking about what
5 Supervisor Haggerty said, TransForm has also come
6 out publicly to support Measure B1 because we think
7 that is going to be the best thing for the entire
8 county, and hopefully you all will join us in
9 support of that measure, Measure B1.

10 Thank you very much for your time.

11 JUDGE O'MALLEY: Thank you for your comment.

12 And now Dexter?

13 MR. VIZINAU: My name is Dexter Vizinau,
14 and I am the president of CyberTran International, a
15 company that's deploying an innovative technology in
16 mass transit that was developed at a Department of
17 Energy national lab.

18 We are a part of iGATE, which is an
19 innovation hub here in Livermore run by the City of
20 Livermore. Thank you, City of Livermore, for having
21 this innovative hub in Livermore focused on
22 innovative transportation. And we are their pilot
23 project.

24 Some time ago when BART was a little bit
25 more than a concept, some people got together and

1 decided they were going to embrace this new
2 technology and that they were going to embrace this
3 innovation and implement it with the start of a
4 demonstration project within mind to have this
5 region become a model of the world for transit. And
6 we became that. And we are that. The Bay Area
7 region is the most highly innovative region in the
8 world for new ideas and new technology.

9 Now, when you look at this alternatives
10 analysis, we are looking at alternatives that are in
11 existence today. BART right now, will they ever be
12 first? I think this is up to you in order to have
13 them look at innovative, new ideas. And I think, I
14 believe this is the time to make that happen.

15 BART needs to embrace, advocate, support,
16 demonstrate, and implement new technologies and new
17 ideas. Some of you may not even know what
18 technology there is out there, but there is other
19 companies besides my own that are less costly like
20 ours that's a tenth of the cost. Now, maybe you'll
21 get to Isabel, but to get all the way, maybe in my
22 grandson's lifetime.

23 But if you want to see it happen today and
24 you want to see it happen in your lifetime, we need
25 to get back to where BART started in the beginning

1 and become innovative and look at innovation and
2 have that being included in your analysis. Take a
3 first -- a second, a third, and a fourth look once
4 you get that money, I support Measure B. You have
5 to have money to do it in the first place.

6 Thank you.

7 JUDGE O'MALLEY: Thank you very much.

8 And now Judy Galletti, followed by Mark
9 Bradford and Gary Cose.

10 MR. GALLETTI: Our family's been in
11 Livermore for 90 years and we have raised 36
12 children here. Today 35 of us live in ten single
13 homes and one townhome. So we remember the original
14 agreement between citizens and BART. The idea then
15 was a simple station. There was no housing involved
16 relocating of people in and out of Livermore, no
17 prisoner transition homes, no theater.

18 My -- thought we were supposed to ask
19 questions. I'm sorry.

20 So in the EPA air quality report on page
21 D3, it says that stakeholders have recommended
22 changes to EPA and that EPA has adopted them into
23 the new plan. We find the word "stakeholders"
24 throughout all regional reports. We were wondering
25 who the stakeholders are, and were they part of the

1 original agreement, were they part of the changes
2 that were made, how legal were the changes, and were
3 the citizens involved.

4 And also when will the citizens be
5 considered stakeholders? It's not too late to have
6 citizens as stakeholders at the planning table.

7 And also in regards to B1, please, I urge
8 everyone to read the entire thing before they vote,
9 all the full text.

10 Thank you very much.

11 JUDGE O'MALLEY: Thank you.

12 Mark Bradford.

13 MR. BRADFORD: My name is Mark Bradford, I
14 live at 6199 Collier Canyon Road. That was the road
15 when you saw the map above Las Positas that didn't
16 have a name.

17 We have been up there for 19 years, and in
18 those 19 years the traffic flow has gone from locals
19 going to and from work or to town to at that point
20 when I left for work in the morning between 5:00 and
21 5:30, if there was a vehicle coming up the road,
22 that meant the traffic was stopped on the freeway.
23 Now it's commonplace, it's a commute road.

24 We have got it's new development, and
25 there has been no concerns over the impact on that

1 road or the community with the traffic rate
2 increasing.

3 We currently see daily commuters that do
4 not observe the posted speed limit, they exceed it
5 at unsafe levels, run through everybody's fences,
6 leaving the fences down, livestock getting out, and
7 we are up at 2:00 or 3:00 o'clock in the morning
8 fixing fences.

9 So the WO line that goes up through that
10 road, that's a waste of paint, because nobody that
11 commutes on that road obeys it. I have been passed
12 on a blind curve and flipped off and then finally
13 get pushed on me by commuters.

14 The garbage on the road when we first
15 moved up there, the garbage is roadkill. Now it's
16 bottles, it's mattresses.

17 And probably the most frightening thing
18 that we see going up and down that road is commuters
19 going up and flicking out live cigarette butts.
20 There is no sidewalks, there is just a shoulder, and
21 then there is grass and foliage.

22 Collier Canyon Road, it's a country road.
23 It wasn't built for heavy traffic. When this goes
24 through, northern Contra Costa County is going to be
25 using that as a feed road and it's going to overload

1 that poor country road.

2 If it -- when it becomes reality, and I
3 hope what is considered is that they do a special
4 study area of Collier Canyon Road that requires a
5 specific plan that will take care of the residents
6 of Collier Canyon and its environment.

7 Thank you.

8 JUDGE O'MALLEY: Thank you. Thank you very
9 much.

10 Gary Cose, followed by Robert Allen.

11 MR. COSE: My name is Gary Cose, I am a
12 resident of Collier Canyon Road.

13 First of all, I do support the idea of
14 BART. I think you are making a huge mistake by
15 putting the -- this next stop in where it's at, I
16 think it should go all the way out to Vasco Road.

17 The traffic out on the freeway is already
18 bad enough, and I have been to a lot of these
19 meetings before for the city of Livermore, Alameda
20 County. The county listens to us once in awhile,
21 the City of Livermore never. We have a huge problem
22 with traffic going out Collier Canyon Road.

23 I see some of the drawings and stuff that
24 you have here, it shows all the big fancy roads and
25 everything leading to the station, but I think they

1 failed to realize Collier Canyon Road is a little
2 two-lane road, is not that many residents out there,
3 there is probably ten or 15, 20 of us out there.

4 Our fences get wiped out constantly. We
5 have the problem with the bicyclists out there. We
6 have got probably at least one to two deaths a year
7 by the bicyclists due to traffic.

8 You know, the county, they'll listen to
9 you once in awhile, city. I'm just hoping that
10 tonight that the BART people will listen to us and
11 do something about the traffic problem that they are
12 going to have up Collier Canyon Road. It's -- it's
13 terrible. And by putting station where it's at, I
14 see that you are already going to do that, but I
15 think they need to address the problem of traffic on
16 that road. It's just a big concern for myself and
17 some of the other neighbors on Collier Canyon Road.

18 Thank you for your time.

19 JUDGE O'MALLEY: Thank you.

20 Robert Allen, followed by Doug Mann.

21 MR. ALLEN: Yes, I am Robert Allen. I was
22 a director of BART from 1974 until 1988.

23 Now, during that time BART bought 53 acres
24 for an Isabel Station, 53 acres at Isabel-580.

25 Normally a BART station has about, oh,

1 ten, 15 acres. There should be plenty of land for
2 parking. I realize a lot of that has gone to
3 Caltrans and for building of the freeway
4 interchange, which is one of the reasons why I
5 pushed for that station site and we are in Marinda
6 Marcus who succeeded me on the BART board got the
7 land for a station near the truck scale and for a
8 yard site.

9 The area is sufficient for parking. We
10 need parking. The -- everything I have seen talks
11 about offsite parking. They don't talk about
12 parking at the site.

13 This area is not suitable for housing.
14 Housing is infeasible, just as it was with the
15 Oakland Airport connector. And as a result it
16 should be exempt from the TOD requirements.

17 One thing which could help a lot is to put
18 charging stations for electric automobiles at the
19 BART parking lot. Cars are parked all day. It's --
20 would double the distance that people could drive,
21 electric cars to and from the station, to and from
22 their home.

23 The real solution to BART and rapid
24 transit is ultimately to get a five-county BART
25 system to bring in San Mateo, Santa Clara Counties,

1 to get BART around the Bay.

2 BART is now, goes to Millbrae, it is
3 constructed to the part of Berryessa in San Jose,
4 it's planned to Santa Clara, there is about 30 miles
5 in between Millbrae and Santa Clara, and it would be
6 so much easier to convert back to BART and have BART
7 around the Bay at a reasonable cost.

8 I urge that the -- that BART explore all
9 means of increasing the parking at this station.
10 There are about 180,000 cars a day on 580.

11 We need more trains. We need to have the
12 trains going directly to downtown Oakland, Berkeley,
13 and Richmond.

14 JUDGE O'MALLEY: 15 seconds.

15 MR. ALLEN: As well as trans-bay. We need
16 to have the trains go all the way to the
17 San Francisco Airport so that there will be one
18 train between San Francisco Airport and the Oakland
19 Airport connector at the Coliseum.

20 Anyway, we need to have parking, that's a
21 major thing that I'm urging.

22 JUDGE O'MALLEY: Thank you.

23 Doug Mann, followed by Linda Jeffrey
24 Sailors.

25 MR. MANN: Hi, I am Doug Mann. I tonight

1 want to make some comments on behalf of Citizens For
2 Balanced Growth. I serve on the board. Citizens
3 For Balanced Growth is a 30-year old organization,
4 we are serving the Tri-Valley Livermore, Pleasanton
5 Sunol and Dublin for -- on environmental issues and
6 growth related issues in particular.

7 A couple of -- the strongest points our
8 board has distilled at this time regarding the idea
9 of a station here is to remind the BART Board and
10 EIR process in general that -- and I know they are
11 aware that we have an urban growth boundary. I
12 don't know if they need some extra reminder that we
13 don't want to move our urban growth boundary in
14 order to put in BART.

15 We -- somebody tried to move it, and it
16 was a very embarrassing election for them to lose.
17 It was -- they lost very big and they will lose very
18 big again, and it will bring your process to a halt.

19 The other major item is that I have heard
20 people talk about compromising our airport
21 protection zone. A lot of people may not know that
22 our airport used to be located further east than it
23 is right now, but the houses started to get built
24 too close to the airport.

25 And so we moved the airport to its current

1 location. We can't move it again. When it was
2 moved to its current location, it was thought ah,
3 well, we'll never build houses so close to that
4 thing now. It will be great forever. That didn't
5 happen.

6 Right now we have houses that are already
7 too close to the airport for many of the residents,
8 it's too noisy, it's not an optimal place to build.

9 So we really don't want to build any more
10 dense houses close to the airport or -- or build
11 them any closer than they already had. And Citizens
12 For Balanced Growth will take a strong stand against
13 that and do whatever we have to do.

14 Regarding the --

15 JUDGE O'MALLEY: 30 seconds.

16 MR. MANN: Okay. Thank you.

17 Regarding the housing element, as Bob just
18 brought up, I would hope that it's exempt from being
19 required as well. Our 9212 report that we spent a
20 lot of money on makes it clear that there is a way
21 for you to satisfy your housing element if you
22 consider the housing that would be eventually built
23 in the Eastern station.

24 You are going to send me away from here.

25 JUDGE O'MALLEY: Clear with your thoughts.

1 MR. MANN: Okay. Well, we'll leave it at
2 that for now, but perhaps I'll have to write in with
3 some other comments.

4 Thank you.

5 JUDGE O'MALLEY: Thank you.

6 Linda Jeffrey Sailors, followed by Pat
7 Goard.

8 MS. SAILORS: Hi. I'm Linda Jeffrey
9 Sailors. I am going to keep my remarks brief
10 because I want to be very succinct about what I have
11 to say.

12 First of all, this area wants real BART.
13 We have looked at things like DMU and bus before,
14 and that has not passed muster. And I would just
15 like to say that we are no different than Oakland,
16 Berkeley, and things like that in the sense of our
17 transportation needs. And we need BART as well.

18 So what I'd like to do is to talk to you a
19 little bit about the parking as well. We need to be
20 treated as the end-of-the-line station and the entry
21 to Alameda County. And it's acknowledged that a lot
22 of the traffic that's on the road now is coming in
23 from San Joaquin County.

24 We can temper that by having enough
25 parking. I have been in this long enough trying to

1 get BART to Livermore that I have been contacted by
2 a lot of people from San Joaquin that say look, you
3 get a BART station, we'll get out of the cars.
4 That's what we want. So we want to make sure there
5 is enough parking.

6 I was with Congressman Stark last week at
7 the BART station down in Pleasanton and showed him
8 the problem we have there, which is really not
9 enough parking. What's happening is people are
10 having to park at Stoneridge and they are having to
11 park at Hacienda because there isn't enough parking.
12 The parking structure there was never big enough.
13 And when they took away the surface parking, it's
14 really not enough.

15 So I think in order to encourage people to
16 get off the record, we are going to have to have a
17 very large parking area.

18 I think the suggestion of having charging
19 stations for electric cars is a good one because
20 that will encourage people to get off the road. So
21 I think that that's a good thing, too.

22 One of the other things that I want to
23 talk to you about too is just the logistical thing
24 here, and that as BART moves forward in building our
25 BART station out here that you keep the press

1 informed so that we are informed about what's going
2 on, particularly important because Measure B is
3 necessary for not just BART, but a lot of other
4 projects that we need in Alameda County.

5 And I want -- I personally feel that
6 people will be more likely to vote for Measure B
7 when they see that we really are going to get BART
8 this time, because we are.

9 Okay? Thank you.

10 JUDGE O'MALLEY: Thank you. Pat Goard,
11 followed by Gina DiPrima.

12 MS. GOARD: Hi. I'm Pat Goard. I just
13 had a concern. I followed this on the Website for
14 BART and I notice that the downtown BART is still on
15 the Website with some of the reports. So that is a
16 bit of a concern to me. And that's what I want to
17 say.

18 I also want to be sure you read the entire
19 thing. That's important.

20 JUDGE O'MALLEY: Thank you. Gina DiPrima,
21 followed by Victor Bailey.

22 MS. DIPRIMA: Hi. I'm Gina DiPrima. I
23 would like to register my concern regarding
24 transportation to and from the station in the
25 (inaudible) of others. I am concerned if there are

1 buses, will bus frequency be enough to be useful
2 when BART arrives at the station at the end of the
3 line will there be enough buses, enough frequency of
4 those buses to accommodate a train filled with
5 commuters. Will we run into scenarios where you get
6 off a 45-minute commute and have to wait another 15
7 to 20 minutes for the bus.

8 I would ask in the EIR that we consider,
9 as others have said, ample parking. The reality of
10 the commuter is that this is an area where we need
11 to drive, and adding unnecessary time for parking
12 lots that are filled and then having to take public
13 transportation will increase the frustration for
14 those of us who are taking BART. I think it would
15 reduce the incentive to take BART versus drive if
16 you had to add on additional time on top of
17 getting -- on top of your BART commute.

18 I would ask in the EIR that the planners
19 consider in addition to parking any technology that
20 would increase the efficiency, efficiency and
21 efficacy and speed of any bus transit commuters to
22 and from the station.

23 Thank you.

24 JUDGE O'MALLEY: Thank you.

25 Victor Bailey, followed by Harold Kurz.

1 MR. BAILEY: Victor Bailey, I have live in
2 Pleasanton. I was on the BART Extension Board,
3 citizens board many, many years ago. I am -- 40
4 years ago I rode the train, and I have always been
5 interested in the transportation we have.

6 BART is supposed to be a people mover.
7 Now, you are running the train out along the
8 freeway, you are just going to be not picking up
9 people, you are going to be taking people out of
10 their cars, maybe, but you have got to put those
11 cars somewhere.

12 And we have talked about, we have talked
13 about having a parking lot, but you know who is
14 going to park in the parking lot, if you look at the
15 other parking lots they already have San Joaquin
16 parking people taking up all our spots, and all it's
17 going to do is move it out here and parking lots out
18 here not going to be for us, it's going to be for
19 San Joaquin.

20 Let's see. If you look at San Francisco,
21 Oakland, Berkeley, Fremont, Dublin, all those civic
22 centers all have the trains going by their civic
23 centers. They are not having to go long distances
24 to find, to get to those locations, the buses or the
25 trains go right there.

1 Now, they have talked about the DMUs.
2 Well, that's really a cheap way of doing it and it's
3 just whether you want a cheap system or whether you
4 want a quality low-cost, low-pollution system.
5 That's what you have to decide on that.

6 I think that's enough for me. Okay.

7 JUDGE O'MALLEY: Thank you very much.

8 Harold Kurz, followed by Lori Drummond.

9 MR. KURZ: Hi. I'm Harold Kurtz, I have
10 been in Livermore since 1956. My main concern is
11 that we have been paying all this money for BART,
12 and I used to drive a bus for AC Transit 39 years, I
13 just retired, I don't have to worry about the
14 commute any more. I used to drive into Oakland
15 every day. And all this time that I was working
16 there, 39 years, traffic has got worse, it's
17 terrible, I'm glad I'm off the freeway.

18 But I would suggest that they go all the
19 way to the Altamont because everybody else is
20 talking about it. All the people coming from San
21 Joaquin County and all the BART stations that like
22 to Dublin, Pleasanton, and the second station are
23 filled up with cars. They need more parking.

24 If they want to get the people off the
25 freeway -- because I go out there sometimes, like a

1 couple of Mondays I go out and see my son's house in
2 Tracy, traffic is stop and go and I'm going
3 eastbound.

4 And I'm glad that BART is not going
5 through downtown. I don't care about the people,
6 you know, because my house would have been torn
7 down, I think. Like you mentioned about the
8 airport, my house was built in '57, the airport was
9 right on the other side of Rapon, but now the
10 airport is down further. I hear the planes going
11 over. It's no big deal, as long as they don't crash
12 into my house.

13 But I was worried about BART going through
14 downtown because it would probably tear my house
15 down, or at least it would make a heck of a mess.
16 And my concern is I wondered when they do go to
17 Isabel, is it going to impact the freeway, how are
18 they going to build it, at nighttime or daytime,
19 would it take one lane of each side of the freeway
20 away for the building of it? That's what my concern
21 is. It would even make the traffic even worse.

22 Let's see. Can't think of anything else.
23 But my main concern, if they do go out to Altamont,
24 I'll probably be dead. But it's been so many years.

25 But if they do, they go to Isabel Station,

1 they get on the bus, it's like why, at least I used
2 to drive the bus for so many years, people wait for
3 five or ten or 15 minutes, like you say, ride the
4 train to Isabel, wait ten or 15 minutes to the bus,
5 you could almost get to the Altamont or whatever.

6 They would need to provide more parking
7 structure at the Isabel Station. People would come
8 down there and park there anyway if they are not
9 going to the Altamont.

10 That's about all I can say, I guess.

11 Thank you.

12 JUDGE O'MALLEY: Thank you. And I'll speak
13 for the whole group, none of us want you to die.

14 Lori Drummond, followed by John Stein.

15 MS. DRUMMOND: My name is Lori Drummond,
16 and I was born and raised in Livermore, California
17 in 1959. That's quite awhile ago. In 50 years I
18 remember as a little girl my parents paying for
19 BART.

20 What I'm extremely concerned about is the
21 timing of bringing BART here now. What I'm mostly
22 concerned about is the safety of our police
23 department, that they have protected this community,
24 and now we have a moral and civic duty to protect
25 them by not bringing BART to Livermore until the

1 economy picks up.

2 Why not use express buses if we can use
3 natural gas for now and to go towards -- to Dublin.
4 I can't stress enough how much I am against this,
5 and I hope everyone will really think about what
6 this will do to those that have done an excellent
7 job in serving and protecting this community.

8 We have waited 50 years, we can wait a
9 little bit longer. Senior citizens in Livermore
10 have put a lot of money into BART. Why don't we
11 have more buses to BART in Dublin for them now. Our
12 senior -- our Liver -- our Livermore BART ATM
13 machine.

14 The BART parking lot, there was a parking
15 lot that was built on Portola a long time ago. What
16 happened to that plan?

17 Livermore's open spaces must be protected.
18 And I would also like to emphasize the importance of
19 reading the entire Measure B.

20 JUDGE O'MALLEY: Thank you.

21 Before Mr. Stein speaks, I want to remind
22 everybody if you would like to speak tonight to fill
23 out a speaker's card so that I can call your name
24 shortly.

25 Mr. John Stein, followed by Bob Baltzer.

1 MR. STEIN: My name is John Stein, I have
2 lived in Livermore for over 40 years and paid into
3 BART almost all that time. I am happy to see BART
4 come to Livermore.

5 For me I would urge that you put as much
6 parking at the Isabel Station as possible. For the
7 foreseeable future, it will be the end-of-the-line
8 station. While there may be parking at Greenville,
9 for me that would mean going about seven miles west
10 to go back seven miles east to get to the station.
11 So the parking at Isabel makes a lot more sense.

12 I also live about six blocks from the
13 nearest bus line, so by the time I walk to the bus,
14 wait for the bus, get on the bus, go to BART, it's
15 much easier to drive to Dublin if there is not
16 parking at Livermore.

17 So I would urge that first of all, that
18 you put as much surface parking in as possible
19 initially, and perhaps even buy land now with the
20 idea of selling it in the future to finance the
21 Greenville Station.

22 Second, the area around that station is
23 not really suitable for residential. There is the
24 CETA corridor, there is the freeway, there is the
25 airport. So there are a lot of constraints.

1 Also, it's on the fringe of the city, and
2 in fact it's not really transit oriented development
3 even though the BART station is there.

4 The ten or 15 percent of the people that
5 use BART to commute will use BART. The other 80
6 percent will get on 580 to go to work and add to the
7 traffic and to the greenhouse gases.

8 And not only that, they'll have to get in
9 their car to go take their kids to school, to go
10 shopping for groceries, to go to their doctor's
11 appointment, to go almost anywhere else.

12 So I would urge first of all that you put
13 as much parking, first surface and then structured
14 parking at the Isabel Station, and also parking at
15 Greenville for the commuters coming from San Joaquin
16 and perhaps a dedicated bus lane to and from that
17 parking lot, because right now traffic comes to a
18 grinding halt in the morning, and in the afternoon,
19 and the time saved by not having to sit in that
20 traffic and getting on a bus and being able to go on
21 an express lane would encourage people to get out of
22 their cars, reduce congestion, reduce greenhouse
23 gases.

24 So again, parking at Isabel is appreciably
25 the most important thing you can put around that

1 station.

2 Thank you.

3 JUDGE O'MALLEY: And thank you.

4 Let me remind you people, you are all
5 very, very courteous. My gracious.

6 UNIDENTIFIED SPEAKER: Sorry.

7 JUDGE O'MALLEY: Okay. We only have two
8 speakers left, so if you would like to fill out a card,
9 we would encourage you.

10 Bob Baltzer, followed by Neil Sinclair.

11 MR. BALTZER: I'm Bob Baltzer, a resident
12 of Livermore and Chairman of Friends Of Livermore.

13 First, I strongly endorse this project,
14 with a couple of reservations as everybody has. My
15 understanding had been that there would be parking
16 for Livermore residents downtown with an express bus
17 going from there to the Isabel Station. I would
18 strongly recommend doing that.

19 The parking, almost no matter how much you
20 put at Isabel, is going to be gobbled up by the San
21 Joaquin commuters, leaving Livermore residents to
22 drive to Pleasanton. Well, maybe by then there will
23 be some parking. That's -- that's my -- my take on
24 the parking.

25 The idea that after having paid -- and by

1 the way, I came to Livermore in '62, and I have been
2 paying property tax plus sales tax now almost ever
3 since. I dug back and found my property tax records
4 I think it was '63 that had BART on it.

5 So we have been paying a long time. We
6 didn't pay it to get a bus. And we darn sure don't
7 want a bus now that we'll be paying some more for,
8 although now we'll be getting the rest of the county
9 to help pay for ours.

