

BART to Livermore Draft EIR

Dublin Public Meeting

August 29, 2017



Purpose of Tonight's Meeting

- Share highlights of the BART to Livermore Draft Environmental Impact Report (EIR)
- Receive your comments on the Draft EIR
- Accept oral & written comments tonight
- Seeking comments on the adequacy of the EIR
- Responses will be in writing as part of the Final EIR

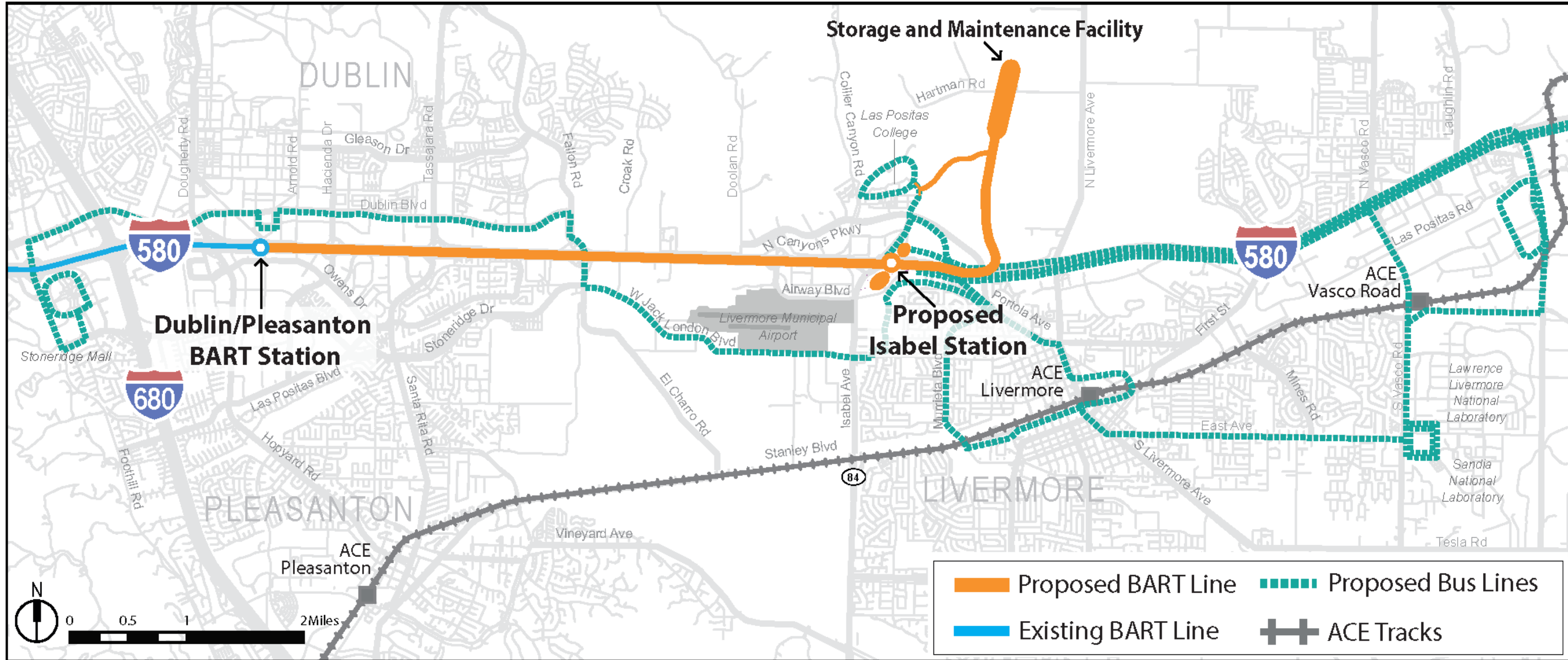
BART to Livermore Project Status

- Completed 10% preliminary engineering
- Released Draft EIR on July 31, 2017