10 But the idea that people have driven over
11 the Altamont, fought their way through that, are
12 going to stop, park, wait for a bus, get on the bus
13 and go, what is it, 15, 20 miles down there to
14 Dublin-Pleasanton Station and then go through
15 another rigmarole, because that's -- you can't bring
16 a bus near the tracks at that station, just defies
17 reason.

18 The same thing essentially goes for the
19 DMU. I like the DMU technology, but to put it in
20 five or 20 miles doesn't make sense.

21 Thank you.

22 JUDGE O'MALLEY: Thank you.

23 Neil Sinclair, excuse me, Sinclair, and
24 Dona Allen.

25 MR. SINCLAIR: Earlier my colleague,

1 Dexter, spoke about encouraging BART to raise
2 innovation, and someone said to me out in the hall,
3 it was great, except what are you talking about.
4 And so I wanted to just kind of answer the
5 technology that we are talking about.

6 We believe that it should be part of the
7 alternatives analysis for the EIR, I don't know
8 whether it will be adopted for this five-mile
9 stretch, even if it isn't it could certainly be the
10 connector from the station out to the Livermore lab.
11 There is a technology, I'll just briefly summarize.
12 It was developed by the U.S. Department of Energy at
13 the IDA National Lab. We are now members of IDA
14 which includes Lawrence Livermore Lab and Sandia Lab
15 here, U.C. Berkeley, U. C. Davis, about 12 cities.

16 We are in the process of developing a full
17 scale demonstration track which is being regarded as
18 a requirement. It's an electric system. Like the
19 Internet, it was developed at a national lab. Like
20 the Internet, it's computer controlled in a network
21 as opposed to a single line. It allows for much
22 higher service, shorter waiting times, high rapid
23 speeds, it facilitates transit oriented development
24 greatly. And that's somewhat complicated, but it
25 greatly enhances that.

1 And most importantly, perhaps, for the use
2 of this by Livermore is that we would have a
3 distributed collection system, meaning that instead
4 of having one station in Livermore we could have
5 half a dozen stations in Livermore that would be
6 pickup points so that there would be more people
7 within walking distance of stations and there would
8 be more area if you wanted to have parking, because
9 the biggest inhibition to BART right now is the fact
10 that when parking lots fill out, their capacity is
11 pretty much maxed out, because without it the
12 ridership drops.

13 So we just think this should be included
14 as one of the alternatives analysis since it's
15 legitimate, it's actually been studied by BART. I
16 have a copy of the study.

17 So I think it's something that the time
18 has come to take a serious look at.

19 Thank you.

20 JUDGE O'MALLEY: Thank you.

21 Dona Allen, followed by Vaughn Wolffe.

22 MS. ALLEN: Hello, my name is Dona Allen.
23 I have a lot of questions, actually.

24 First of all, I want to say I live close
25 to Isabel, and the idea of this enormous parking

1 garage in my view is really going to give me a
2 nightmare tonight.

3 I don't mind the airplanes, they are fine.

4 The -- let's see. The report that I read
5 on the Website showed that there was a point system
6 for different things that were considered. What I
7 don't understand is that the economic impact was
8 N/A, so that is not applicable, not available. I
9 didn't understand that. So that was a question I
10 had.

11 On page D7 of that same report, it
12 references Minnesota. Now, I'm trying to figure out
13 how Minnesota is similar to Livermore. And maybe
14 whoever wrote the report can explain that part to
15 me.

16 Also, we have been paying, as other people
17 have mentioned, for BART for since I can't remember
18 when. And so I have a question as to why we have to
19 pass B1 if there is money in the pot to pay for what
20 we were supposed to be getting. So I don't
21 understand that part of B1. Somebody said it's a
22 vitamin, but it doesn't help us, I don't think.

23 And then I wanted to know if that's
24 separate money, then who controls that money that's
25 generated under B1. I mean, I don't know where

1 that, who takes control of that money.

2 And then exactly where on -- would that
3 Isabel Station would it be? Would it be like where
4 the golf course is or an a frontage road? So I
5 really can't tell by the maps over there. And the
6 one gentleman didn't know where the golf course was.
7 So I guess I can't ask him.

8 And also, B1 calls for more housing.
9 Well, I don't know why the housing when we are
10 really talking about BART.

11 Thank you.

12 JUDGE O'MALLEY: Thank you.

13 Vaughn Wolffe, followed by Larry, appears
14 to be Gosselin.

15 MR. WOLFFE: I'm Vaughn Wolffe in
16 Pleasanton. My main question is about what's
17 considered a reasonable alternative. I know in
18 previous EIRs like in San Jose, an alternative that
19 wasn't politically supported was thrown away even
20 though it was far superior than extending BART in
21 San Jose.

22 You have the same consideration here. You
23 have a train service that goes right through the
24 middle of town. It can be increased to any level of
25 frequency you want with proper development. It goes

1 into the Silicon Valley. For the price that you are
2 going to spend one to four billion dollars extending
3 BART into Livermore you could increase the A service
4 to electrify 100-mile-an-hour service that goes to
5 Dumbarton and into Santa Clara.

6 You have a wonderful ride to Livermore,
7 into the airport, be faster than going on BART. You
8 would have 35 percent of the traffic that comes
9 along the I-580 corridor goes to Silicon Valley and
10 mid peninsula. 90 percent of those people along
11 this corridor are going to BART service areas. So
12 why are you spending \$4 billion on something that's
13 going to service nine percent of the people when 35
14 percent of them have to drive the cars through your
15 town and park in your town? This is a discussion
16 you should have with your mayor.

17 Now, they say you have to have BART out
18 here so you can get development. Well, I grew up in
19 a place called Santa Clara Valley, it was later
20 called the Silicon Valley. That was the greatest
21 demographic and economic growth option that's
22 happened in California, if not the world, in the
23 last 60 years. With no BART.

24 It has a Caltrain service that was minimal
25 at the time. It's growing, it's going to be

1 electrified, it's going to carry 90 or 100,000
2 people. It's one line. Why can't you do the same
3 thing with ACE. It's here, you have lots of space
4 next to the ACE tracks, they can be double-tracked.

5 And even if you have to spend some money
6 to improve the freight, how about taking some of
7 those trucks off the road? If you took ten percent
8 of the trucks off the road, that would relieve more
9 traffic congestion than building BART to Livermore.

10 People say they have been paying for it
11 for 40 years. We have been paying for an educated
12 public for, what, almost 80 or 90 years? Do we have
13 an educated public? We have been paying taxes for
14 well informed politicians that do the right thing.
15 Are we getting that?

16 Some of us veterans have paid with our
17 lives. Are we free? Are we free of all the attacks
18 on us? No. We have got a \$600 billion budget for
19 defense. Are we free? Is the world really afraid
20 of us?

21 Take into consideration, use the train
22 that's here. That's a technology that everybody
23 else in the world uses. Nobody else uses the BART
24 technology. Nobody. It's a interim -- it's a rapid
25 transit system for short trips, five to ten miles.

1 There is no bathrooms on it, they locked up the
2 bathrooms in the stations.

3 Caltrain service, you can drink a beer,
4 have a hot dog, go to the bathroom, all that stuff's
5 on the train. Same thing with the ACE.

6 JUDGE O'MALLEY: 15 seconds.

7 MR. WOLFFE: What do you want to do? You
8 want to spend 2 or \$500 million a mile for standing
9 up on the way to work for 45 minutes, or do you want
10 to sit on a train and go where you want to go and
11 look out the window and get off the train where you
12 want to and not have to the build housing because
13 BART tells you to? You build housing because that's
14 what you need it for.

15 Thank you.

16 JUDGE O'MALLEY: Thank you.

17 MR. GOSSELIN: Hi. My name is Larry
18 Gosselin, but I was asked to speak by one of the
19 neighbors on Collier Canyon Road, Mrs. Lorraine
20 Rollins.

21 Is that okay?

22 JUDGE O'MALLEY: Okay.

23 MR. GOSSELIN: Mrs. Rollins couldn't make
24 it. She wanted to reiterate a lot of concerns by
25 neighbors expressed on the road. She is concerned

1 about indirect cumulative impacts from the project.

2 Her concern is that as this area is
3 developed in anticipation of BART and as that
4 development continues to increase that there really
5 hasn't been concerns addressed regarding the impacts
6 on Collier Canyon as they relate to traffic, and
7 what those impacts are specifically.

8 So she asked me, she made a list and asked
9 me to just run through that.

10 She -- she wanted it noted that Collier
11 Canyon Road is a sink view shed as well as a
12 community buffer area and should be treated as with
13 recognition of that.

14 She pointed out that the road is in fact a
15 access road that serves to bring traffic from
16 parallel routes in the north valley area that exist
17 to 580, bring traffic from Contra Costa County that
18 otherwise would be coming in along Vasco.

19 She is concerned about the noise that can
20 result from that traffic and the change of the
21 canyon and character that occurs because of the
22 noise.

23 She is concerned about light pollution,
24 specifically the unique character of light
25 pollution, because the road is windy and it rolls up

1 and down causing the lights to shift back and forth
2 through the hills, which affects both livestock, bio
3 resources, as well as citizens along the road.

4 The benefit of this project which she does
5 support is to remove emissions from the Central
6 Valley, or the center of the valley, but her concern
7 is that a lot of those emissions are going to be
8 transferred to the residents of Collier Canyon Road
9 by people who are traveling along the road to access
10 the BART station.

11 Impacts on agriculture operations, and
12 then she believes that there will be impacts on bio
13 resources in the area.

14 Also believes there will be impacts on
15 recreation, specifically the bicyclists and runners
16 along the road. Again, all these are indirect
17 impacts from the traffic.

18 She, like one of the neighbors, has asked
19 for the area to be considered a special study area,
20 and would like to see that BART and the City of
21 Livermore with their plans for increased density of
22 the area initiate a specific study that includes the
23 County of Alameda.

24 That's it. Thank you.

25 JUDGE O'MALLEY: Thank you. And please thank

1 Ms. Rollins on our behalf.

2 Gail Shearer, followed by Jacob Schroder
3 and Bin Young.

4 MS. SHEARER: Hello, I am Gail Shearer.

5 And I think that there is one way that we could
6 solve some of the worry about parking being
7 available to Livermore residents at Isabel, by
8 having a large part of the parking reserved for
9 Livermore residents, having them required to have
10 vouchers saying that, you know, they are Livermore
11 residents and entitled to park there.

12 And I think we do deserve our share of the
13 parking, but it could be easily arranged, I'm sure.
14 And the commuters could park at the -- Greenville in
15 the parking area that's there.

16 I had intended to speak about the ACE
17 train, but I did attend a meeting about a year ago
18 when that was discussed that they wanted to increase
19 the speed on the ACE train. And we were, the people
20 in the audience at that time were told that the
21 railroad absolutely refused to cooperate with the
22 ACE train. You could not increase the speed of the
23 present railroad tracks.

24 So what they were looking at was going
25 through South Livermore, going through our

1 vineyards, going through, next to our wineries. And
2 this is a really disastrous idea.

3 So I think it does not solve a lot of
4 problems to talk about increasing the speed and
5 possibly the route of the ACE train.

6 I think that BART would solve a lot of our
7 problems, and part of the objections seem to be the
8 parking, which I think could be -- a lot of it could
9 be reserved for Livermore residents. It's true that
10 we have been paying. I think we deserve the
11 parking.

12 Thank you very much.

13 JUDGE O'MALLEY: Thank you.

14 Jacob Schroder, followed by Bin Young.

15 MR. SHRODER: Hi. I am Jacob Schroder. I
16 live in Oakland, but I reverse commute to Livermore
17 every day for work. And so a couple things I wanted
18 to say are specific to reverse commuters.

19 One, for a bus service from the Isabel
20 Station to be useful for me. It would have to be
21 very well timed and very efficient. This has been
22 touched on by a couple other people. But something
23 so that I don't get to the station, have to wait ten
24 minutes for a bus and then get on the bus and then
25 get dropped off somewhere and have to walk some

1 distance to get to work. The more time you add onto
2 the commute, the less valuable it becomes with
3 respect to driving.

4 Another alternative which I have used at
5 the Dublin-Pleasanton station is parking overnight
6 during the week and then taking the train from
7 Oakland to Dublin-Pleasanton, but there is not a
8 specific parking permit for reverse commuters, the
9 parking permit that would allow someone to park at
10 the station say after 5:00 or 6:00 P.M. and remove
11 the car by 7:00 or 8:00 A.M.

12 There may not be very many reverse
13 commuters, but we are out there, and some system
14 that allows us to efficiently move from somewhere
15 else in the Bay Area to Livermore to work would be
16 very good. Due to a variety of reasons not everyone
17 that works in Livermore can live in Livermore.

18 So those are my comments. And thank you.

19 JUDGE O'MALLEY: Thank you.

20 Appears to be our final speaker, Bin
21 Young.

22 MR. YOUNG: My name is Bin Young. My
23 comments regards to the station design. Before you
24 complete it, if you have ever stood on the west
25 Pleasanton-Dublin Station when the wind is blowing

1 and you can't hear a thing because of the freeway
2 noise, I would ask that you consider building a
3 station that's all enclosed so that we don't get
4 blown about, so we can hear the station
5 announcements, it would be really nice.

6 Thank you.

7 JUDGE O'MALLEY: Thank you.

8 I want to remind everyone that the staff
9 that's been manning the tables here will be
10 available for comments, there are people that had
11 questions, and I would certainly encourage you to
12 come up and ask questions. It wasn't part of the
13 public forum, but they are certainly happy to stick
14 around and answer any questions that they are able
15 to answer.

16 I want to thank each and every one of you
17 for coming this evening and then taking the time to
18 participate in what I call this most important
19 meeting.

20 If you did not provide any comments, there
21 is still time. You can stop by the table in the
22 back and can you complete a comment card, or you can
23 obtain information regarding where you can send
24 them. But keep in mind all comment cards must be
25 received by October 1.

1 So once again, thank you for coming
2 tonight, it's been our pleasure to serve you as your
3 Hearing Officer, and I suppose our meeting is
4 adjourned.

5 Thank you.

6 (Whereupon, the proceedings were
7 adjourned at 8:16 P.M.)

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CERTIFICATE OF REPORTER

I, COREY W. ANDERSON, a Certified Shorthand Reporter, hereby certify that the foregoing proceedings were taken down in shorthand by me, a disinterested person, at the time and place therein stated, and that the proceedings were thereafter reduced to typewriting, by computer, under my direction and supervision;

I further certify that I am not of counsel or attorney for either or any of the parties to the said proceeding, nor in any way interested in the event of this cause, and that I am not related to any of the parties thereto.

DATED: September 26, 2012

COREY W. ANDERSON, CSR NO 4096

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APPENDIX E

Comment Letters, Emails, and Comment Cards



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEY
DIRECTOR

Notice of Preparation

August 30, 2012

To: Reviewing Agencies
Re: BART to Livermore Extension Project
SCH# 2012082104

Attached for your review and comment is the Notice of Preparation (NOP) for the BART to Livermore Extension Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Marianne Payne
San Francisco Bay Area Rapid Transit Authority
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2012082104
Project Title BART to Livermore Extension Project
Lead Agency San Francisco Bay Area Water Transit Authority

Type NOP Notice of Preparation
Description The BART District is proposing a 4.8-mile extension from the Dublin/Pleasanton Station along I-580 to a new station in the vicinity of the Isabel Avenue/I-58 interchange. The project would include efficient bus-to-BART transfer and express bus service linking to inter-regional rail service, Priority Development Areas in Livermore, and proposed off-site parking facilities.

Lead Agency Contact

Name Marianne Payne
Agency San Francisco Bay Area Rapid Transit Authority
Phone 510 464 6140 **Fax**
email
Address 300 Lakeside Drive, 16th Floor
City Oakland **State** CA **Zip** 94612

Project Location

County Alameda
City Livermore, Dublin, Pleasanton
Region
Cross Streets I-580, Hacienda Dr., Santa Rita Rd., Isabel Ave., Greenville Rd.
Lat / Long
Parcel No. Multiple
Township **Range** **Section** **Base**

Proximity to:

Highways I-580, 84
Airports Livermore
Railways ACE, UPRR
Waterways Arroyo Las Positas and Tributaries
Schools
Land Use Multiple Designations: Generally business park, office, commercial, and light industrial; some single-family residential

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Fish and Game, Region 3; Native American Heritage Commission; Caltrans, Division of Aeronautics; Caltrans, Division of Transportation Planning; California Highway Patrol; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2

Date Received 08/30/2012 **Start of Review** 08/30/2012 **End of Review** 09/28/2012

Resources Agency

- Resources Agency Nadell Gayou
- Dept. of Boating & Waterways Nicole Wong
- California Coastal Commission Elizabeth A. Fuchs
- Colorado River Board Gerald R. Zimmerman
- Dept. of Conservation Elizabeth Carpenter
- California Energy Commission Eric Knight
- Cal Fire Dan Foster
- Central Valley Flood Protection Board James Herota
- Office of Historic Preservation Ron Parsons
- Dept of Parks & Recreation Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm. Steve McAdam
- Dept. of Water Resources Agency Nadell Gayou

Fish and Game

- Dept. of Fish & Game Scott Flint
- Environmental Services Division
- Fish & Game Region 1 Donald Koch

Fish & Game Region 1E

- Laurie Harnsberger
- Fish & Game Region 2 Jeff Drongesen
- Fish & Game Region 3 Charles Armor
- Fish & Game Region 4 Julie Vance
- Fish & Game Region 5 Leslie Newton-Reed
- Habitat Conservation Program Gabriela Gatchel
- Fish & Game Region 6 IM Brad Henderson
- Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M George Isaac
- Marine Region

Other Departments

- Food & Agriculture Sandra Schubert
- Dept. of Food and Agriculture
- Dept. of General Services Public School Construction
- Dept. of General Services Anna Garbiff
- Environmental Services Section
- Dept. of Public Health Jeffery Worth
- Dept. of Health/Drinking Water
- Delta Stewardship Council Kevan Samsam

Independent Commissions, Boards

- Delta Protection Commission Michael Machado
- Cal EMA (Emergency Management Agency) Dennis Castrillo

Native American Heritage Comm.

- Debbie Treadway
- Public Utilities Commission Leo Wong
- Santa Monica Bay Restoration Guangyu Wang
- State Lands Commission Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA) Cherry Jacques

Business, Trans & Housing

- Caltrans - Division of Aeronautics Philip Crimmins
- Caltrans - Planning Terri Pencovic
- California Highway Patrol Suzann Ikeuchi
- Office of Special Projects
- Housing & Community Development CEQA Coordinator
- Housing Policy Division

Dept. of Transportation

- Caltrans, District 1 Rex Jackman
- Caltrans, District 2 Marcelino Gonzalez
- Caltrans, District 3 Gary Arnold
- Caltrans, District 4 Erik Alm
- Caltrans, District 5 David Murray
- Caltrans, District 6 Michael Navarro
- Caltrans, District 7 Dianna Watson

Caltrans, District 8

- Dan Kopulsky
- Caltrans, District 9 Gayle Rosander
- Caltrans, District 10 Tom Dumas
- Caltrans, District 11 Jacob Armstrong
- Caltrans, District 12 Marlon Regisford

Cal EPA

- Air Resources Board
- Airport/Energy Projects Jim Lerner
- Transportation Projects Douglas Ito
- Industrial Projects Mike Tollstrup
- State Water Resources Control Board
- Regional Programs Unit Division of Financial Assistance

State Water Resources Control Board

- Student Intern, 401 Water Quality Certification Unit
- Division of Water Quality
- State Water Resources Control Board Phil Crader
- Division of Water Rights
- Dept. of Toxic Substances Control
- CEQA Tracking Center
- Department of Pesticide Regulation
- CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- RWQCB 1 Cathleen Hudson
- North Coast Region (1)
- RWQCB 2 Environmental Document Coordinator
- San Francisco Bay Region (2)
- RWQCB 3 Central Coast Region (3)
- RWQCB 4 Teresa Rodgers
- Los Angeles Region (4)
- RWQCB 5S Central Valley Region (5)
- RWQCB 5F Central Valley Region (5) Fresno Branch Office
- RWQCB 5R Central Valley Region (5) Redding Branch Office
- RWQCB 6 Lahontan Region (6)
- RWQCB 6V Lahontan Region (6) Victorville Branch Office
- RWQCB 7 Colorado River Basin Region (7)
- RWQCB 8 Santa Ana Region (8)
- RWQCB 9 San Diego Region (9)

Other

- Conservancy

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH 2012082104

Project Title: BART to Livermore Extension Project

Lead Agency: San Francisco Bay Area Rapid Transit District

Contact Person: Marianne Payne

Mailing Address: 300 Lakeside Drive, 16th Floor

Phone: 510-464-6140

City: Oakland, CA

Zip: 94612

County: Alameda

Project Location: County: Alameda City/Nearest Community: Livermore, Dublin, Pleasanton

Cross Streets: I-580, Hacienda Dr., Santa Rita Rd., Isabel Ave., Greenville Rd. Zip Code: 94560

Longitude/Latitude (degrees, minutes and seconds): _____ " N / _____ " W Total Acres: _____

Assessor's Parcel No.: Multiple Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: I-580, 84 Waterways: Arroyo Las Positas and tributaries

Airports: Livermore Railways: ACE, Union Pacific Schools: _____

Document Type:

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: Transit

Development Type:

Residential: Units _____ Acres _____ Transportation: Type Transit Extension
 Office: Sq.ft. _____ Acres _____ Employees _____ Mining: Mineral _____
 Commercial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Waste Treatment: Type _____ MGD
 Educational: _____ Hazardous Waste: Type _____
 Recreational: _____ Other: _____
 Water Facilities: Type _____ MGD

Project Issues Discussed in Document:

Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: _____

Present Land Use/Zoning/General Plan Designation:

Multiple Designations: Generally business park, office, commercial, and light industrial; some single-family residential

Project Description: (please use a separate page if necessary)

The BART District is proposing a 4.8-mile extension from the Dublin/ Pleasanton Station along I-580 to a new station in the vicinity of the Isabel Avenue/I-58- interchange. The project would include efficient bus-to-BART transfer and express bus service linking to Inter-regional rail service, Priority Development Areas in Livermore, and proposed off-site parking facilities. See the attached NOP for supplemental information.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
OAKLAND, CA 94612
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 771



*Flex your power!
Be energy efficient!*

October 1, 2012

FILE #ALAVAR020
SCH#2012082104

Ms. Marianne Payne, EIR Project Manager
San Francisco Bay Area Rapid Transit District (BART)
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

Dear Ms Payne:

BART to Livermore Extension Project – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We support this project and its promise to reduce vehicle trips and impacts on our facility, as well as its expectation of transit oriented development and improved regional transit connectivity. We have reviewed the NOP and have the following comments to offer.

Traffic Impact Study (TIS)

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. We recommend using the Caltrans *Guide for the Preparation of Traffic Impact Studies (TIS Guide)* for determining which scenarios and methodologies to use in the analysis. The *TIS Guide* is a starting point for collaboration between the lead agency and Caltrans in determining when a TIS is needed. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic. In particular, the TIS should focus on the area around the proposed BART station at Isabel Ave and I-580. The *TIS Guide* is available at the following website address: http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. The State right-of-way (ROW) should be clearly identified. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.
2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all roadways where potentially significant impacts may occur, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS. Caltrans' LOS threshold, which is the transition between LOS C and D, and is explained in detail in the *TIS Guide*, should be applied to all State facilities.
4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.
5. The project's consistency with the Congestion Management Agency's Congestion Management Plan should be evaluated.
6. Identification of mitigation for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic. As noted above, the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

Station Access

In order to reduce vehicle trips and traffic impacts on the State Highway System, the alternatives should provide safe and attractive pedestrian, bicycle and transit access to the stations. A comprehensive analysis of non-motorized circulation to/from the BART station should be included in the report and should address the design of freeway ramp termini for alternatives with a station at the Interstate 580/Isabel Avenue interchange.

Lead Agency

As the lead agency, BART is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Since an encroachment permit is required for work in the State right-of-way (ROW), and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the County work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see below for more information regarding encroachment permits.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Michael Condie, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Transportation Management Plan (TMP)

If it is determined that traffic restrictions and detours are needed on or affecting State highways, a TMP or construction Traffic Impact Study may be required of the developer for approval by Caltrans prior to construction. TMPs must be prepared in accordance with Caltrans' *Manual on Uniform Traffic Control Devices*. Further information is available for download at the following web address:

<http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd2012/Part6.pdf>

Please ensure that such plans are also prepared in accordance with the transportation management plan requirements of the corresponding jurisdictions. For further TMP assistance, please contact Raoul Maltez at (510) 286-4647.

Cultural Resources

Caltrans requires that a project environmental document include documentation of a current archaeological record search from the Northwest Information Center of the California Historical Resources Information System if construction activities are proposed within State right-of-way. Current record searches must be no more than five years old. Caltrans requires the records search, and if warranted, a cultural resource study by a qualified, professional archaeologist, and evidence of Native American consultation to ensure compliance with CEQA, Section 5024.5 and 5097 of the California Public Resources Code, and Volume 2 of Caltrans' Standard Environmental Reference (<http://ser.dot.ca.gov>). These requirements, including applicable mitigation, must be fulfilled before an encroachment permit can be issued for project-related work in State ROW; these requirements also apply to National Environmental Policy Act (NEPA) documents when there is a federal action on a project. Work subject to these requirements includes, but is not limited to: lane widening, channelization, and/or modification of existing features such as slopes, drainage features, curbs, sidewalks and driveways within or adjacent to State ROW.

Hazardous Materials

All motor carriers and drivers involved in transportation of hazardous materials must comply with the requirements contained in federal and State regulations, and must apply for and obtain a hazardous materials transportation license from the California Highway Patrol (CHP). When transporting certain types of hazardous materials including inhalation hazards, safe routing and safe

stopping places are required. A route map must be carried in the vehicle. More information is available on the CHP website: <http://www.chp.ca.gov/publications/#hazmat>

Freeway Monument Signage

Sign plans for any proposed freeway monument signage should be provided to Caltrans for review and, depending on proposed sign location, approval. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size. For more information, please contact Mr. James Arbis at (916) 654-6413.

Mitigation Reporting Guidelines

The California Environmental Quality Act (CEQA) requires the adoption of reporting or monitoring programs when public agencies include environmental impact mitigation as a condition of project approval. Reporting or monitoring takes place after project approval to ensure implementation of the project in accordance with mitigation adopted during the CEQA review process.

Some of the information requirements detailed in the attached Guidelines for Submitting Transportation Information from a Reporting Program include the following:

- Name, address, and telephone number of the CEQA lead agency contact responsible for mitigation reporting
- Type of mitigation, specific location, and implementation schedule for each transportation impact mitigation measure, and
- Certification section to be signed and dated by the lead agency certifying that the mitigation measures agreed upon and identified in the checklist have been implemented, and all other reporting requirements have been adhered to, in accordance with Public Resources Code Sections 21081.6 and 21081.7.

Further information is available on the following website:
http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa.html.

Scenic Highways

The proposed project will be located within a segment of I-580 designated as an 'Eligible State Scenic Highway'. The City of Livermore, through their General Plan, has also identified the area to be a 'Scenic Corridor'. These two facts should be stated in the EIR. For scenic highways a Scenic Resource Evaluation (SRE)/Visual Impact Assessment (VIA) will need to be completed to determine if there are any impacts to the scenic resources and visual quality.

Project Development and Coordination

Due to its location within the I-580 median, the BART Extension Project must follow Caltrans' Project Development Process and coordinate with our other projects in the area. Information on the Caltrans Project Development Process is available at this website address:
<http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm>.

Ms. Payne/BART

October 1, 2012

Page 5

There are several projects that are in close proximity to the BART Extension Project: Eastbound and Westbound I-580 Express Lane Projects, Foothill Road Modification Project, and Eastbound Auxiliary Lane Project from Hopyard Road to Greenville Road. To coordinate with projects along this corridor, please contact Issa Bouri, Project Manager, at 510-286-5220.

Should you have any questions regarding this letter, please call Wingate Lew at 510-622-5432.

Sincerely,

A handwritten signature in blue ink, appearing to read "Erik Alm".

ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse



October 2, 2012

Marianne Payne
EIR Project Manager, BART
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

**RE: Altamont Corridor Rail Project Team Receipt of BART to Livermore
Extension Project EIR Notice of Preparation**

Dear Ms. Payne:

Thank you for providing a copy of the BART to Livermore Extension Project EIR Notice of Preparation (NOP) to the California High-Speed Rail Authority (Authority). We hereby acknowledge receipt of the NOP and are pleased to provide the following information for BART representatives working on the Livermore Extension project.

The Authority continues to develop and evaluate options for improving the Altamont Corridor Express (ACE) service between Stockton and San Jose. The Authority intends to provide a modern rail connection between northern San Joaquin Valley and the San Francisco Bay Area via the Altamont Pass. The project would provide a dedicated passenger line capable of supporting intercity and commuter rail service, transforming the existing ACE into a modernized streamlined system and serving as a feeder to the California High-Speed Train system. The Authority's revised April 2012 Business Plan includes a commitment to the development of blended service concepts in support of the initial development of the high-speed train (HST) system.

The blended service concepts, although still under development, may utilize Altamont Corridor trains to connect the HST's initial construction section with the Tri Valley and the Bay Area. It is also possible that Altamont Corridor trains will be utilized in conjunction with other northern California transit providers in support of initial revenue operations for the high-speed train (HST) between Bakersfield and Merced. Near-term improvements may be made within the Altamont Corridor to support blended service concepts, as well as to advance projects previously identified by the San Joaquin Regional Rail Commission (SJRR) and the Union Pacific Railroad.

Board Members:

Dan Richard
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Lynn Schenk
Vice-Chairperson

Thomas Richards
Vice-Chairperson

Robert Balgenorth

Jim Hartnett

Michael Rossi

Thomas J. Umberg

Jeff Morales
Chief Executive Officer

JERRY BROWN
GOVERNOR



The Authority has reviewed the BART NOP and determined that the proposed bus connection shown on the project area map appears to provide a good interim connection to existing ACE and future blended service trains. The Authority and the SJRRC will continue to work with BART to develop short- and long-term solutions to improve connectivity between the Altamont Corridor rail line and BART in the Tri Valley.

We look forward to future coordination and to the successful completion of the BART to Livermore Extension project EIR.

Sincerely,

A handwritten signature in blue ink, appearing to read 'John Mason', with a long horizontal flourish extending to the right.

John Mason
Senior Transportation Planner
California High-Speed Rail Authority

cc: Rebecca Kohlstrand, Authority PMT



2950 PERALTA OAKS COURT P.O. BOX 5381 OAKLAND CALIFORNIA 94605-0381 T. | 888 EBPARKS F. 510 569 4319 TDD. 510 633 0460 WWW.EBPARKS.ORG

October 1, 2012

Marianne Payne
BART, 16th Floor
300 Lakeside Drive
Oakland, CA, 94612

Subject: BART to Livermore Extension Project

Dear Ms. Payne,

Thank you for providing the East Bay Regional Park District (“District”) with a copy of the Notice of Preparation (NOP) for the proposed BART to Livermore Extension Project. The District operates 65 regional parks, 1,100 miles of regional trail and owns or manages more than 116,000 acres of public parklands in Alameda and Contra Costa counties. The proposed project has the potential to affect regional parkland and trails in the project area. The following are the District’s scoping comments for consideration in preparation of the draft Environmental Impact Report (EIR).

The Shadow Cliffs to Morgan Territory Regional Trail is located at the Isabel Avenue/Interstate 580 interchange in the project area. *See attached map.* This trail runs along Isabel Avenue where it provides non-motorized trail access on both side of Interstate 580, including access to Las Positas College. The EIR should address potential impacts to this facility and also provide connections between the proposed station and this trail so that BART customers can utilize the trail for access to the new station.

The proposed Greenville/Laughlin Express Bus Station would be located adjacent to or in close proximity to Brushy Peak Regional Preserve in Livermore. *See attached map.* BART owns property on the north side of Interstate 580, northeast of the Laughlin Road/North Front Road Intersection. This property abuts Brushy Peak on its northern and eastern boundaries. The EIR should address potential impacts to Brushy Peak, including natural and cultural resources, aesthetics, traffic and circulation, noise, light, glare and air quality. In addition, the EIR should also address the operational effects of this facility on Brushy Peak, including trespass and vandalism. Portions of this BART property could provide a good location to mitigate impacts to special-status species, wetlands and riparian habitats.

Please call me at (510) 544-2622 should you have any questions regarding this letter. Thank you.

Sincerely,

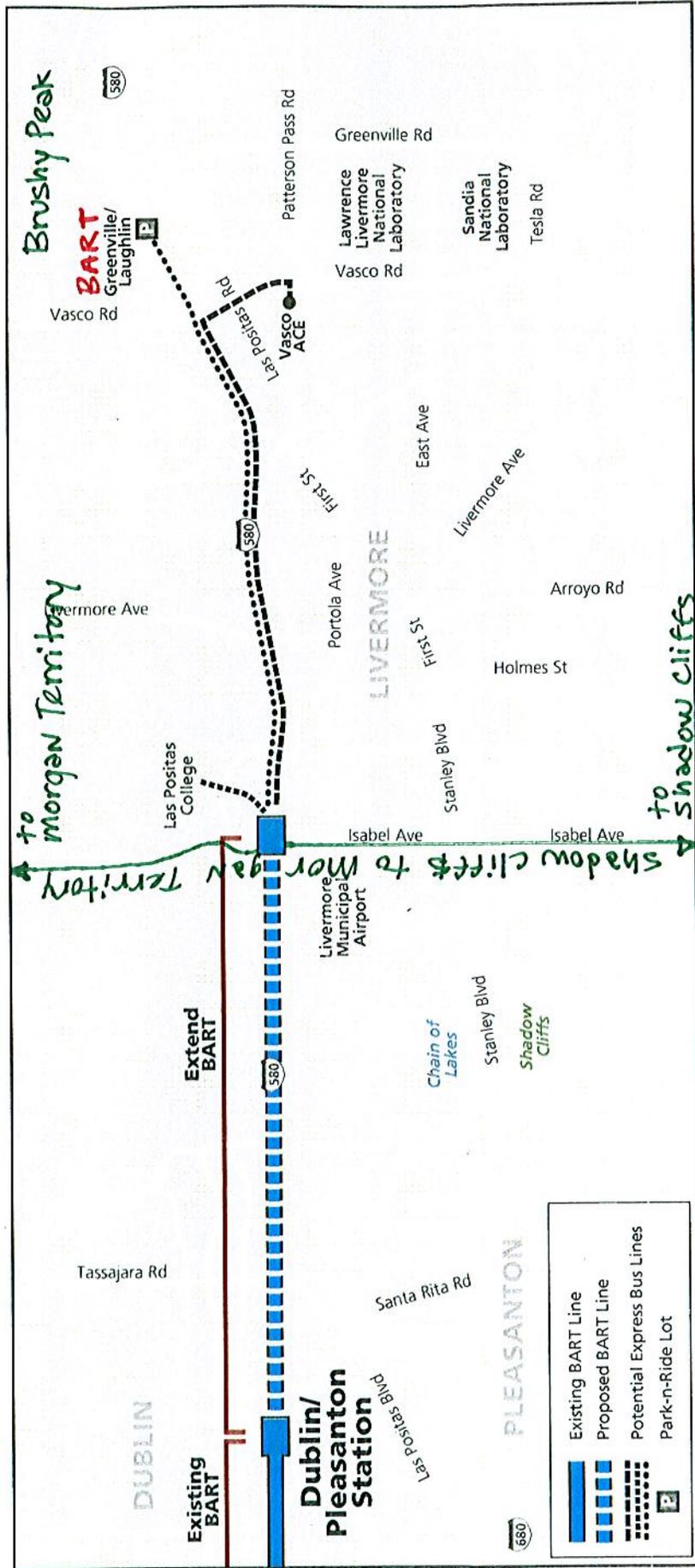
Brad Olson
Environmental Programs Manager

Attachments (2)



Board of Directors

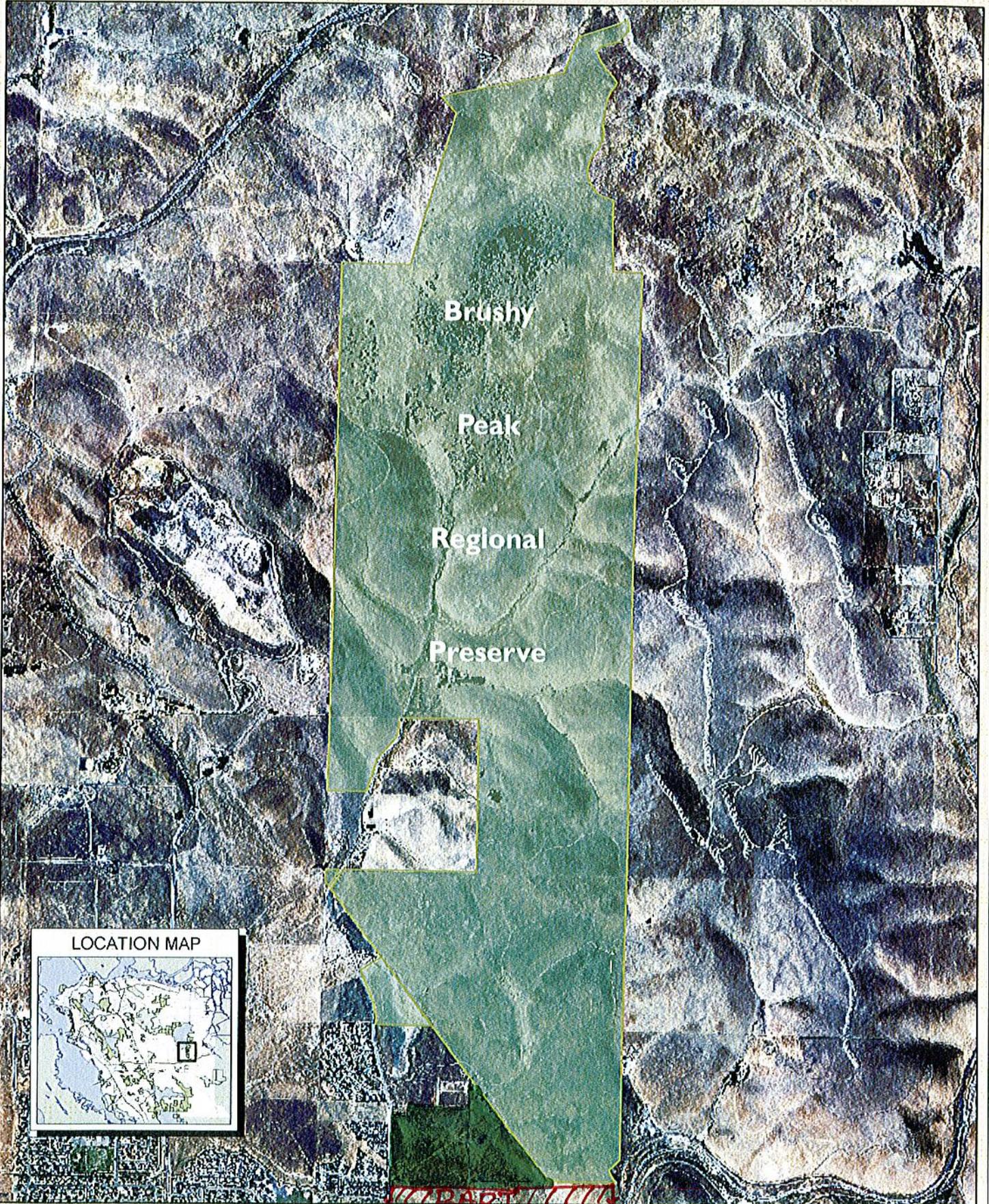
Carol Severin President Ward 3	John Sutter Vice-President Ward 2	Ayn Wieskamp Treasurer Ward 5	Whitney Dotson Secretary Ward 1	Doug Siden Ward 4	Beverly Lane Ward 6	Ted Radke Ward 7	Robert E. Doyle General Manager
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BRUSHY PEAK REGIONAL PRESERVE

EBRPD
Environmental Programs
April 06, 2010
t:/bstone/mxd/projects/reference/
bp_brushy_peak.mxd



Brushy
Peak
Regional
Preserve



W/BART/TTT



PLEASANTON

September 24, 2012

Marianne Payne
EIR Project Manager
300 Lakeside Drive, 16th Fl.
Oakland, CA 94612

Re: BART to Livermore Extension Project—Scope of EIR

Dear Ms. Payne:

The City of Pleasanton remains committed to facilitating the expansion of BART to Livermore, and appreciates the opportunity to comment on the Notice of Preparation for this project. City staff requests the following be included within the scope of the EIR:

- Analysis of noise, vibration, and air quality impacts on sensitive receptors in Pleasanton located near the proposed BART station alignment.
- Identification of the full parking need at the proposed Isabel BART station, including identification of need for BART passengers and a separate identification of need for any other users such as potential on-site/nearby residents for TOD development mentioned in the Project Description.
- Identification of how the overall BART plan will accommodate the full parking need at the Isabel BART station.
- Analysis that addresses transportation, parking, transportation noise, and any other related impacts if the Isabel BART station has insufficient parking for passengers who would be traveling west on BART. If a rider arrives at the Isabel BART station and there is insufficient parking, it is reasonable to assume that he/she will drive west via the Stoneridge Drive extension to the next BART station with parking (which is the existing Dublin/Pleasanton station).

It is recommended that the proposed project provide parking on site to meet the full parking need generated by the anticipated uses.

Sincerely,

Brian Dolan
Director of Community Development

COMMUNITY DEVELOPMENT

P. O. BOX 520, Pleasanton, CA 94566-0802

Planning 200 Old Bernal Ave. (925) 931-5600 Fax: 931-5483	Building & Safety 200 Old Bernal Ave. (925) 931-5300 Fax: 931-5478	Engineering 200 Old Bernal Ave. (925) 931-5650 Fax: 931-5479	Traffic 200 Old Bernal Ave. (925) 931-5650 Fax: 931-5479	Inspection 157 Main Street (925) 931-5680 Fax: 931-5484
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September 30, 2012

TO:

Marianne Payne
EIR Project Manager
300 Lakeside Drive, 16th Floor
Oakland, CA 94612

RE: Formal comments on BART to Livermore Extension Project EIR

Dear Marianne Payne,

I am writing to formally submit TransForm's written comments for the Scoping phase of the Draft Environmental Impact Report of the BART to Livermore Extension Project. The purpose and need of an EIR is to identify the most effective & efficient technology to connect Livermore Valley to BART. The most effective project will be one that best serves Livermore Valley residents, fits with BART's current System Expansion Policy, and helps keep BART system running well.

TransForm works to create world-class public transportation and walkable communities in the Bay Area and beyond. TransForm was founded in 1997 by environmental and social justice groups. These groups came together because they recognized how the quality of life and environment in the nine-county Bay Area were at risk due to poorly planned development and a transportation system too focused on just one way of getting around: driving. In the years since, TransForm has helped to win literally billions of dollars and groundbreaking policies in support of public transportation, smart growth, affordable housing, and bicycle/pedestrian safety. We have been deeply involved in the discussions on every Regional Transportation Plan since 1998, including the current Plan Bay Area. We played a significant role in discussions that led to the passage of the second Measure B in 2000 and to the current Measure B-1 going to the ballot this November, a measure that includes funding for a connection of Livermore Valley to the BART system.

Our comment letter contains three sections. First, we will discuss what will best serve Livermore Valley residents. Second, we will ask how this project fits with BART's current System Expansion Policy.

MAIN OFFICE: 436 14TH STREET, SUITE 600, OAKLAND, CA 94612 | T: 510.740.3150 |
SACRAMENTO: 717 K STREET, SUITE 300, SACRAMENTO, CA 95814 | T: 916.441.0204 |
SILICON VALLEY: 48 SOUTH 7TH STREET, SUITE 103, SAN JOSE, CA 95112 | T: 408.406.8074 |

WWW.TRANSFORMCA.ORG

Lastly, we will ask what will best serve BART overall? We will reference/attach some current research that supports several of these points.

First, the question we should be asking is, what will best serve Livermore Valley residents? **We recommend that the EIR should study a full-fledged Bus Rapid Transit (BRT) alternative running from several places in Livermore to the Dublin/Pleasanton BART station.** This alternative should include a direct connector from the new I-580 HOV lanes into the existing Dublin/Pleasanton BART station. This will potentially facilitate transit vehicles to avoid traffic conditions. We believe that a Bus Rapid Transit network would be able to serve multiple destinations such as, Las Positas College, LLNL, and downtown Livermore. TransForm sketched an initial version of this in a Rapid BART proposal several years ago and looked forward to working with you to ensure that the EIR alternative includes state-of-the-art bus rapid transit elements, not just more express buses using the same infrastructure we have today. We believe this will prove to be the most cost-effective and efficient technology for the corridor. (See attached report: *intelliBART: Moving the Tri-Valley sooner, faster and cheaper*)

Second, **we request that the EIR study the implications that the proposed alternative conflicts with BART's System Expansion Policy.** Further, the city wants stations in the freeway median, while BART policy describes freeway median stations as 'low quality' as they do not support transit-oriented development and degrade the riders' experience (see attached [BART System Expansion Policy](#), page 19 for description of Station Context). BART, Livermore, and Alameda County need to focus on figuring out the most cost-effective and realistic way to connect Livermore to the BART system and job centers – in a few years instead of a few decades – taking advantage of HOV lanes recently built or coming in the next 3 years.

Lastly, **we request that the EIR study what will best serve BART overall?** It has been made clear that BART has huge long-term shortfalls (\$7.5B-plus) to maintain their existing system. Research commissioned by BART, *BART State of Good Repair: Regional Impacts Results of an Independent Study* (November 2011) by Elizabeth Deakin, University of California, Berkeley (Project Director), Arlee Reno, Cambridge Systematics, Inc. (financial analyst), James Rubin, University of California, Berkeley, Sean Randolph, Bay Area Council Economic Institute (economic impacts), and Michael Cunningham, Bay Area Council demonstrates this reality (see attached report). Therefore, according to the research if left

unchecked, these shortfalls could result in more breakdowns, more crowded trains, and combined with other factors such as increased crowding could slow trains by 10-15% and dramatically reduce BART's capacity during commute hours. TransForm believes that investing in BART's State of Good Repair should be BART's top priority. Investing in future expensive extensions causes some problems. Such problems are: first, BART needs money to maintain its existing system, not to invest in low-performing extensions. And second, "phase I" would cost \$1.2 billion or more, just to move BART five miles down the highway, to a station in the freeway median, at the western edge of Livermore, with limited ridership generation potential. Many do not believe that BART can afford \$1 B for new extension, especially when already have 3 underway. TranForm is publically supporting Alameda County Measure B1 that will appear in front of voters in November 2012, when the measure passes it would make available \$400M for Livermore Valley. Along with some other existing funds, should be enough to fund a cost-effective & efficient alternative.

In summary, we request that the BART to Livermore EIR study what will best serve Livermore Valley residents, study how this project fits with BART's current System Expansion Policy, and lastly, study what will best serve BART overall? We look forward to continuing our participation throughout the EIR process.

Sincerely,



Manolo Gonzalez-Estay
TransForm, Transportation Policy Director

References / Attachments:

- *BART State of Good Repair: Regional Impacts Results of an Independent Study* (November 2011)
http://transformca.org/files/bart_sogr_regional_impacts_2011-11-04.pdf
- BART's System Expansion Policy
http://www.bart.gov/docs/planning/SYSTEM_EXPANSION.pdf
- *intelliBART: Moving the Tri-Valley sooner, faster and cheaper*
http://transformca.org/files/intellibart_2001_1.pdf

intelliBART:

Moving the
Tri-Valley
sooner, faster
and cheaper

revised November 15, 2001



A proposal by:

project **EXPRESS** →

a non-profit transit research organization



Acknowledgments

intelliBART: moving the Tri-Valley sooner, faster and cheaper was written by Seth Schneider. Irwin Guada provided research assistance and produced the maps. Mark Brucker, Amber Crabbe, Jeff Hobson, Dan Kirshner and John Woodbury provided important feedback and comments. Stuart Cohen provided oversight and guidance.

Thanks to Tom Kambe and Kevin Peters of Shea Homes Northern California for sharing information about the HOV connector ramp concept, and to Merrie DuFrene and Corey Lavigne of the Livermore Amador Valley Transit Authority (LAVTA) for providing information about current Wheels service. Nonetheless, the statements in this report, and their accuracy, remain the sole responsibility of the author.

Cover images: *UrbanAdvantage*

Cover design: elf design

About Project Express

Project Express is a non-profit research group that analyzes the applicability of high-speed Rapid Bus Systems in the San Francisco Bay Area, and works to build support for systems that will provide fast, cost-effective solutions to the growing transportation crisis. Project Express is sponsored by the Transportation Choices Forum, a regional think tank and advocacy organization. Funding for Project Express is provided by the W. Alton Jones Foundation. More information about the project is available at www.projectexpress.org.

This report is available online at the Project Express website at www.projectexpress.org/trivalley

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414 13th Street, 5th Floor
Oakland, CA 94612
(510) 740-3104
www.projectexpress.org

Introduction

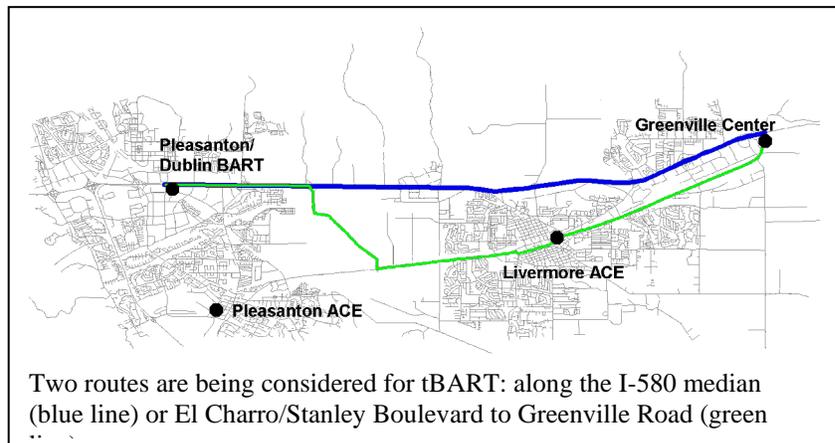
Early this year, BART proposed what it hoped would be an inexpensive way to quickly bring rapid transit service to Livermore. However, further study is revealing that this proposed “tBART” train system will likely cost hundreds of millions of dollars more than initially estimated and would not carry a single passenger for at least 10 to 15 years. Furthermore, tBART would virtually eliminate the possibility of a future upgrade to true BART service. This report proposes a better alternative: high-tech express bus service operating on the median of I-580 (or on new HOV lanes), which could begin service in one to two years, move passengers more quickly to their destinations and do this at a truly affordable price.

The intelliBART proposal offers the greatest short-term benefits: a direct link to the BART system, as well as improved mobility along local streets and roads in Livermore and the Tri-Valley. It also offers long-term benefits in the form of more livable, walkable and convenient neighborhoods. This is directly attributable to the fact that intelliBART would offer more transit stops and stations than tBART or a BART extension, and these hubs could serve as a backbone for Smart Growth and transit-oriented development – particularly in

Livermore. IntelliBART offers numerous other advantages; it would: be up and running much sooner than any other form of transit, carry passengers faster and more frequently, be more accessible and serve a broader market than the rail alternatives being considered, cost a fraction of tBART or a BART extension, be flexible and upgradeable, and offer clean air benefits.

The intelliBART proposal builds on the express bus alternative currently being studied as part of the joint BART/Alameda County Congestion Management Agency I-580 Corridor Study. However, the intelliBART proposal dramatically cuts the implementation time of the study’s express bus plan; offers passengers a superior travel experience in high-tech, BART-like rubber-tire vehicles; and provides faster travel along more local routes.

The I-580 Corridor Study is also examining the tBART proposal to extend a non-BART train system east from the Dublin/Pleasanton BART station along one of two routes (see map at right). The tBART proposal seemed like a good idea when the concept was first introduced by BART in



February 2001 in a two-page brochure. Yet, despite claims made in the brochure, it is highly unlikely that tBART would be an “interim” solution during the lifetime of any of today’s Tri-Valley residents. Because tBART would be incompatible with BART tracks, upgrading to BART would require ripping out all of tBART’s rails and laying down new BART tracks. Rail experts consulted for this report know of no city in the United States that has intentionally built an interim rail system and then replaced it with a permanent one.

Now that there has been time to study the proposal, tBART’s estimated construction cost seems likely to rise by hundreds of millions of dollars. With these cost increases, tBART is looking less and less like the Tri-Valley’s quick, inexpensive interim transit solution. With a construction cost of between \$35 and \$65 million (depending on the type of vehicle chosen) and only one or two years for startup, intelliBART is the solution that will meet the needs of Livermore and the Tri-Valley.

The intelliBART Alternative

IntelliBART would serve two broad markets: the 30,000 commuters who traverse the Altamont Pass on a daily basis, and the 155,000 residents of Livermore, Pleasanton and Dublin. IntelliBART would use sleek, high-tech rubber-tire vehicles; special priority on I-580 to carry passengers comfortably and quickly to BART; and new traffic signal systems, communications technology and route reconfiguration to cut travel times along local streets.

Vehicles currently used in Europe (similar to the picture on page 1), and on order in the U.S., would offer intelliBART passengers a BART-like experience: padded seats, panoramic windows, computer-assisted steering for a smoother ride (see right), multiple doors to speed up the boarding process, and low-emission hybrid-electric engines to reduce air pollution.

Alternatively, less expensive – but still luxurious – coaches could be used (see below). These vehicles, intended for longer-distance commutes, typically feature padded, reclining seats; tray tables; power ports for laptop computers and music and video entertainment.



photo by Joshua Apte

Luxurious coaches, such as this one used by Tri Delta Transit, feature padded, reclining, high-back seats; luggage storage; tray tables and music and video entertainment.



courtesy of Irisbus N.A.

Computer-assisted steering, which optically tracks a striped white line, allows French buses to travel more smoothly and pull up as close to platforms as BART trains do.

A high-speed backbone: express service along I-580

The heart of the intelliBART proposal is simple: enable intelliBART vehicles to zip past traffic on I-580. The vehicles would depart frequently and would originate in both downtown Livermore and at a Greenville Road Transit Center. The intelliBART system would allow passengers to make reliable, timed transfers to BART trains at the Dublin/Pleasanton BART station. Passengers continuing on to employment destinations difficult to reach via BART, such as office parks in San Ramon and Walnut Creek, could connect to existing and newly proposed express bus service to these areas.

Ultimately, schedule reliability and quick travel times would be ensured through the use of HOV (carpool) lanes on I-580 and a special HOV connector ramp to the Dublin/Pleasanton BART station. Although Caltrans does not expect to open HOV lanes on I-580 before 2009 (assuming a typically lengthy study, design and construction timetable), there are a number of creative ways to ensure that intelliBART will still be able to move faster than regular I-580 traffic far sooner than 2009. These include: phasing the HOV lanes, optimizing an existing lane and installing a connector ramp.

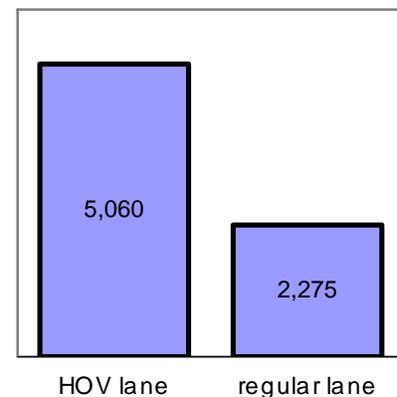
Phasing the HOV lanes. A single, reversible-direction HOV lane in the median strip would be less costly and time consuming than building two HOV lanes. This would enable HOV facilities to open sooner and would allow for time savings in the direction of rush-hour traffic.

Optimizing an existing lane. This is a virtually free alternative made possible through the strategic conversion of one existing mixed-flow lane (in each direction) to an HOV lane serving intelliBART, other buses and two-person carpools. Lane optimization would require no modifications other than some paint and new signs. By carrying high-occupancy vehicles, an optimized lane would better utilize existing I-580 infrastructure by moving a greater number of *people* in the same lane (see chart at right). Attracting many more people into intelliBART, carpools and buses, could free up space in the other three lanes for people who still need to drive solo.

Lane optimization would bring back the HOV lanes that used to be on I-580 about thirty years ago. Although traffic was light then and the lanes were not really needed at the time, afternoon congestion on I-580 between Hopyard and El Charro increased 4200% between 1992 and 2000 – a key reason to reinstate the HOV lanes. Although lane optimization has previously been perceived as facing political opposition, the Metropolitan Transportation Commission has recently begun investigating this alternative along Highway 101 in San Mateo County, I-280 in Santa Clara County and on the Dumbarton and San Mateo bridges.

Install a connector ramp. A reversible-flow ramp would allow intelliBART to directly access the Dublin/Pleasanton BART station in the morning without having to merge across multiple lanes. In the afternoon, the ramp would change

HOV lanes carry more people



During morning commutes, the westbound I-80 HOV lane carries more than twice as many people as the adjacent lane.

Source: Caltrans measurements at Ashby

direction, allowing intelliBART to enter the HOV lane heading eastbound. This concept – originally developed by Korve Engineering for Shea Homes Northern California as part of their transit package for the proposed North Livermore development – is estimated to cost \$18 million.

Greenville Road Transit Center

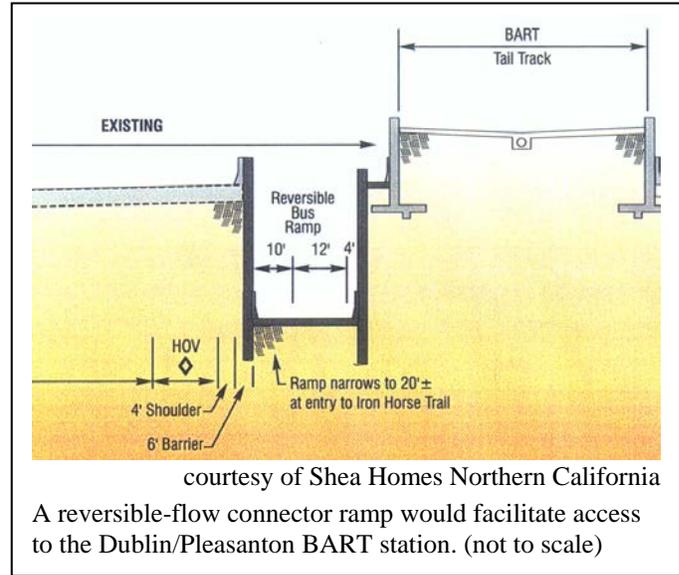
There is a critical need to get Central Valley commuters off of the Tri-Valley’s local streets and freeways. Approximately 28% of drivers coming over the Altamont Pass are headed to Silicon Valley.¹ Expanded Altamont

Commuter Express (ACE) train service would do the most to help get these commuters onto transit, and the low capital cost of intelliBART would free up funding for an expansion of ACE service above the eight round-trip trains per day that are already planned.

For commuters not headed to Silicon Valley, intelliBART service from a Greenville Road Transit Center would allow them to connect directly to the Dublin/Pleasanton BART station (see map on next page). The station site, on land that is currently owned by BART, would include an air-conditioned pre-paid boarding area, electronic signs showing real-time arrival information for the next intelliBART vehicle (see page 6 for more details), bicycle and pedestrian access paths, bicycle racks and lockers, restrooms, telephones and comfortable seating.

Upon arrival at the Greenville Center, passengers would purchase BART tickets at convenient ticket machines and pass through BART fare gates in order to board intelliBART. In this way, intelliBART riders would not have to fumble for change while boarding and would already be in the BART system so that they would not need to stop to purchase tickets at the Dublin/Pleasanton BART station. To further speed the boarding process, intelliBART vehicles would have low floors matching the height of the boarding platform and multiple wide doors. Thus, boarding intelliBART would be as quick and easy as boarding BART. IntelliBART vehicles would depart the Greenville Center every 10 to 15 minutes, offering a direct, express trip to the Dublin/Pleasanton BART station that would be timed to connect with BART trains.

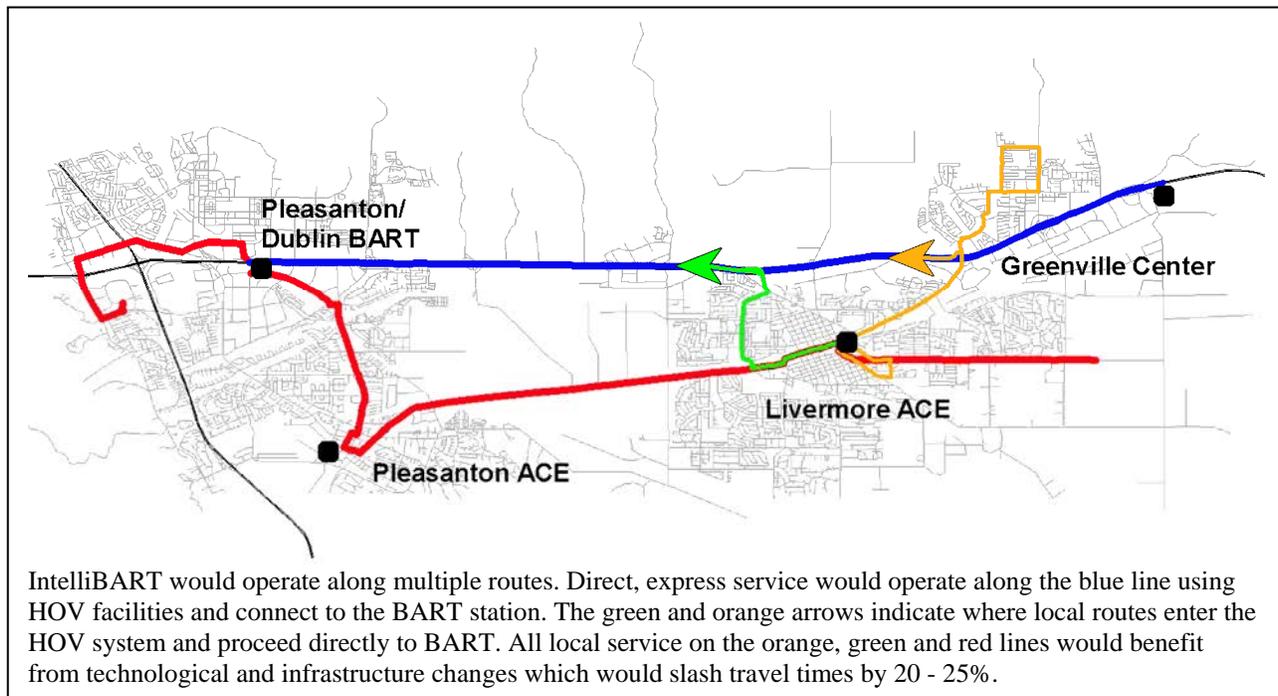
The Greenville station would also be a transfer point for Tri Delta, MAX (Modesto Area Express), SMART (San Joaquin Regional Transit District), and Greyhound passengers. The station would include a 750-space parking garage. This modest size would be made possible by increased Central Valley express bus and ACE service and potential future intelliBART service over the Altamont Pass, but could be expanded in the future if needed.



¹ San Joaquin Partnership Altamont Pass Commuter Survey, October 2000.

Tri-Valley express service

IntelliBART would offer similar benefits to Tri-Valley residents, with vehicles traveling along local routes (see map below) to collect passengers near their homes, and entering the I-580 HOV facilities for a direct express trip to BART. The service would operate along the local transit agency's (Wheels) three highest-ridership routes – the 10, 11 and 12/12X, which currently carry about 70% of all Wheels passengers. Local IntelliBART service would travel faster and more frequently than current Wheels service, and would boast greatly improved stations and stops and real-time passenger information systems.



FASTER TRAVEL

IntelliBART service would utilize new technology and a reconfiguration of transit stops in order to slash travel times on local streets by 20 - 25%.

New technology. Traffic signal priority is a cost-effective way to ensure the efficient movement of IntelliBART and Wheels buses on local streets without them frequently getting stuck at red lights. (For example, the popular #10 buses, which carry over half of all Wheels riders, encounter 43 traffic lights along the route.) A signal priority system would better manage the overall flow of traffic and speed transit service along congested and traffic signal-laden local streets, such as Stanley Boulevard, Santa Rita Road and the western portion of Dublin Boulevard.

A typical signal priority configuration – made possible through the use of smart traffic signals, transponders on transit vehicles and satellite tracking systems – extends the duration of the green light for an approaching transit vehicle. A signal priority system is possible now that Dublin, Livermore and Pleasanton are changing to the same type of traffic signal controller and I-580 Smart Corridor Project funds are available for the installation of transponders in transit vehicles.

Transit stop reconfiguration. IntelliBART would also travel faster due to greater spacing between stops, although local service with more closely spaced stops could still be maintained. This approach has been highly successful in other cities, such as Los Angeles, given that most passengers prefer shorter transit times even if it means walking or traveling a bit further to reach a transit stop.

MORE FREQUENT SERVICE

Reducing travel times on local streets by 20 - 25% would also enable intelliBART service to run more frequently without any increase in operating costs. This increased frequency would reduce waiting times and thereby help attract new passengers. (See “Faster, more frequent service” on page 9 for specific frequencies along each route.)

IMPROVED PASSENGER FACILITIES AND INFORMATION SYSTEMS

Upgraded stops and stations. IntelliBART “super stops” (see picture below) and additional developer-funded transit stations (discussed and pictured on the following page), would offer a more comfortable and convenient passenger experience – an additional lure to attract new riders.

Passenger information systems. The satellite tracking system mentioned above would also be used to keep passengers apprised of the exact arrival time of the next intelliBART. With the system, the Tri-Valley would join the ranks of San Francisco, Emeryville and Santa Barbara, who already provide real-time information to passengers at transit stops and stations, as well as via Internet browsers and web-enabled wireless devices. This would benefit both transit-dependent passengers and upper-income “choice” riders, as both groups would be able to minimize their wait times. (For a suburban transit system, Wheels has a relatively high percentage of middle- and upper-income passengers.)



Attractive “super stops,” like this one in Orlando, Florida, would provide shelter, security, route maps, and electronic real-time bus arrival information to passengers.

Building Smart Growth potential

IntelliBART offers an alternative to giant, but perennially-full BART parking lots. Because IntelliBART would traverse multiple routes, it would serve more stations and stops than tBART or a BART extension, coming closer to people’s homes. The increased number of transit nodes, combined with the greater ease of walking or biking to IntelliBART, would greatly reduce the amount of parking required at each station. This, in turn, would allow for moderately higher-density development around stations – such as housing, office space and neighborhood stores.

This type of “transit-oriented development” can create convenient neighborhoods that help reduce the distance that residents and employees must drive. It is also a positive factor in the eyes of the Federal Transit Administration when evaluating which transit projects should receive federal funding.

In short, IntelliBART offers the exciting possibility of attractive, well-designed, smaller-scale stations instead of a giant 5,000-space parking lot on the eastern edge of Livermore (surrounding a tBART or BART station), which would do little to meet the city’s Smart Growth goals.



illustrations by UrbanAdvantage

New IntelliBART stations, as pictured in this artist’s conception, could transform this vacant strip mall on Stanley Boulevard into an attractive, livable community. Such transit hubs would create convenient neighborhood centers with adjoining stores, cafés and office space.

Estimated capital and operating costs

intelliBART Capital Expenditures		Estimated Cost <i>in millions</i>
Phase I		
	25 coaches OR 25 advanced, low-floor, rubber-tire vehicles with computer-assisted optical guidance systems ¹	\$7.50 - 37.50
	Signage ²	0 - 0.05
	Greenville Road Transit Center ³	7.00
	Phase I subtotal	14.50 - 44.55
Phase II		
	Additional 2 or 3 developer-funded intelliBART multi-modal stations with transit-oriented development	0.00
	Phase II subtotal	0.00
Phase III		
	Reversible-flow ramp to connect HOV lane to Dublin/Pleasanton BART station	18.00
	Upgraded intelliBART stops ⁴	2.88
	Phase III subtotal	20.88
Total intelliBART Project Cost		35.38 - 65.43

1 “Over-the-road” coaches cost approximately \$300,000 per vehicle. The high-end vehicles cost \$1.5 million each.

2 Only required if lane optimization is chosen.

3 \$7 million would cover construction of the transit center (described on page 4). In addition, a 750-space parking garage would be paid for through a modest parking fee, as Tri-Valley residents should not be forced to subsidize parking facilities which would be used almost exclusively by Central Valley commuters. Central Valley commuters would use the Greenville Road Transit Center, despite the parking charge, as they would enjoy significant time savings during both the morning and evening rush hour periods. A \$2 parking charge over 25 years, adjusted annually by 3.75% to account for inflation and increased demand, would raise \$16 million for a parking garage, which would cover construction and financing costs of \$21,000 per space.

4 40 to 50 upgraded “super stops” – at \$60,000 each – would be located at key points, approximately every half-mile to one mile along high-ridership intelliBART routes: including sixteen miles along the red line, eight miles of the orange line, and two miles of North Murietta along the green line.

Operating costs

IntelliBART could be operated for a *whole decade* for \$81 million (and a portion of these operating costs would be paid for by passenger fares). This operating cost would cover high-frequency service, as described in “Faster, more frequent service” on the following page. (This cost estimate is based on the same hourly operating costs and inflation assumptions used for Wheels service.)

Advantages of intelliBART

IntelliBART offers numerous benefits to the Tri-Valley and I-580 commuters; it would: be up and running much sooner than any other form of transit, carry passengers faster and more frequently, be more accessible and serve a broader market than the rail alternatives being considered, cost a fraction of tBART or a BART extension, be flexible and upgradeable, and help address the Tri-Valley's air quality concerns.

Ready sooner

IntelliBART could be in operation many years before tBART or a BART extension would ever carry a single passenger. Extending BART or building tBART would require the creation of totally new infrastructure (tracks, stations, bridges for road crossings, signals, etc.), which would entail many years of design and engineering, environmental review, and construction.

Furthermore, both rail projects would be contingent on securing hundreds of millions of dollars in funding, which is a distant future prospect.

IntelliBART also has the advantage of being incrementally upgradeable. TBART or a BART extension would both be unusable until the entire project was completed. Even worse, they would cause horrible congestion and delays during their years of construction. Individual components of the intelliBART system, on the other hand, would each offer benefits and time savings to passengers. For example, intelliBART vehicles could switch from a single, reversible-flow lane to dual HOV lanes (once they are available) and ultimately take advantage of a connector ramp to the Dublin/Pleasanton BART station once it is built.

Faster, more frequent service

IntelliBART would always travel faster than rush hour traffic on I-580 due to the use of HOV lanes. And through such options as lane optimization and phasing, HOV lanes could be available very quickly.

Once HOV facilities are available, the travel time for the intelliBART blue line would be nearly the same as for tBART. Similarly, peak period travel time from downtown Livermore to the Dublin/Pleasanton BART station would be reduced from the current 27 minutes on Wheels Route 12X to about 17 minutes on the intelliBART green line (see map, page 5). A signal priority system and transit stop reconfiguration would result in a 20 - 25% time savings along local portions of intelliBART routes.

During the peak periods of morning and afternoon commutes, intelliBART service would run every 10-15 minutes between the Greenville Road Transit Center and the Dublin/Pleasanton BART station, every 15 minutes along the green and orange express routes and every 20 minutes along the red and orange local routes. During off-peak hours, nights and weekends, intelliBART service would run every 15 to 30 minutes. All of these frequencies match or exceed current Wheels service and likely BART or tBART frequencies.

More accessible = broader market

IntelliBART would be easily accessible to a greater number of people than tBART or a BART extension. This is because intelliBART would operate along multiple routes and would have many more transit stations and stops than either of the two rail options. IntelliBART would directly serve commuters heading over the Altamont Pass, while additional routes operating through Livermore, Dublin and Pleasanton would pass closer to more residences and businesses, offering a more “fine-grained” service that would be within easy walking distance of a greater number of people’s homes and employment destinations.

In contrast, a tBART or BART extension along I-580 to Greenville Road would not serve Livermore residents well as it would require them to go out of their way to reach it. Likewise, BART or tBART service through downtown Livermore would offer slower service to Central Valley commuters as it would force them to travel a 25% longer (12 miles instead of 9.5 miles) and considerably slower route, and would bring thousands of cars towards the already congested downtown.

Most cost-effective

With construction costs totaling between \$35 and \$65 million (depending on the type of vehicle chosen), intelliBART is by far the most cost-effective transportation option available to serve the I-580 corridor and the Tri-Valley. When first proposed in conceptual form in February 2001, tBART was estimated to cost \$180-220 million. Now that there has been time to study the proposal, it is likely that the price tag will rise by hundreds of millions of dollars. The strongest evidence for this higher price is a 1987 study conducted by BART and the Livermore-Amador Valley Transit Authority.²

Cost-effectiveness is particularly important during periods of economic recession, as diminished tax revenues and dwindling state and federal budgets mean that expensive projects can be delayed for long periods of time as they wait to acquire their funding.

What makes tBART so expensive? Its cost is driven up by the need to build bridges along the I-580 median for road crossings, new maintenance facilities, right-of-way acquisition in Livermore, construction costs for parking facilities, and the need to lay new track along the entire route. (For more details about these cost factors, see the fact sheet at www.projectexpress.org/trivalley.)

Flexible and upgradeable

IntelliBART’s inherent flexibility would allow it to more easily serve whatever new developments may occur in the Tri-Valley. And, unlike tBART, which would require ripping up

² The study, which made a cost comparison between extending BART along the I-580 median from Bayfair to Dublin/Pleasanton, or instead using light rail technology along the same exact route, found little difference in costs between the two modes. The study estimated that standard light rail technology would have cost 11% less than BART, but would have traveled 36% slower. Faster light rail technology, which would have matched the speed of BART, was estimated to cost 3% *more* than extending BART!

Applying these same cost factors to the estimated \$900 million to \$1 billion price tag for a BART-to-Livermore extension suggests that a tBART extension along the I-580 median to Greenville Road would cost between \$800 million and \$1.03 billion.

the rail tracks to lay down BART tracks, at enormous expense, intelliBART would not preclude a future BART upgrade.

Cleaner air

According to the Bay Area Air Quality Management District, Livermore exceeds national ozone standards more than any other Bay Area city. While some of these air quality problems are due to upwind pollution sources, intelliBART would still help address the Tri-Valley's air quality problems. Unlike tBART or a BART extension, which would only operate along one route and serve *either* Central Valley commuters or Livermore commuters, intelliBART would operate along multiple routes, thereby taking single-occupancy cars off of the stretch of I-580 between the Greenville Road Transit Center and the Dublin/Pleasanton BART station *as well as* from the commute along local roads between Livermore and the BART station. IntelliBART vehicles – which could begin service with low-emission hybrid-electric engines – could later be upgraded to zero-emission hydrogen fuel cell power as the technology (which is now available in prototype form) becomes more readily available over the next five to ten years.

EIR BART – Livermore Extension Project
Attention: Walter Gonzales/Marianne Payne
BART Government and Community Relations
wgonzal@bart.gov
Attention: Walter Gonzales/Marianne Payne

RE: BART Extension-Sound Impact
Fairlands Park
Pleasanton, CA 94588

September 29, 2012

Dear Walter/ Marianne,

We are a Board that represents 112 individual townhouse owners of a Pleasanton community called Fairlands Park. We are located at the intersection of Pimlico at Brockton - which is the frontage road that closely parallels Interstate 580 adjacent to Santa Rita exit. As a densely populated area in close proximity to the interstate, we will be heavily impacted by this extension in relation to sound. When the Lowe's complex was constructed, there was quite a noticeable increase in volume of the highway sound in our direction. In spite of all of the continuous commercial development in this immediate area, to date we are unaware of any considerations on improvements or revisions to the existing sound wall. As this BART extension is being funded and researched, we would like to request consideration be given to Fairlands Park as a substantial Pleasanton community and suggest that sound studies be conducted and improvements made to mitigate sound along the corridor that impacts the livability and desirability of our entire neighborhood.

We welcome an opportunity to discuss this matter in more detail with your representatives as appropriate to address our concerns. Our next group Board meeting is scheduled for November 14 at 6:00 pm and held at 3705 Marlboro Way, Pleasanton, CA 94588. Our property management contact is Tony Abad with Willis Management Group

The Board of Fairlands Park, Pleasanton, CA

Contact: Tony Abad/ 925-901-0225 ext 102
tabad@willismg.com
Willis Management Group
3180 Crow Canyon Pl, Suite 100
San Ramon, CA 94583

General Comments re BART to Livermore Extension Project, EIR, Notice of Preparation:

This station needs abundant automobile parking. It would be the only BART station in the Tri-Valley close to an I-580 freeway interchange. Parking access should be designed for access from the Altamont, Vasco Road, and the City of Livermore.

About 29,000 passengers per day fly Oakland. About 180,000 vehicles per day travel I-580 at Isabel, many of them commuters who would be lured from long auto commutes by adequate parking at this station. As with OAC, Isabel BART should be exempted from TOD due to the infeasibility of housing development.

There should be ample room for both surface and structured parking (after all, BART put 53 acres on the table). With airport restrictions, structure height would be limited.

Parking close to the station entrance could well be reserved for patrons recharging battery-powered cars. They would have all-day layovers to charge their vehicles, effectively doubling the distance they could travel from home. Tax revenues from the sale of electric automobiles – many manufactured in the Bay Area – could enhance BART's financial picture. (The concept could well extend to other BART stations.)

When the new BART cars arrive, I would urge consideration of trains from Isabel to both SFO and Richmond. Livermore/SFO trains would provide no-transfer service for airport passengers between SFO and OAC at Coliseum. Trains to Richmond would reduce the overcrowding of trains from the Valley. (Inasmuch as BART handles four routes on its double track trans-Bay line, it should be able to do so between the wye and Bay Fair.) They would also provide better service to Oakland (including the BART offices), Berkeley, and Richmond. Revenue per passenger would be higher per passenger than from other BART stations.

DMU and Express Bus alternatives have been exhaustively studied many times in the past and found to be lacking. There is really no good reason to waste resources redoing what has been repeatedly done and redone.

Ultimately BART should extend to stations near Vasco/580, Greenville/580, an ACE interchange near the Altamont, and generally along the former SP railroad to a station near Grant Line Road/I-580 in extreme eastern Alameda County. While such further extension is not part of this EIR, it should be compatible.

BART to Isabel Avenue

1. Bicycle traffic issues
 - No bike lane
 - Traffic problem currently with bike riders and autos
 - Large Ag type vehicles (hay delivery, horse trailers, water delivery vehicles, etc.) & bike rider problems
2. Trash issues
 - Current trash issues include. Couches, TV's, construction debris,
 - The additional trash from vehicles is a problem already. Plastic bags that cattle can ingest. Trash that enters the baling of hay can also affect cattle, horses and other livestock.
3. Current traffic issues
 - Rural road
 - Road width
 - Turn-a-rounds
 - Deer and wildlife
 - Livestock and pets
 - Environmental Issues.
4. Police & Fire protection
 - We are paying an additional fee for fire protection for living in the rural portion of the county and with the additional traffic the chances are dramatically increased for fire. We pay additional fees and the 95% of the users of the road pay nothing.
 - Police protection will be affected. More traffic more calls. Additional costs to the county.
 - Wait time is already critical for the residents of Collier Canyon.
5. Safety
6. Major Concern
 - The new Airway-Isabel interchange has turned North Canyons Parkway a commuter nightmare for us who live on Collier Canyon Road and nearby streets. Cars are leaving the freeway at the Airway-Isabel interchange and turning on N. Canyons Pkwy only to return back onto the freeway at Airway Blvd. Traffic backs up on N. Canyons in AM commuter times. Normal length on wait for me is 25 minutes. As a resident of Collier Canyon this is a serious concern of mine. As another resident has mentioned, I also do not recall that the citizens of CCR have ever been solicited to identify or provide solutions for these problems. I appreciate that we are able to participate now.

Ray Bonetti - 5939 Collier Canyon Road, Livermore

From: GosselinDVM@aol.com
To: mpayne@bart.gov
Cc: joshane@msn.com, ironhorse94550@yahoo.com, rbonetti@bonnetiplumbing.com, feetroper7@gmail.com, markb@acpwa.org, george-west@att.net, rob.barb@sbcglobal.net, Ana_Maria_F_Fraijo@glic.com
Date: 09/19/2012 11:32 AM
Subject: BART to Isabel

I hope to attend the scoping session regarding BART to Livermore. It is my intent to comment. From experience I have learned that comments made in a public forum are often inaccurately represented and poorly addressed in subsequent environmental review documents. As such I would like my comments admitted into the records as written in this email including the attachment.

The City of Livermore, Cal Trans, and BART have considered the Airway-Isabel interchange area to be a significant transportation crossroads for many years. As a resident, I have recognized staged development of the area that is already resulting in cumulative, indirect traffic impacts to many environmental characteristics along Collier Canyon Rd (CCR). I do not recall that the citizens of CCR have ever been solicited to identify or provide solutions for these problems. I appreciate that we are able to participate now.

Although many of the concerns expressed are general traffic concerns, there are other significant impacts unique to CCR that exist due to the cooperative activities between neighbors and the designation of the road as a scenic corridor and community buffer.

I believe the usual approach of summary description and dismissing impacts that is often taken in EIR's is inappropriate for the concerns of CCR. It is my belief that the City of Livermore and BART should consider Collier Canyon Rd to be a Special Study Area that requires more extensive scoping with implementation of a specific plan as has been done in other sections of the county.

Thank you for your time.
Larry Gosselin DVM
6550 Collier Canyon Road
Lorraine Rollins
6600 Collier Canyon Rd

[ATTACHMENT-CEQA CHECKLIST]

CEQA Environmental Checklist

NOTE: The CEQA Environmental Checklist format was used by the residents of Collier Canyon Rd. to address the indirect impact of increased traffic on the road.

PROJECT DESCRIPTION AND BACKGROUND

Project Title:	BART to ISABEL EXTENSION
Lead agency name and address:	BART, City of Livermore

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

<input checked="" type="checkbox"/>	Aesthetics	<input checked="" type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input checked="" type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input checked="" type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input checked="" type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Collier Canyon Rd. is located in a Sensitive Viewshed and Community Separator area. It has aesthetic value to the community that exceeds other rural areas. The glare of headlights shifting on the curving road will impact residents in and outside their homes, be a constant stress to livestock, and disorient native listed species. These impacts are enhanced along the road due to the proximity of the wildlife corridors to the road, the proximity of homes and barns to the road, and the curving and changing elevations of the road that cause headlights to sweep across the landscape

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Changes of the Zoning Ordinance and Williamson Act allow designation of the area as Unique Farmland. The Department of Conservation maps are not static and can be modified to reflect this designation. In addition there are habitat resources that are a component of ranchland operations and regional planning in the area. Finally, recreation use is also recognized as a compatible use of ranchland and Williamson Act properties in the area. All of these uses will be Significantly Impacted should Collier Canyon Rd become an access corridor to BART and the resulting development that will be encouraged at a BART hub.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Collier Canyon Rd. is a narrow canyon with a significant number of homes, livestock, recreational users, and valuable biological resources immediately adjacent to the road. It is known that roadside contamination increases with increased traffic loads that will result from the increased use of Collier Canyon Rd. as access to the BART terminal and related transport hub development.

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>

Although there are no existing local conservation plans for the area individual property owners have entered into formal agreements to make biological upgrades to their properties. In addition, private landowners have changed ranch operations establishing conservation practices. Most recently East Bay Regional Park District has purchased property within the Collier Canyon watershed. Increased traffic will significantly impact wildlife movement that occurs along the riparian corridor adjacent to and crossing the road.

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

X

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Fires are more likely to occur along transportation corridors as is disposal of waste in roadside waterways. Along Collier Canyon Rd

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Historically neighbors have readily crossed Collier Canyon Rd to share equipment, move animals, and access mail at clustered mailboxes. Those activities have declined as traffic has increased on the road. It is not speculative to accept that this activity will decrease as the indirect effect of traffic increases.

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Are there regional plans that increase the significance of increased traffic noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Collier Canyon Rd. exists within a Community Separator area intended to preserve open space resources including wildlife, recreation, and agriculture. The indirect impact of increased traffic noise will result in a loss of the rural character that the area has been targeted to preserve.

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XV. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Will the project create indirect impacts to existing recreational uses in the area?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Collier Canyon Rd. is a narrow winding country road used by runners and bicyclists.

XVI. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

From: Roy Nakadegawa <rnakadegawa@myfastmail.com>
To: mpayne@bart.gov
Date: 10/01/2012 05:01 PM
Subject: Comments on BART Livermore Freeway Ext EIR

Roy Nakadegawa P.E.
751 The Alameda
Berkeley. CA 94707

October 1, 2012

Marianne Payne
EIR Project Manager
mpayne@bart.gov

RE BART Livermore Freeway Ext EIR

I submit comments on this project for I definitely consider it to be a miss-use

of hard to gain public funds, The reasons are:

1) the area of the terminal station is all warehouses and light industry (similar to Warm Spring Station) and has only a few households and sorely lacks

meeting the MTC/ABAG household criteria for development of BART station area development,

2) if the new LIVERMORE BART FREEWAY EXTENSION (LBFE) EIR is similar to the BART

TO LIVERMORE EXTENSION PREFERRED ALTERNATIVE, it will lack the comprehensiveness

needed to make a comparison of various alternatives.

3) it is not cost-effective, and relies heavily on parking to gain its ridership,

4) does not take in the serious problem of development and cost of providing parking,

5) it does little in reducing greenhouse gases which is getting to be a serious

major problem worldwide;

Viewing the area of I-580 and Greenville road on the Google map it appears that

there are only warehouses and light industry for most of the area to the south

of the freeway. If the station is to have an intermodal connection with ACE which is almost half a mile south of I-580 at Greenville Road, the station will

be located in this area among warehouses and light industry and there exist little or no household within its half mile radius. Therefore, how did BART come

up with 31,700 new BART riders in the prior study for BART TO LIVERMORE EXTENSION PREFERRED ALTERNATIVE MEMORANDUM, of June 25, 2010? And comparing this to the preferred Alternative to Downtown Livermore, it had only 200 more additional riders where there exists far more HHs and cultural and business establishments as well as an existing ACE stop?

I suggest before the new Livermore BART Freeway Extension (LBFE) EIR is published BART should begin with a "Linking Community Visioning and Transit Capacity Planning" study similar to the recent SHRP 2 released study "Linking Community Visioning and Highway Capacity Planning."

The reason is based on the recent study by Community Design + Architecture with:

Nelson\Nygaard on MTC's TOD Policy Implementation and Evaluation Updated SMART

Corridor Station Area Capacity Assessment, it appears that BART's prior study for BART TO LIVERMORE EXTENSION PREFERRED ALTERNATIVE MEMORANDUM, of June 25, 2010, lacks this type of analysis.

If the current LBFE Alternative EIR presents its ridership similar to the past EIR of 6/25/10, the EIR will be a limited analysis of the potential ridership, household density and environmental effects. The past EIR appeared limited as to its environmental effects and the ridership that BART would generate and did not fully disclose an estimate of the future effects of the developed environmental character around station. It lacked comprehensiveness.

Here is Data from the 2008 BART Station Profile Study of current Stations located along Freeway, which clearly shows the large differences in the daily riders entering the station and number of parking spaces of stations comparing urban area stations along freeways versus suburban. I added a column showing the per cent of parking spaces compared to riders that shows how great a difference parking is utilized to access BART. The LBFE station will also have the same large differences because the station location is lacks far more in HH and the HH that exists is primarily low density and sprawled.

Daily Riders	No. Park'g	% Park'g pay Monthly	% Drive	% Use	% walk	Enter'g Sta	
Spaces	Space/Rider	park'g fee	Alone	Bus/transit			
Urban Stations along Freeway							
Rockridge	4,842	885	18.3%	45%	39%	3%	37%

MacArthur 7,802 621 8.0% 29% 27% 15% 35%
 Suburban Stations along Freeway
 Orinda 2,700 1,359 50.3% 28% 64% 6% 3%
 Lafayette 3,270 1,526 46.7% 25% 68% 1% 12%
 Castro Valley 2,518 1,098 43.6% 12%* 65% 1% 14%
 Terminal Suburban Stations along Freeway
 Pittsburg/ Bay Point 5,106 2,001 39.2% 11%* 48% 21% 5%
 Dublin/ Pleasanton 7598 4,088 53.8% 29% 60% 9% 1%
 *overall parking is free

Another point about Pittsburg/ Bay Point high use of bus transit to access the station. Pittsburg/ Bay Point station had an existing a well operated local transit system serving the numerous towns easterly beyond the station and adapted to serving the BART station accounting for its high 21% access.

With LBFE there is very sparse bus transit service that currently provides only a couple of peak period bus trips due to sprawled land development around and beyond the proposed station and its high use of autos for mobility, therefore there will be a very small marginal use of bus transit to access the LBFE station.

None of BART's existing suburban stations over 13+/- years along freeway has developed any semblance of TODs that increased non-motorized access. The obvious problem is the immediacy of fast moving vehicles adjacent to the station. To provide an easily accessible use of non-motorized access, a BART station should have little vehicle traffic operating near by as I have experienced in Sweden, Japan and South America. But with so much traffic, development is very limited and expensive. Usually an expensive overhead or underground structure crossing the freeway is built to provide limited non-motorized access that often is difficult or unusable for the handicap and disabled to use. Even Bus access usually has problems to negotiate through highly used interchanges to access and serve the station.

MTC requirements for Households around BART stations
 MTC requirements of average Households around each BART station is 3,850 and for terminal stations (I read some place but I can't find the reference) is 8,000.
 The 2008 study did not assess the number of household that generated the ridership but the ridership plus the number of parking spaces should be an indication of the household density.

The prior study appears it did not fully consider typical housing, job density and means of access which would occur around the station area including the character of development. By locating a station along or close to a freeway that has little existing HH development which is generally sprawled needs considerable parking to gain any ridership.

Reviewing the 2008 BART Station Profile Study shows how much parking is used to access BART while the daily riders not using parking accessing BART Stations along the freeway is considerably less. The average ratio comparing number of riders to parking spaces is 26.3% for urban stations, 50.2% for suburban stations and 46.5% for terminal stations and the difference is roughly double for outlying stations.

The cost and effects on providing parking and the fees collected for parking Parking encourages continued vehicle use and production of Greenhouse Gases. In addition, parking creates serious discriminatory problems in usage and costs.

The reasons parking is discriminatory are; Public Transit parking is seldom charged where the fee is revenue neutral, thereby, its overall cost to provide parking for public transit is highly subsidized. Various studies indicate to amortize, maintain and administer one parking space costs just to construct is at least \$4 dollars per day for surface parking and many of these estimates do not including the full cost of the land on which parking utilizes. Located on highly valued land, surface parking could cost more than structured parking, And BART charges only \$1 per day at most stations.

Another discriminatory subsidy of BART parking is that the more affluent (suburbanite) are its primary users.

An recent example; is the development of West Dublin/Pleasanton Station BART where BART built 1.198 parking spaces of where a large number was in structures in order to still have developable land for development at a cost of \$106 million. Interestingly, part of this cost is that a developer contributed \$20 million of this cost to have the right to develop the remaining developable area. At a \$20 million contribution, this roughly estimate that this developable land is valued to be around \$1.3 million per acre.

Assuming the increase in property value due to presence of BART, with a present

value of \$1.3 million/acre, for one parking space that requires 325 sq ft, its land cost value when amortized at 4% over 50 years, its annual cost will be \$6,050/space so its daily work day cost will be \$24.20. With 4 level structure the property land cost will be reduced to \$6.05/day. Assuming it costs \$18,000/space to build structured parking, its daily cost will be \$3.35/day. This makes the total property and construction cost to be \$9.40/ day, then adding the operation and maintenance cost of at least \$1/day the overall total for structured parking cost will be \$10.40 dollars per day. However, BART usually charges only \$1/ day for its use. This then translates to BART providing a subsidy of \$9.40 per day for usage. This means the user only pays 11% of its cost and will be subsidized 89%! Surface parking is subsidized even more when including the true cost of the land. Who are the primary users of parking? The users are the more affluent suburbanites who own several vehicles producing large amount of GHGs.

For surface parking, if the land at East Dublin/Pleasanton is also valued at \$1.3 million per acre then the 4,088 spaces occupy around 30.5 acres or about 7.25 city blocks, and its property value will be \$39.65 million. Land needed for one parking space is the same as the above example at \$24.20/per work day and adding its cost of construction and the operation and maintenance cost of \$2 /day adds up to \$26.20/ day for one surface parking space! This is the cost of one surface parking on land valued at what developers are willing to pay to develop adjacent to a BART station. Charging \$1/day for surface parking pays only 4% of the value of the land the surface parking occupies or is subsidized 96%!

These parking subsidies far exceeds the subsidy for the operation and maintenance cost for one BART trip where fares pay around 55-60% of the cost of operation.. This is especially discriminatory to those who are transit dependent, poor, aged and others who do not drive and do not use BART Parking. Fares along with the regional sales tax pays for the large part of BART's overall operation.

Regarding future development in the station area. Will the City agree to develop along MTC's study recommendations for BART TODs especially end of line terminal stations that recommends number of HHS generating 8,000 trips per day minimum? The Downtown Livermore Alternative will

be more able to meet this recommendation.

Being that the Proposed Extension is essentially a commuter rail system, to generate any ridership BART will have to provide large number of parking spaces to accommodate the sprawled development. It will be very auto oriented. Even though BART is a heavy rail or Metro rail system, it is being extended as a commuter rail at higher costs. The apparent station area to be served, its density of jobs and housing is quite low compared to even an average well operating commuter rail station. Again will Livermore agree to change the zoning of the station area to meet the Recommendations of development? Or has BART considered LBFE's cost-effectiveness?

Major Concern on reducing GHG

Another growing problem which is getting to be more serious than reducing congestion which the past EIR has not fully assess is the growing concern of Greenhouse Gases and Climate Change where we are experiencing a continued increase in GHG emission and a rapid increase in temperature. This Change is causing serious damage and changes to our environment both physically and environmentally. It is so serious that we may be approaching the beginning of a point of no return where no reduction of GHG will prevent the continued Change with its destruction.

A recent article in the Scientific America of Sept. 24, 2012, mentioned that the sea level increased 3 mm per year, just due the oceans temperature increasing every year. However, what Oceanographer Wieslaw Maslowski using computer simulations for future predictions said, "If this present [heat] trend continues, we might be having almost no ice by the end of this decade." And if Greenland were to be ice-free the sea level would rise 6 meters (19.69 ft!) This article closes "There's evidence in the paleo-climate record that the climate system is capable of changing quite rapidly," Barber notes. "We're moving into new territory and the impacts of that are unknown scientifically."

Many other studies have determined the sea-level rising due to GHG emissions and estimate a continued sea-level rise varying from two to six feet or more in 50 years, however, even with the lesser rise, it will produce serious flooding problems worldwide. Therefore, we all need to be more concerned on reduction of GHG emissions and place more importance on it.

For the SF Region transportation generates almost 50% of the GHG produced of

which vehicles are the major producers. Transit use and land development is usually suggested to reduce some of this to offset the use of vehicles. However, the Livermore BART alternative with its large number of parking spaces will do little in GHG emission reduction. In addition, parking immediate to the station access will thwart non-motorized access that a TOD promotes. Especially if parking is in structures for they are considered to be permanent over several decades. Overall, with the BART Extension and its small reduction of GHG in overall emission and minor reduction in congestion, will its construction be worth it?

MTC RESOLUTION 3434 TOD POLICY states that:

There are three key elements of the regional TOD policy:

- (a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;
- (b) Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and
- (c) Corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

TOD POLICY APPLICATION

The TOD policy only applies to physical transit extensions funded in Resolution

3434. The policy applies to any physical transit extension project with regional discretionary funds, regardless of level of funding. Resolution 3434 investments

that only entail level of service improvements or other enhancements without physically extending the system are not subject to the TOD policy requirements.

Single station extensions to international airports are not subject to the TOD policy due to the infeasibility of housing development.

A more cost-effective Transit mode that needs consideration

A better transit alternative in lieu of a BART Extension into the suburbs is to use a cost-effective multi-line Bus Rapid Transit system like the ones built and are heavily used in Brisbane, Australia and Ottawa, Canada. Several bus lines serve the suburban area as local bus service and when they get to the busway most buses will merely enter the busway or HOV/HOT lane, eliminating the need

for the passengers to transfer, then the buses use the busway in rapid express service. Initially the buses could use the planned HOV/HOT lanes for I-580 which are being considered with the possible future conversion into an exclusive busway when it is warranted. Its cost would be a small fraction of a BART Extension Also a BRT will drastically reduce the number of highly subsidized parking spaces as well as reduce GHG emission.

Overall the BRT's potential are:

- BRT can be implemented quickly and incrementally.
- BRT can be the most flexible rapid transit mode for cost-effectively serving the broad variety of urban and suburban environments and markets in the area.
- BRT can operate on arterial streets; in freeway medians, on freeway shoulders, and alongside freeways; in railroad and other separate rights-of-way; and in tunnels.
- BRT can accommodate express and local services on a single facility.
- BRT can provide sufficient transport capacity for most urban corridors in the United States and Canada.
- BRT can be less costly to implement than a rail transit line while providing similar benefits.
- BRT has little additional implementation costs over local bus service where it runs on streets and highways.
- BRT can be effectively integrated into the surrounding environment and can generate significant urban development benefits.

Sincerely

Roy Nakadegawa P.E.
Past BART and A.C. Transit Director

From: Stein53
Sent: 09/30/2012 04:27 PM AST
To: Marianne Payne
Subject: Comments on the BART to Livermore ETR

September 30, 2012

BART EIR Project manager
100 Lakeside drive
Oakland, California 94612

Dear Miss Payne,

I enjoyed attending the September 19th BART to Livermore scoping meeting. The presentations by the BART, the City of Livermore and the Alameda County Transportation Commission provided a great deal of new information and answered some of my previous questions. The presentations also raised a number of new issues and questions.

For the first time Livermore's staff presented a Priority Development Area map to the public. As the previous BART study showed, transparency and early involvement of the public and stake holders is vital in successfully developing a range of acceptable alternatives. The question is how was this area beyond the one half mile radius around the proposed station was determined? What objective criteria were used to set the boundaries? Who participated in the development of the map? Did the residents and property owners within the area have a voice in the creation of the Priority Development Area? How was input from the various local agencies like the school, park and community college districts used in the creation of the map? What comments were made by the Livermore City Council and Planning Commission as well the nearby cities and Alameda County staff and elected officials? How were existing development patterns and zoning, permanent open space agreements, the Airport Protection Area, Scenic Corridor view-scape protection, existing agricultural uses and flood plain areas addressed in selecting the Priority Protection Area? During the environmental process will other possible configurations of development be considered? How much of the area is vacant land suitable for development? Will BART consider using land that was purchased for the station and associated parking for other possible development?

The Priority Development Area is quite diverse. Has an inventory of existing uses been prepared and again how much of the land within the area is vacant and currently zoned for development? Could using the existing General Planned areas at Vasco and Downtown as well as the proposed Greenville Road transit orient development be considered for priority development? What about that portion of the Greenville BART station site not considered critical habitat?

Much of the proposed Priority Development area is isolated from the rest of Livermore. The only roads out of the area are I-580, SR 84 and three two lanes roads: Collier Canyon, Airway Boulevard and Portola Avenue. I-580 and SR 84 are at capacity of beyond during commute hours. What traffic improvements will need to be developed and how will they be financed to handle additional development in this area? Will the additional traffic and congestion cause green house gas production that will exceed the reduction provided by the BART extension?

What sort of new public services like schools and recreation as well as stores and personal service providers as well as local parking will need to be sited in the area to meet the needs for any increased or intensified development in the area and where will they be located?

The Priority Development Areas has a number of constraints. One of the major ones is the long standing Scenic Corridor Protection Policy. This long standing policy is designed to protect scenic views of the ridge lines and hill sides from I-580. The area between Portola Avenue and Fallon Road is one of the most important sections. Will an assessment of the cumulative impacts of the Priority Development Areas as well as planned or proposed developments in Dublin and Pleasanton in the background be evaluated?

Another constraint is the Airport Protection Area. This was set up 20 years ago after looking at the impacts of close up development on Reid Hillview, Hayward and Palo Alto Airports on safety, air traffic patterns and hours of operation and potential closure. The area was developed working with the County, Pleasanton and Dublin. If the Area is modified what will the potential cumulative impacts of air traffic pattern changes be on the cities of Dublin and Pleasanton and Livermore? Also what is the average age of aircraft based at the Livermore Airport and the history and pattern of incidents beyond the airport boundaries? Will there be an alternative plan for increased or intensified development that complies with the existing Scenic Corridor policies and Airport Protection Area?

At the scoping meeting a number of alternatives were suggested. One that was not mentioned was an underground BART extension. In the 50 years since the original system was constructed major advances have been made in tunneling technology. Normally tunneling is not cost effective relative to at grade construction. This project may be an exception since the right of way is in the median of a heavily traveled freeway and two lanes of roadway will have to be demolished and right of way purchased for replacement and a number of overpasses will have to be reconstructed. The valley's alluvial soils are ideal for tunneling machines and the extension could probably be constructed more quickly. Also tunneling would offer the opportunity to more easily locate the station off the freeway median. Would a brief investigation of using two parallel tunnels be worthwhile?

Finally, it should again be emphasized that for an end of line station the best strategy to generate rider ship and reduce freeway congestion and green house gases is convenient easily accessible on site parking. Has this not been shown at the Dublin Pleasanton Stations? The maximum amount of surface parking, both public and private, should be major goal of this project. If adequate parking is not provided at this station it will cause problems with overflow parking throughout the surrounding areas. Does this occur at other BART stations and how is it handled? With the extension to Greenville years, if not decades, in the future could you give a clear rationale for a goal of limiting parking at Isabel and a dependence on off site parking and buses?

Thank you for this opportunity to comment.

John Stein 449-7896

Attachment: Comments presented at September 19 Scoping Meeting

Comments on the BART to Livermore Extension Project

It is difficult to offer intelligent comments on the potential environmental impacts of the proposed project Draft Environmental Impact report (DEIR) with the vaguely worded description. Perhaps you could clarify some of the information on the proposed project to allow a more detailed and cogent set of comments on the environmental impacts.

- What types of buses will be used (type of fuel, capacity and size, noise levels) and how many miles per year will they be traveling within the Tri-Valley areas?
- What are the bus proposed routes, frequency and hours of operation?
- Approximately what locations are being considered for the proposed offsite parking, what is the current zoning and what will be its capacity of each lot?
- What will be the routes that the traffic from I-580 will travel to the proposed off-site parking and how might the traffic impact local streets and air quality?
- When and how will the land and construction costs for the offsite parking be financed?
- Will this be surface parking or structured parking and what would be the construction impacts?
- Who will be responsible for operating and maintaining the buses?
- Where are the Priority Development Areas in Livermore located? How many of the units are currently in existence and what is the proposed development schedule?
- Based upon routes and level of bus service what is the assumed number of local residents who will use the bus service to BART rather than private automobile?
- What are the capital cost as well as long term operating and maintenance cost of the bus fleets and how will they be funded?

I realize that a high degree of specificity for some of these questions may be difficult, but, lists of proposed locations for vacant parcels near the freeway for parking and a list of existing priority development areas could be provided. In the same way experience at the Dublin, Orinda and Castro Valley stations could give an estimate of users of bus to BART services could be provided. Are there any existing BART stations with offsite parking?

I strongly agree with the goals/benefits of the new Livermore station, the major goals are to reduce congestion and improve traffic flow on I-580 by redirecting existing drivers from their vehicles onto BART. With the BART extension to the South Bay the new station will extend the improved traffic flow to I-680. The improved traffic flow will have two major additional benefits: by reducing idling particularly by big semis it will reduce air pollution and the production of green house gases, improve, reduce fuel use and by improving east west truck flow it will make the Port of Oakland more competitive. The goal of increased rider ship shortly after station construction is important to justify the extension to Livermore.

I agree with former BART director Bob Allen that the most effective way to meet these goals is to provide large amount of convenient parking adjacent to the station with easy access to and from the freeway. Can you explain what environmental benefits there are to limiting onsite parking at an end-of-line station? What is the number of spaces that are proposed to be constructed initially? Can you meet the goal of 21,000 new riders using bus transfers and what assumptions are made to reach this conclusion? Can you provide a breakdown of the sources of BART riders at the Pleasanton Dublin stations: pedestrian, car, bus and other? Can you clarify the logic and non environmental reasons behind this decision to limit onsite parking? How much

vacant land currently is available near (~2000 feet) the proposed station? How much of that land is owned by BART? Would there be easy access to and from the free way? With surface parking how many cars could be accommodated, with parking structures? How does the construction cost of these parking lots compare with the cost of constructing offsite parking as well as providing buses and operators and fuel? Will offsite parking and buses generate more or less green house gasses than onsite parking? Would offsite parking with buses be seen by riders as more or less convenient than onsite parking for BART? Is the limited onsite parking a long term or short plan? Are there long term plans for the BART owned lands near the station?

Another stated goal is to enhance transit oriented development opportunities. This raises another set of questions. What is meant by transit oriented development? The amount of vacant land around the proposed Livermore station is limited by the urban growth boundary, scenic corridor restrictions protecting views of hillsides and ridge lines, and the Isabel interchange and other roads. If used for housing the opportunity for industrial development or parking on the land is lost. Based upon existing uses around other stations how many riders does an acre of residential development at various densities generate versus surface parking or light industry or offices? Based upon the need for riders does it make sense to use the land around the station for residential rather than more opportunistic transit oriented development? Also does a BART station qualify nearby land for the designation of transit oriented development?

Livermore is looking at rezoning for residential development around the station as well as modifying the Airport Protection Area. What would be the environmental impacts? This is a relatively isolated area separate from the rest of the City of Livermore. Where are the nearest public schools, neighborhood parks, restaurants, medical offices, and full service grocery stores? Is the any land near the station zoned for these purposes? Would there be a sufficient land area to accommodate the number of residents to create a fully integrated neighborhood? At present there is limited bus service and no funding for expansion. While a small fraction of the residents will use BART to commute to work, will the majority use their cars to get to their jobs as well as to gain access all of the other daily services? Won't development at this location generate more greenhouse gases than development within existing zoned areas? What would be the impacts on new residents in this area? How many cars and trucks pass close by this areas and what would be the effect of ozone, particulates and carbon monoxide on residents? What will be the cumulative noise impacts of the BART trains, traffic and over flying airplanes? It is unclear will the station will be accessible to pedestrians from adjacent neighborhoods? If pedestrian access is allowed would this cause problems with commuters using street parking to gain access the station? Also will the used to gain access offsite parking buses be available to nearby residents and students for non BART related uses?

I would urge that sufficient information be given to allow for meaningful questions and comments on the proposed project. Perhaps more detailed information will be available at the workshop. Also I would urge that the consultants used be unbiased and objective rather than advocates for a predetermined outcome to avoid the result of the previous study.

John Stein (925) 449-7896

September 19, 2012

TO BART MANAGEMENT. ^{sept 29}

I and many of my friends
will be voting against the
transportation measure B1
unless a sufficient amount
of parking is added to the
Isabel Ave. station. We
are NOT WILLING to pay
more taxes for commuters
from San Joaquin to
gobble up the few spaces
currently planned and
leave locals to the added
trouble of a bus to BART.

SUSAN STEINBERG
4174 POMONA WAY
LIVERMORE, CA 94550
Susan S. Steinberg

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

Name: Jeff Keasler
Email: jeff@svn.net
Phone:
City: Livermore, CA 94551

Subject: Isabel BART

Feedback: I am a solid supporter of the BART station at Isabel with convenient mass transit access on the Isabel overpass. I suggest that you charge a slightly higher rate than economic analysis would suggest for the Isabel stop, and use that revenue increment to fund a free shuttle between downtown Livermore and the station.

Name: Chad
Email: chadjjensen@gmail.com
Phone:
City: Livermore,

Subject: RE: BART Extension to Livermore

Feedback: While I understand the value of having public transportation in order to reduce the traffic, specifically in this case on I-580, I am incontrovertibly opposed to the BART extension to Livermore. I do not believe there is any other benefit to this particular extension than with decreasing traffic.

The valley was an entirely different place prior to BART, actually quite more enjoyable than it is now. With an unbelievable increase in high density housing, retail, and corporations, the area is essentially losing the characteristics that made it what it was. This use to be a great community, with open space and decreased sound pollution. What we find now is an uncontrollable fight for expansion in which greed has destroyed the surrounding landscape into hills of concrete that are reminisce of the hazy hills I escaped in LA after college.

You may wonder how BART would play a roll in this unfortunate and very foreseeable future. But wonder no more, you already do know, as It manifests itself now, with already having brought BART to Pleasanton. It was a novel idea at the time, but as I speak with so many people, people who use to ride BART but now have chosen their cars over a painful BART experience, this idea is now a 'been-there-done-that, and it isn't working for us' idea. Take Dublin for example, littered with high density housing surrounded by concrete parking lots and trees nearly blown over with little maintenance. Trash has taken the place of plants, and retail shops that were suppose to thrive are

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

entirely empty. I thought public transportation was suppose to be good for the environment, reducing CO2 emissions by taking cars off the roads, but all I hear is people choosing their cars once again and all I see is a mess. And what about the money and resources that goes into extending BART? How is this any better than having a few more cars drive 2 or 3 more miles to the Pleasanton station? Money isn't everything, and I think our current fiscal crisis would concur. Do people want to ride BART from the proposed Livermore station, a few miles to the Dublin/Pleasanton station, only to stop once again, being delayed only moments later at the West Dublin/Pleasanton station? How can we call this efficient? We are building as many stations in this valley as there are overpasses and it makes no good story to write home about unless you are a cynical person.

With low income housing always surrounding new BART stations, crime has also increased. And how dare other cities, entities, corporations, politicians, whomever, come in to this area and tell us what is good when we surely already have what is good. It was good here before BART. It was desired. And now, it has been destroyed by greed and the pursuit of money which never, ever results in happiness.

I fear that having a station just down the freeway at Isabelle would congest an already congested location. There is little room to build, although I would not put it past builders to flatten the nearby hills in order to build, alas, more parking structures and high density housing which I suppose is befitting of a drowning economy and future. I say this is enough. I would be discouraged by this still great Northern California, still so much better than Los Angeles, if it would compromise on the characteristics that make it beautiful.

Rather than demanding that people commute to the Bay Area for jobs, if we are so concerned about the environment in this state, why do we not build more corporations over the hill in Tracy? It's time that people get work close to home. We cannot keep widening freeways, building more roads that themselves just turn into freeways in a few years, and expanding public transportation, because it only perpetuates the problem. It's happened in Los Angeles, and if we start to be rational, logical, and wise we still may be able to rescue ourselves from making a big mistake...because we know that a station at Isabelle will certainly not be the end.

I implore you to not extend BART. Be satisfied with what we already unfortunately have.

Name: Curly
Email: crhoaglan@gmail.gov
Phone:
City: ,

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

Subject:

Feedback: WHY ARE WE EVEN THINKING ABOUT SPENDING MONEY FOR A EIR WHEN THE FUNDING FOR BUILDING THE PROJECT IS UNCERTAIN? IT WOULD JUST BE YET ANOTHER WASTE OF OUR MONEY FOR A USLESS EIR IF THE PROJECT FUNDING DOES HAPPEN.

Name: Eric Fischer
Email: enf@pobox.com
Phone: 415-335-2474
City: Oakland, California 94611

Subject: No more freeway median extensions

Feedback: Building a new freeway median BART extension is about the most wasteful thing imaginable. If there is going to be a Livermore extension, the station must be in downtown Livermore. If not, spend the money where it will do some good: a 30th Street station in San Francisco or a Solano Avenue station in Albany, or a Geary line in San Francisco.

From: Lilik.Figueiredo@kp.org
To: mpayne@bart.gov
Date: 09/17/2012 12:14 PM
Subject: Written Comments: Extension of BART - EIR Project

Hi Marianne,

I just came across the news of the EIR project extending BART from Dublin/Pleasanton station to Livermore and I got so excited. This is the best news I got in a long time!!!! I have been praying that this would happen for the Commuters in Central Valley. This is the best idea that BART has made. I really wish that BART Officials would even extend it to Vasco Road, that would help so many of us. It would cut down the time that folks in Modesto, Lodi, Manteca, Lathrop, Stockton and Tracy can come home at a decent time and actually enjoy their families and lives.

I commute every day to Downtown Oakland and work for Kaiser Regional Offices. I live in Lathrop and travel to the Dublin Pleasanton BART, it takes me close to an hour sometimes over an hour just to get to the BART, coming home it takes me close to 2 1/2 to 3 hours to get back to Lathrop-Exit 460 (Mossdale Landing). I always say to myself and my husband, "how I wish that BART can be extended closer to Tracy, it would help so many of the commuters that live in Central Valley, but work in the Bay area".

I can't tell you how many conversations I have had with so many other commuters that live in Central Valley that have been hopeful about this project. We are in desperate need of this extension and just wished that it could actually be extended out even further to at least Vasco Road, which would just be right off the Altamont Mountain.

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

We really need this to happen for the Central Valley Communities, there are so many of us that are exhausted and stressed out from the long commute. Some of the freeway is only 3 lanes into Tracy and other towns/cities in Central Valley and it becomes so congested and frustrating. WE NEED YOUR HELP!!!!!!

Thank you for listening and considering the communities of Central Valley and I can speak for so many other friends and Co-Workers.

Sincerely,

Lilik Figueiredo
Claims Quality Auditor
TPMG Financial Services
Referral Analysis Department
(P) 510.987.2725 / 8.427.2725
(F) 510.873.5077 / 8.427.5077

Name: Jason Dewees
Email: jjuania@yahoo.com
Phone:
City: San Francisco, CA 94122

Subject: BART to Livermore

Feedback: The idea that residents of Livermore would have a greater claim to BART service than the much-greater, much-denser population of the west side of San Francisco is preposterous. BART extensions are terribly expensive, even when built in low-density areas. Capital resources should be dedicated to the greatest-benefit extensions, not to the loudest and most disgruntled taxpayer lobby. Richmond District residents of San Francisco suffer from an onerously long commute to downtown San Francisco while Dublin/Pleasanton riders travel many more miles in a similar number of minutes.

Don't waste capital resources on the Bay Area's signature sprawlville. Invest in getting the greatest number of people to their destinations, not the greatest number of whiners.

Name: Karen Scheinman
Email: karenscheinman@aol.com
Phone:
City: Livermore, CA 94551

Subject: Comments on BART extension to Livermore

Feedback: I think the extension is great. Just have more security to begin

BART TO LIVERMORE EXTENSION EIR
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with so the public feels more secure and then modify security later based on actual need. Police presence is comforting for those who feel that "rif-raf or criminals will come out to Livermore for bad reasons."

Name: Joe Ledbetter
Email: joeledbetter@hotmail.com
Phone: 510 604 3282
City: Livermore, CA 94551

Subject: Bart extention to Livermore
Feedback: Utilizing existing 580 corridor to extend Bart makes plenty of ecological sense as there is already a freeway along the route. An above-ground track will be much less damaging than underground construction. Also, making the fast train visible to slow-moving cars is the best advertising. Locating the station near Las Positas College is fabulous for the community. Express buses to and from LLNL and maybe downtown livermore is great for workers and shoppers. The new Livermore station and parking structure should mirror as much as possible the Pleasanton station to save both money and time.

From: Anne Loyola <loyolad@comcast.net>
To: mpayne@bart.gov
Date: 09/18/2012 12:23 PM
Subject: My view on the BART extension to Livermore

Dear Ms. Payne,

I am unable to attend the public meeting on the BART service extension to Livermore scheduled for September 19, so please consider the comments expressed in this communication.

I believe the BART to Livermore proposal with the station located in the vicinity of the Isabel Avenue/I-580 Interchange would best suit the needs of our community. It is accessible by public transportation which works for those wanting to visit Downtown Livermore and for commuters such as my husband who would appreciate local access instead of having to drive to Dublin which he has had to do to pick up BART for his job in Berkeley. Keeping Bart on the 580 corridor would also limit the noise generated by BART cars on the rails which has been of great concern to me.

I have always been a great advocate for BART. Having taken the BART bus to Hayward in the 1970's to access the end-of-the-line to get to my job in Oakland and now enjoying the convenience of BART for pleasure excursions in San Francisco and for job obligations in Downtown Oakland, I look forward to accessing the system much closer to my home.

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

I have been waiting over thirty-five years for the opportunity to access BART from Livermore and have been extremely disappointed that many other Bay Area communities have benefited from our tax obligation with Livermore residents given low priority.

Sincerely,

Anne L. Loyola

3884 Stanford Way

Livermore, CA 94550-3653
925-447-4924

From: "Lovell-T,Debbie" <Debbie.Lovell-T@jud.ca.gov>
To: "mpayne@bart.gov" <mpayne@bart.gov>
Date: 09/18/2012 11:45 AM
Subject: BART Livermore Extension

I am a daily user of the BART system from Livermore (Dublin/Pleasanton) to San Francisco. I am in favor of having a BART station in Livermore, but believe real relief would come from taking it out to Tracy. The I-580 corridor is a mess and BART is the best bet to help that.

I would like to see BART stay on the I-580 corridor. It's not needed downtown Livermore and seems like a waste of money. As long as Wheels busses connect to the new station, everyone will be able to get where they're going using public transit.

Also, right now during the commute hours, every train seat is full by the time it gets to the West Dublin/Pleasanton station. The number/frequency of trains seems well below what's needed and adding an additional station in Livermore will enhance this problem.

Also, parking has become difficult at the Dublin/Pleasanton station once again. Since the main lot on the Dublin side is now home to condos, parking is once again an issue at that station. This is sad.

Debbie Lovell

Administrative Coordinator II
Office of Court Construction and Management
Judicial Council of California - Administrative Office of the Courts
455 Golden Gate Avenue
San Francisco, CA 94102-3688
Ph 415-865-5326 Fax 415-865-8885 debbie.lovell-t@jud.ca.gov
www.courts.ca.gov

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SCOPING COMMENTS VIA EMAIL

From: Scott Yundt <sjyundt@gmail.com>
To: mpayne@bart.gov
Date: 09/18/2012 01:29 PM
Subject: Comment on Livermore BART Extension EIR

I am an environmental attorney who lives in Oakland and commutes to Livermore for work. On my 35 mile drive from my home to downtown Livermore on Highway 580 (and back again) I witness the extreme traffic back up in the opposite direction.

I have read the EIR and it seems to present the inevitability of a BART extension to Livermore as a debt that is owed to that community. Truthfully, I think BARTs funds could be better spent adding capacity to the existing system rather than extending to this far off suburb that will only minimally contribute to BARTs ridership and regional appeal as an alternative to driving. Spending these funds elsewhere would ease congestion on regional roads more than an extension to Livermore and would thus provide a greater benefit to regional populations, including Livermore residents.

Personally, if the Livermore BART station was to be located in downtown Livermore, I would take BART back and forth to work. However, if it is located on 580, I will not.

I also have concerns about the additional suburban sprawl in the Dublin and Livermore area that a BART extension will bring. Additional sprawl in the Tri-Valley region has a disproportionate environmental and social impact compared to urban bay area infill. The area is inherently car-centric, and energy intensive due to its existing sprawl and high temperatures (requiring air conditioning) . Increased population in the region will also mean more congested roads in the urban bay area.

Despite the potential personal benefit a BART Extension to Livermore would provide me, I do not support the project.

--

Scott Yundt
Staff Attorney

Tri-Valley CAREs
2582 Old First Street
Livermore, CA, USA 94551

Ph: (925) 443-7148
Fx: (925) 443-0177
Web: www.trivalleycares.org
Email: scott@trivalleycares.org

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

"Stopping nuclear weapons where they start..."

From: Robert Allen <robertseeallen@gmail.com>
To: mpayne@bart.gov
Date: 09/18/2012 01:35 PM
Subject: BART to Livermore EIR NOP re tail tracks

120919 BART to Livermore EIR Notice of Preparation Public Meeting; Robert S. Allen, 223 Donner Avenue, Livermore, CA 94551-4240, 925-449-1387

Tail tracks and Maintenance Facilities:

The Circulation Element of Livermore's General Plan states (Goal CIR-3, Objective CIR 3-1, new Action Item 8):

"A8. 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."

Action item 3 reads:

"A3. Advocate the extension of BART to Greenville Road in the I-580 median as the City's preference."

Action item 5 reads:

"A5. Preserve right -of-way adjacent to I-580 to allow widening for HOV lanes, auxiliary lanes, and BART."

Goal CIR-7, Objective CIR-7.1, Policy 4 reads:

"P4. Establish Plan lines...along I-580...to support...including Bay Area Rapid Transit (BART) extensions and high occupancy vehicle lanes..."

These provisions were added or affirmed by an initiative petition signed by 8,345 Livermore voters in 2011. The City Council adopted the petition in its entirety rather than place it on the November 2011 ballot.

This initiative petition effectively rescinded the City Council's earlier support of proposed Route 2B (Downtown-Vasco) that negated the 1986 City Council action to orient BART along the freeway. BART still has 2B (but with the apparent inclusion of an Isabel station) in its plans despite the change of position by the City of Livermore. Please see that any tail tracks easterly

BART TO LIVERMORE EXTENSION EIR
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from the Isabel station are in a widened I-580 freeway median rather than aimed into a tunnel under eastbound I-580.

From: "Patricia M. Voight" [PVoight@hopkinscarley.com]
Sent: 09/18/2012 09:45 PM GMT
To: Marianne Payne
Subject: BART to Livermore

BART to Livermore is a very good idea, but please keep stations at the freeway. Please do not extend BART to downtown Livermore. Thank you,



Patricia Voight
Legal Secretary to Karen Reinhold, Shirley Jackson
and Erik Khoobyarian
70 South First Street
San Jose, CA 95113-2406
Direct: 408.299.1483
Main: 408.286.9800
Fax: 408.998.4790
pvoight@hopkinscarley.com

From: morgandhc
Sent: 09/18/2012 08:20 PM AST
To: Marianne Payne
Subject: Livermore BART

My input on the location for BART to Livermore is the Isabel/580 location. It is the only one that makes sense and is affordable. A downtown route is too costly, too specialized and will create its own problems of congestion.

Sincerely,
Roger Lake
10500 Morgan Territory Road
Livermore, CA
94551
925 447 7980

Name: jay
Email: josan.j@gmail.com

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

Phone:
City: ,

Subject:

Feedback: I580 on livermore has the most congested traffic . The bart is needed here at this time and before san jose. I dont know when this project is going to start and complete.

From: Aaron Melocik <amelocik@gmail.com>
To: mpayne@bart.gov
Date: 09/19/2012 09:47 AM
Subject: BART Livermore extension

Hello Ms. Payne,

I am a Bay Area resident, living in Vallejo, writing to express my wish that BART will approve their extension to Livermore. I understand that there is a great expense involved, and that this is a concern for people; but I believe that BART is an invaluable service in the Bay Area, and it has shown itself over the years to operate and plan responsibly and realistically. I trust that the Livermore extension would be planned and executed with an appropriate consideration of all factors, and I believe that the extension will increase the overall health and vitality and opportunity of all citizens in the Bay Area.

Thank you for taking the time to read my message, and good luck.

--

----- Aaron

Name: Sam
Email: sbaba838@gmail.com
Phone:
City: San Francisco, California

Subject: Livermore, not a priority

Feedback: I believe it would be more cost effective to get bart running to san jose/ fremont regularly and to keep a limited service running 24/7 instead of closing down for a mere 4 hours at night than to run service to livermore.

thanks for your time,

Sam

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

Name: Sean Hedgpeth
Email: shedgpeth@gmail.com
Phone: 4157167682
City: San Francisco, CA 94117

Subject: Extend BART to Downtown Livermore

Feedback: It is folly to follow the old 1970's BART model of highway stations and parking garages. Downtown Livermore deserves a walkable BART station that has development potential. This will also provide more MTC funding.

Name: Livermore OtherNews
Email: noemail@noemail.net
Phone:
City: ,

Subject:

Feedback: you need some other meetings since some people were not able to attend sept 19 - 2012 and bart going to livermore is a nice idea, but also bart needs to go to hercules all four stations underground (north richmond) (san pablo) (tara hills) and (hercules) back to this topic yes bart does need to extend to livermore after livermore I do believe hope hercules is the next extension. There will be same excellent transfer points at this station and what will be in the vicinity of the station. More to hear when you announce that you are officially extending to that city

From: "Ledbetter, Joseph" [JLedbetter@contracosta.edu]
Sent: 09/21/2012 09:58 AM MST
To: Marianne Payne
Cc: <adelizaf@hotmail.com>; "Johnson, Christopher" <CJohnson@contracosta.edu>
Subject: Bart extension to Livermore

The proposed Bart extension to Livermore needs to be viewed as part of the comprehensive Alameda County Transportation plan to satisfy public needs - both perceived and real. Livermore residents in particular feel that they deserve better access to Bart given that they have been paying the increased sales tax for transportation needs for decades. But my guess is that you'll still have enough political support for the ACT to accomplish its goals even without Livermore's 5% share of the voters in Alameda County.

Although I would personally benefit from a Bart station within 1/2 mile of where I live in Livermore, the projected \$4 billion capital expense would be better used to extend Bart from Fremont to San Jose and/or from Milbrae to San Jose. To appease many (most?) Livermore voters, you might consider providing free bus transport for Livermore residents to Pleasanton Bart using the current or expanded Rapid lines. This bus option would be much more ecological as well as economical. The capital savings could go into

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

meeting the larger people-moving demands closer to San Jose so that Bart circles the Bay where most residents already live whereas extending Bart to Livermore will likely shift housing farther from employment.

Although I realize the complexity involved, ACT should focus on a better link between 580, Bart and the ACE train system. It doesn't appear that the ACE train is being fully utilized presently (it only runs a few trains) and perhaps some resources should be used to encourage ACE train use rather than extending Bart or adding the I-580 Westbound HOV lane as is currently planned at a cost of almost \$200 million. This money is better spent bribing the drivers out of their cars and onto Bart and ACE. I have been arguing with Caltrans about opening this section of 580 for bicycles (at no cost!) for two years now without any success. I realize that it may be a token gesture, but you plan to spend millions on a project that will likely increase the ecological burden whereas a simple rule change would allow bicycle access to an existing freeway as is now done in many states without the predicted dire consequences that Caltrans fears. Imaging the change in driver perceptions when they see bikes traveling faster than cars along the crowded freeways during rush hour!

The proposed Bart extension to Livermore would allow the current 580 commuters just a few miles of savings since they currently use the Pleasanton Bart station. I doubt that Bart ridership will increase as a result of the extension although the average ride distance may increase. Your EIR looks only at the local effects without examining the pernicious effect that GDP has on the environment. This is false accounting since the larger ecological burdens need to be taken into account for the entire county and beyond. A rough measure of ecological burden is the cost of the project as the dollars spend end up as ecological destruction downstream. Cheaper solutions are almost always better ecologically.

Name: Patrick Emmert
Email: qopus1988@yahoo.com
Phone:
City: Oakland, CA

Subject: Livermore Extension

Feedback: This project to Livermore is a horrible waste of scarce BART and transportation resources and perpetuates EVERYTHING that BART has done wrong since its inception.

1. It goes against BART's own requirement to refrain from building further stations in freeway medians.
2. It's completely unwalkable to those who actually live in Livermore. This project should be called BART to 580.
3. It perpetuates the ridiculous distances between BART stations at 4.8 miles - and still costs 1.3 billion dollars!
4. Lot's of ciities have been paying BART taxes without a station - why is Livermore special in this regard? Albany has been paying just as long. You could build a station at Solano Ave for a tenth of what this would cost and generate the same ridership.

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

5. The inflated ridership numbers come from an expectation that Central Valley commuters would use the new station. This project should be to improve ACE train service, or to build an ACE spur to the Dublin/Pleasanton station.

Because this incredibly dubious project is on the Measure B list I will have to vote against it. Another BART fail.

Name: Sachin Bhayani
Email: ritasac@yahoo.com
Phone:
City: Pleasanton, 94588

Subject: Bart extension to Livermore Noise concern

Feedback: Hi Marianne,

I am a resident of Pleasanton and live on Fairlands Dr close to 580 (and the proposed BART rail line). My concern is on the train noise this will create to all neighbourhood homes. Unfortunately we don't have sound wall on 580 and would request the project team to put the soundwall as part of the project also,

Thanks,
Sachin

From: Anne Stuart [donancastle3@msn.com]
Sent: 09/26/2012 02:35 PM MST
To: Marianne Payne
Subject: BART to Livermore

Ms. Payne,

I wanted to submit a word of support for the current plans for the BART extension to Livermore, as indicated in the "BART to Livermore Extension Project, EIR Notice of Preparation" mail flyer. I am very glad that there are no plans to dredge under the streets of Livermore, destroy numerous homes and small businesses, and build a station in "downtown" Livermore. The downtown consists of about three blocks, as Livermore is essentially a small town. The amount of money wasted on such an endeavour would be astronomical. And, finally placing the Livermore station in downtown, away from the 580 freeway would have turned First Street into an extension of the freeway itself. Why any person would even consider such a plan is beyond sanity.

My son and his family, besides myself, are Livermore residents, and we are very happy as well that the current plan will make it more difficult for crime to visit us. I know that statistics cited by those who wanted the BART station in the downtown, seemed to indicate that BART does not increase crime, this assertion is absurd. Ease of transportation is for everyone, welcome or not. Years ago, my car was stolen from the San Leandro BART parking lot, and it was dropped off at the Bayfair BART parking lot. BART transportation brought the thieves to and from my car.

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

Thank you again,
Anne Stuart
Livermore

Name: Daniel Tischler
Email: dan.tischler@gmail.com
Phone: 5105085637
City: Oakland, CA 94607

Subject: BART to Livermore is the Wrong Priority for BART

Feedback: As a daily BART commuter, and a carless resident of the inner East Bay that is dependent on mass transit for everyday mobility I find it appalling that BART is considering spending over 1 billion dollars to extend the system five miles towards Livermore. I wholeheartedly support expansion of the BART system, but the Livermore extension is not the right direction.

Rapid transit is most effective when it serves dense, urban neighborhoods with a mix of land uses that feature destinations that are within walking distance of stations. These neighborhoods are necessary to produce the density of ridership demand to justify frequent transit service throughout the day. The BART to Livermore proposal is the exact opposite. Rather than connect to a place that people would actually enjoy taking transit to reach this proposal would have BART play a role that is better served by buses in an HOV lane. Instead of using over \$1 billion to improve the system, BART to Livermore would water down BART efficiency by running empty trains along a low demand-density corridor. If rapid buses will work east of Isabelle Ave, why not have them run all the way to the existing Dublin/Pleasanton BART? If potential HOV lanes remain uncongested without BART then BART would barely offer any travel time savings if extended to Isabelle Ave. Besides, improvements to the existing ACE train are already a significant element of the CAHSR project. An upgraded commuter train, with a possible BART transfer at Union City would be a much more appropriate rail upgrade for Livermore.

Meanwhile, the core of the BART system is suffering from old age and needs reinvestment. Additionally, there are numerous dense and vibrant neighborhoods along existing BART tracks that are not well served by BART. BART would do far better to spend an equivalent amount of money adding infill stations to areas such as Albany's Solano Ave, Oakland's Eastlake/San Antonio neighborhoods, and 30th St. in San Francisco. Adding stations at these locations could be achieved for equal or less money than a one station extension half-way to Livermore. Rather than support a relatively small number of peak period commuters, infill stations would build transit-oriented communities.

Please drop this project and reorient BART's capital investment program

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

towards building an urban metro system, not a suburban, peak direction, peak period commuter rail. BART technology is too expensive to be wasted on freeway extensions to areas where transit is not, and never will be a common mode of transport. Instead help provide accessibility to inner Bay Area neighborhoods where local residents are oriented towards a transit lifestyle.

Name: Hari Gangadharan
Email: hari_g@hotmail.com
Phone: 925-548-8730
City: Livermore, CA 94551

Subject: Too Little - Too Late
Feedback: Dear Sir or Madam:

Sub: Too little, too late – request to extend BART all the way to Greenville

The BART extension to Livermore has been a thing we Livermore residents waited long and patiently. It is not because many will use BART; it is because we all had hoped that the extension of BART would improve our lives and improve the commute in already unusable I-580. However, the current plan should not be said as an extension to Livermore, it is an extension to almost Livermore.

I was hopeful about the Wheels’ Tri-Valley Rapid service but to my disappointment when it arrived, it was neither rapid nor convenient. Nor it helped the I-580 commuters. The original plan was to run Rapid as an Express bus service from Greenville Park and Ride to Pleasanton station with an intermediate stop of Airway Park and Ride. That plan would have reduced some traffic in I-580. But instead Rapid ran through the surface streets, especially serving the East Avenue that already has good Wheels bus services. Commuters travelling from most parts of Livermore, San Joaquin and beyond had no option to do a park and ride to use Rapid service. The only parking location available in Rapid’s route is the Livermore downtown parking lot, which is not easily accessible from anywhere. In short the Rapid was a disappointment.

The current extension of the BART to Isabel Avenue does not improve anything much. Most residents still have to take the bus or drive to Isabelle Station through one of the most congested portions of I-580: from Greenville to Isabelle. It will not improve the traffic situation of the I-580. We know that the current plans for bus connection to Greenville will never happen since Livermore residents remember the promises made by agencies in regards to Rapid. If they wanted to connect Greenville, they can do it now at a cheaper cost. Instead of extending BART to Isabelle I recommend you to fund and create a transit centers in Greenville and Isabelle. Running Diesel

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

Multiple Units or express bus services between Greenville and the existing Pleasanton BART will improve the life of Livermore residents and I-580 commuters from San Joaquin and beyond. This plan can be achieved in much shorter time. We have waited enough; this short extension to Isabel Avenue is disappointing. This is definitely too little, too late considering the fact that Livermore residents paid for the BART with years of tax dollars. We can wait until we get a full extension to Greenville station. We Livermore residents will also reject the Measure B3 unless we have a full BART extension included in the plan.

Name: Valarie Huff
Email: valtour@comcast.net
Phone: 925-292-4112
City: Livermore, CA 94551

Subject: parking at BART

Feedback: Having been the victim of the loss of 500 parking spots at the Dublin Pleasanton station, it is imperative that the Livermore station double the number of parking spots in their plan or forecast. Parking is always a huge problem. I commute to San Francisco on a weekly but not consistent daily basis so I use the Daily single parking passes (they are non-existent now) at Dublin Pleasanton. I currently drive 30 extra minutes to park at West Dublin. Currently I have had no trouble parking there WITH THE DAILY PASS.. I worry that with more riders that Daily permits could end there as well. I have used my husband to drop me off and pick me up in the afternoons as there is never any parking at West Dublin or Dublin. Livermore residents feel Tracy, Brentwood and Antioch residents will use up all the future Livermore BART parking. PLEASE PLAN AHEAD AND GIVE US MANY MORE PARKING SPOTS THAT YOU EVER THOUGHT WE MAY NEED.

From: Susan Junk [susan.kbsj@gmail.com]
Sent: 10/01/2012 10:36 PM MST
To: Marianne Payne
Subject: 580 Corridor BART to Livermore

Dear Marianne Payne,

I-580 Corridor/BART to Livermore has been part of the BART proposal for too long without any real action such as ground breaking and construction.

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

“The San Francisco Bay Area Regional Rail Plan (2007) was the first comprehensive look at the Bay Area’s rail system since the 1957 Rail Plan for the Bay Area, the initial blueprint for the BART system currently in place.

A Livermore extension was identified in the initial BART system plan, and its importance was again affirmed nearly 50 years later in the Regional Rail Plan as a vital link connecting to the regional rail network”

From: http://www.bart.gov/docs/liv/B2L_FactSheet_Rev041612.pdf

Livermore is still waiting for I-580 Corridor/BART

The BART Board bought property in the 1980’s along I-580 near the Isabel interchange and Greenville Road for future rail line and station development.

Livermore is still waiting for I-580 Corridor/BART

Alameda County Transportation Commission (ACTC) has had the I-580 Corridor/BART to Livermore as their Project # 26 in 2002 with a time line of

Environmental	9/2003 to 9/2005
Design	10/2005 to 6/2007
Right-of-way	10/2005 to 6/2007
Construction	1/2006 to 12/2011
Equipment Acquisition	1/2006 to 12/2010

Livermore is still waiting for I-580 Corridor/BART

The ACTC shows on their project fact sheet (August 2012) for I-580 Corridor/BART that they approved Measure B funds in March 2007 for right-of-way preservation.

Livermore is still waiting for I-580 Corridor/BART

BART TO LIVERMORE EXTENSION EIR
SCOPING COMMENTS VIA EMAIL

Livermore does not need Diesel Multiple Units (DMU's). Diesel causes cancer.

Livermore does not need express buses. We already have buses.

Meetings cost money and time with no real outcome just talk.

I/We want BART for Livermore. We asked for BART (real BART) along the I-580 Corridor many years ago and we want stations at Isabel and Greenville.

It is time to deliver what the people of Livermore have been paying for in sales tax and more rounds of Measure B money.

Thank you for listening,

Susan Junk

susan.kbsj@gmail.com



BART to Livermore Extension Project EIR

We welcome your comments: The diesel Multiple unit^(DMU) and express bus options are unattractive for commuters due to inefficient transfer connections to BART including the hassle and bother of transferring~~ing~~ from one transit vehicle to another. DMU and Express Bus should be abandoned as having insufficient value to transit.

You can also mail, fax or comment on line: Livermore Resident

Mail: BART Planning Department, 300 Lakeside Dr., 16th Fl., Oakland, CA 94612, Attn: Marianne Payne.

Comment via the project website: www.bart.gov/livermore • Fax comments to: (510) 464-7673

The deadline for receipt of comments is **October 1, 2012.**



BART to Livermore Extension Project EIR

We welcome your comments: _____

It is reported that the additional cost of performing and completing an EIR for an extension of BART all the way to Tracy, CA would be small compared to the total cost of preparing and defending separate EIRs for 1) Pleasanton to Airway, 2) Airway to Greenville, 3) Greenville to Tracy. A better use of tax payer funds would be to

You can also mail, fax or comment on line:

do one EIR for Pleasanton to Tracy now

Mail: BART Planning Department, 300 Lakeside Dr., 16th Fl., Oakland, CA 94612, Attn: Marianne Payne.

Comment via the project website: www.bart.gov/livermore • Fax comments to: (510) 464-7673

The deadline for receipt of comments is **October 1, 2012.**

Livermore Resident

even if the project is built in phases.



BART to Livermore Extension Project EIR

We welcome your comments: _____

EXCELLENT DESIGN AND SITING.

AS LIVERMORE RESIDENTS WHO LIVE

AND WORK WITHIN 2 MILES OF THE

PROPOSED STATION, WE VERY MUCH

SUPPORT THIS PROJECT.

— DAVID MUELLENHOFF AND CONNIE DOMINGUEZ

You can also mail, fax or comment on line:

— LIVERMORE

Mail: BART Planning Department, 300 Lakeside Dr., 16th Fl., Oakland, CA 94612, Attn: Marianne Payne.

Comment via the project website: www.bart.gov/livermore • **Fax comments to:** (510) 464-7673

The deadline for receipt of comments is **October 1, 2012.**



BART to Livermore Extension Project EIR

We welcome your comments: _____

The EIR should study a full-fledged
Bus Rapid Transit alternative running from
several places in Livermore to the
Dublin/Pleasanton station. This will prove to
be the most cost effective + efficient technology
for the corridor.

You can also mail, fax or comment on line:

Mail: BART Planning Department, 300 Lakeside Dr., 16th Fl., Oakland, CA 94612, Attn: Marianne Payne.

Comment via the project website: www.bart.gov/livermore • **Fax comments to:** (510) 464-7673

The deadline for receipt of comments is **October 1, 2012.**



BART to Livermore Extension Project EIR

We welcome your comments: THIS REGION EMBRACE INNOVATION IN RAPID TRANSIT AND THE BAY AREA BECAME A DEMONSTRATION MODEL FOR THE WORLD. TODAY BART WILL STUDY ALTERNATIVES BUT NOT CONSIDER BEING FIRST WITH NEW TRANSIT SYSTEMS TECHNOLOGIES. THE HIGH COST OF RAPID TRANSIT SHOULD BE THE DRIVING MOTIVATION FOR BART TO SUPPORT, ADVOCATE, DEMONSTRATE AND IMPLEMENT BETTER EFFICIENT, LESS COSTLY TRANSIT SYSTEM. BECOME A MODEL FOR THE WORLD AGAIN BY BEING THE FIRST. SUPPORT I GATE THERE IN LIVERMORE'S FRONT YARD.

You can also mail, fax or comment on line:

Mail: BART Planning Department, 300 Lakeside Dr., 16th Fl., Oakland, CA 94612, Attn: Marianne Payne.

Comment via the project website: www.bart.gov/livermore • **Fax comments to:** (510) 464-7673

The deadline for receipt of comments is **October 1, 2012.**



BART to Livermore Extension Project EIR

We welcome your comments: *Since people will be coming in from Modesto, Stockton, Merced and the Tracy area, and that is a drive, more than one bathroom for the women and the men will be necessary! Please do it right the first time and not an add-on!*

You can also mail, fax or comment on line:

Mail: BART Planning Department, 300 Lakeside Dr., 16th Fl., Oakland, CA 94612, Attn: Marianne Payne.

Comment via the project website: www.bart.gov/livermore • **Fax comments to:** (510) 464-7673

The deadline for receipt of comments is **October 1, 2012.**



BART to Livermore Extension Project EIR

We welcome your comments: _____

*Suggestion : Set new BART station next to
Paragon Outlets*

Mandy Duk

You can also mail, fax or comment on line:

Mail: BART Planning Department, 300 Lakeside Dr., 16th Fl., Oakland, CA 94612, Attn: Marianne Payne.

Comment via the project website: www.bart.gov/livermore • **Fax comments to:** (510) 464-7673

The deadline for receipt of comments is **October 1, 2012.**

70 yrs



BART to Livermore Extension Project EIR

We welcome your comments: Bart is a people mover Don't

Put it in the Freeway No Shuttle Bus requires

if in town No Expensive Park lot If you build

Park Lot San Joaquin Traveler will fill it!

SF, Oakland, Berkeley Fremont Public All Have Train

Civic Centers Do you want a CHEAP train or

Quality, Low Pollution system MU is not Elect

You can also mail, fax or comment on line:

Mail: BART Planning Department, 300 Lakeside Dr., 16th Fl., Oakland, CA 94612, Attn: Marianne Payne.

Comment via the project website: www.bart.gov/livermore • **Fax comments to:** (510) 464-7673

The deadline for receipt of comments is **October 1, 2012.**



BART to Livermore Extension Project EIR

We welcome your comments: _____

I am concerned that without adequate parking, bus to Bart will not be time efficient enough to make take BART worthwhile. Please study this bus to Bart concept thoroughly before you decide adequate parking is not important. Also, parking for Livermore can

You can also mail, fax or comment on line:

Mail: BART Planning Department, 300 Lakeside Dr., 16th Fl., Oakland, CA 94612, Attn: Marianne Payne.

Comment via the project website: www.bart.gov/livermore • **Fax comments to:** (510) 464-7673

The deadline for receipt of comments is **October 1, 2012.**

Maybe be handled like car pool spots
in Dublin / Pleasanton BART ... reserved
for Livermore residents until a certain
time of day.

Thanks



Date: 9/19/2012 Location: Livonia

We welcome your comments and concerns.

There are indirect, cumulative impacts on Collier Canyon Rd that will be caused by increased traffic.

Your contact information

Name: _____ Phone: _____

Mailing address: _____ City: _____ ZIP: _____

Email address: _____





Date: 9/19 Location: LIVERMORE

We welcome your comments and concerns.

BART SHOULD SUPPORT, ADVOCATE, DEMONSTRATE AND
IMPLEMENT INNOVATIVE TRANSIT TECHNOLOGY.
AT ONE TIME THEY WERE THE FIRST AS A
DEMONSTRATION PROJECT AND BECAME A MODEL
FOR THE WORLD.

Your contact information

Name: DEXTER VIZINAU Phone: 510 472 4145
Mailing address: DVIZINAU@CYBERTRAV.COM City: _____ ZIP: _____
Email address: _____





Date: 9/19/12 Location: Livermore Community

We welcome your comments and concerns.

Increase traffic

Your contact information

Name: Mark Bradford Phone: 925/455-1267

Mailing address: 6199 Collier Canyon City: Livermore ZIP: 94551

Email address: sixbam@att.net

Thank you for your time www.bart.gov



Date: 9-19-2012 Location: LIVERMORE

We welcome your comments and concerns.

TRAFIC ON COLLIER CANYON RD

Your contact information

Name: GARY COSE Phone: 925-373-8385

Mailing address: 6475 COLLIER CANYON City: LIVERMORE ZIP: 94551

Email address: _____





Date: 19 September 2012 Location: Livermore

We welcome your comments and concerns.

Parking, access, capacity, further extension

Your contact information

Name: Robert S. Allen Phone: (925) 449-1387

Mailing address: 223 Donner Avenue City: Livermore Cd CA ZIP: 94551-4240

Email address: robertsallen@gmail.com





Date: 10-19-2012 Location: LIVERMORE

We welcome your comments and concerns.

1. NO MOVEMENT OF THE UGB
2. AIRPORT PROTECTION ZONE TO BE UNALTERED

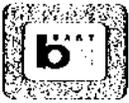
Your contact information

Name: DOUG MANN Phone: 925 449-8147

Mailing address: _____ City: _____ ZIP: _____

Email address: _____





Date: Sep 19 2012

Location: Livermore

We welcome your comments and concerns.

What are "realistic alternatives"? How about upgrade
ACE instead

Your contact information

Name: Vaughn Wolff Phone: 925 236-6231

Mailing address: 1798 Peru Ct City: Pleasanton ZIP: 94566

Email address: Vaughnwolff@netscape.net





Date: Sept 19, 2011

Location: Livermore

We welcome your comments and concerns.

Must P conference, at shared resources for Livermore residents

Your contact information

Name: Gail Shearer

Phone: 415-9685

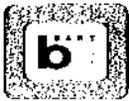
Mailing address: 1972 So. Livermore Ave

City: Livermore

ZIP: 94550-9003

Email address: taizetta@sbcglobal.net





Date: 9/19/12 Location: Livermore

We welcome your comments and concerns.

My concern: ~~the~~ parking @ new station won't be sufficient --
buses designed to drop off at new station will add 30+ minutes to
commute, potentially negating the value for some commuters, esp those
to SF. (could you discuss the potential for high frequency service (ie many
buses?) Also a concern → when you get off (over) →

Your contact information

Name: Gina DiPrima Phone: 925 858 9741
Mailing address: 1763 Buena Vista Ave City: Livermore ZIP: 94550
Email address: gdiprma@yahoo.com



BART at Livermore, and everyone has to take a
bus to get home — won't busses quickly
fill up and cause ~~additional~~ waiting delays at
the station?

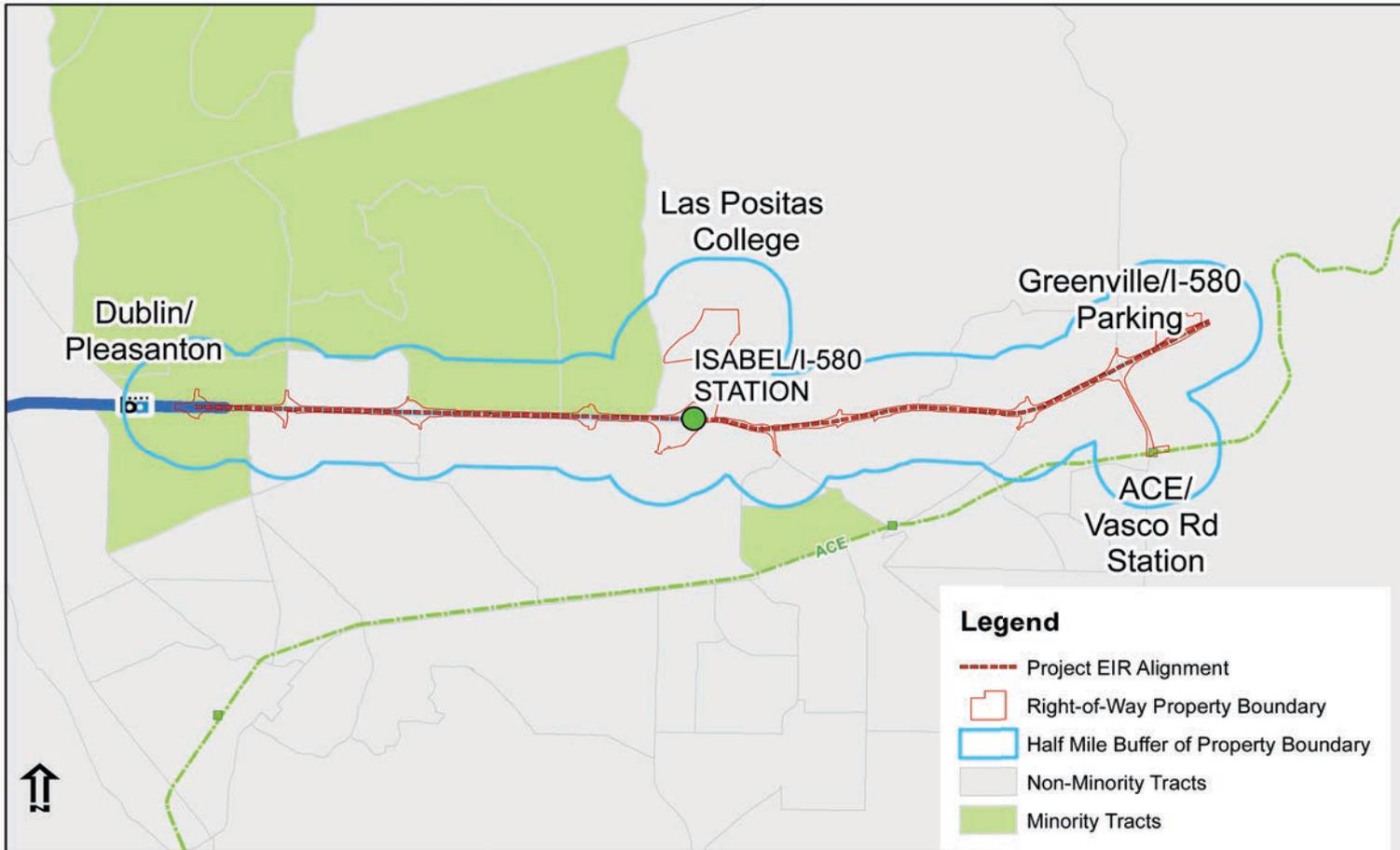
Wonder if this has been anticipated?

Thanks!

APPENDIX F

**Areas of Low Income, Minority, and Limited English Proficiency
in the Project Area**

BART to Livermore Phase 1: Title VI: Minority Population



Note: The Minority population areas are mapped only for the following counties: Alameda, Contra Costa, San Francisco and San Mateo. The service area average percentage for Minority Population is 59.4%.

This map depicts a half-mile buffer for proposed Project EIR Alignment for BART to Livermore Phase 1 extension.

Data Update: October 31, 2012

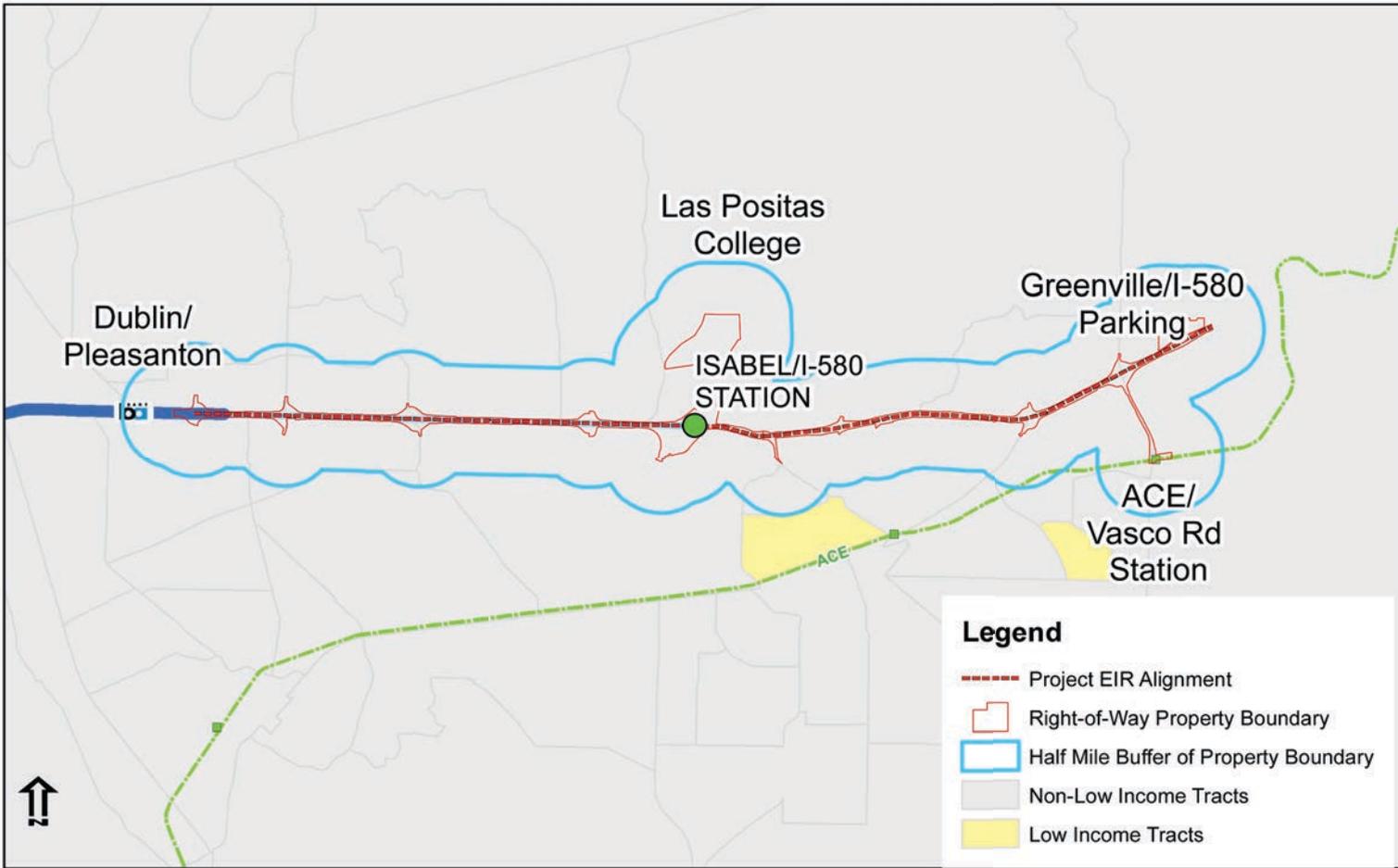
Geographic Coordinate System Name: GCS North American 1983

Projected Coordinate System Name: NAD 1983 State Plane California III FIPS 0403 Feet

EGIS Data Provided by the BART Information Technology Department 300 Lakeside Dr. 11th Floor, Oakland, CA 94612



BART to Livermore Phase 1: Title VI: Low Income Population



Note: The Low Income population areas are mapped only for the following counties: Alameda, Contra Costa, San Francisco and San Mateo. The service area average percentage for Low Income Population is 23.9%.

This map depicts a half-mile buffer for proposed Project EIR Alignment for BART to Livermore Phase 1 extension.

Data Update: October 31, 2012

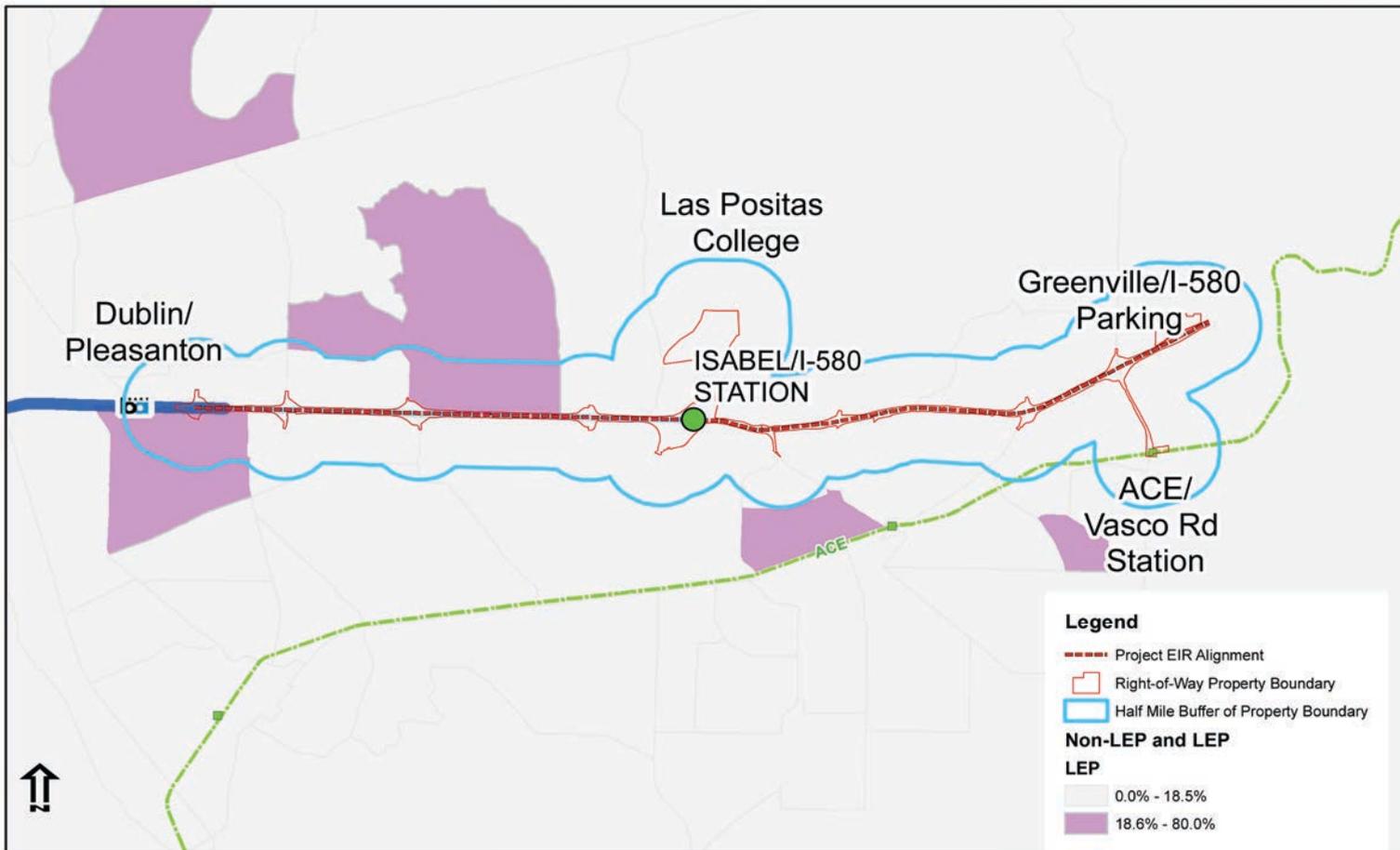
Geographic Coordinate System Name: GCS North American 1983

Projected Coordinate System Name: NAD 1983 State Plane California III FIPS 0403 Feet

EGIS Data Provided by the BART Information Technology Department 300 Lakeside Dr, 11th Floor, Oakland, CA 94612



BART to Livermore Phase 1: Title VI: Limited English Proficiency (LEP) Population



Note: The Limited English Proficiency (LEP) population areas are mapped only for the following counties: Alameda, Contra Costa, San Francisco and San Mateo. The service area average percentage for LEP Population is 18.6%.

This map depicts a half-mile buffer for proposed Project EIR Alignment for BART to Livermore Phase 1 extension.

Data Update: October 31, 2012

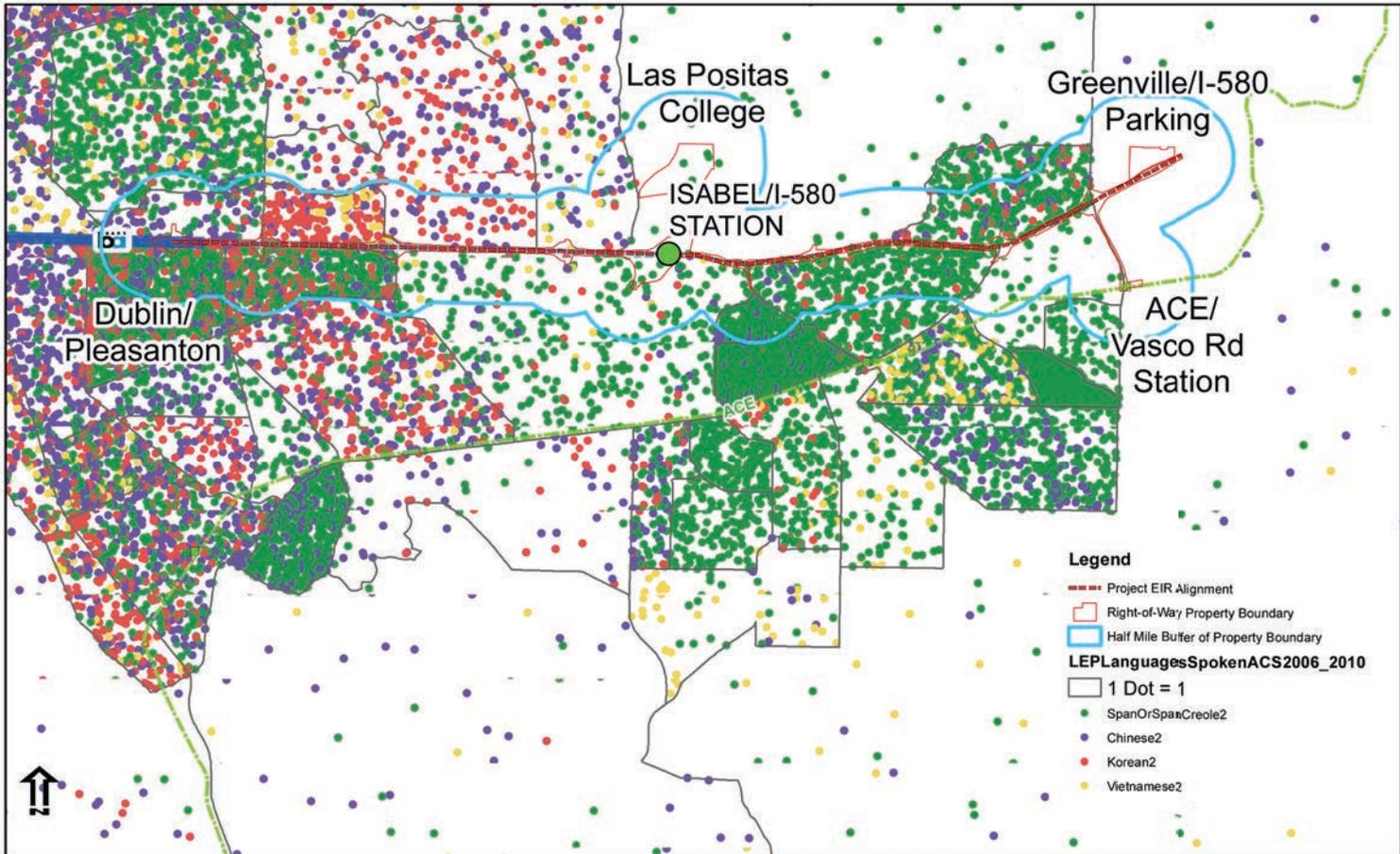
Geographic Coordinate System Name: GCS North American 1983

Projected Coordinate System Name: NAD 1983 State Plane California III FIPS 0403 Feet

EGIS Data Provided by the BART Information Technology Department 300 Lakeside Dr. 11th Floor, Oakland, CA 94612



BART to Livermore Phase 1: Title VI: Primary Languages of Limited English Proficiency (LEP) Population



Note: The Limited English Proficiency (LEP) population areas are mapped only for the following counties: Alameda, Contra Costa, San Francisco and San Mateo. The service area average percentage for LEP Population is 18.6%. The primary languages for LEP Population are four core languages: Spanish, Chinese, Korean and Vietnamese.

This map depicts a half-mile buffer for proposed Project EIR Alignment for BART to Livermore Phase 1 extension.

Data Update: October 31, 2012

Geographic Coordinate System Name: GCS North American 1983

Projected Coordinate System Name: NAD 1983 State Plane California III FIPS 0403 Feet

EGIS Data Provided by the BART Information Technology Department 300 Lakeside Dr. 11th Floor, Oakland, CA 94612

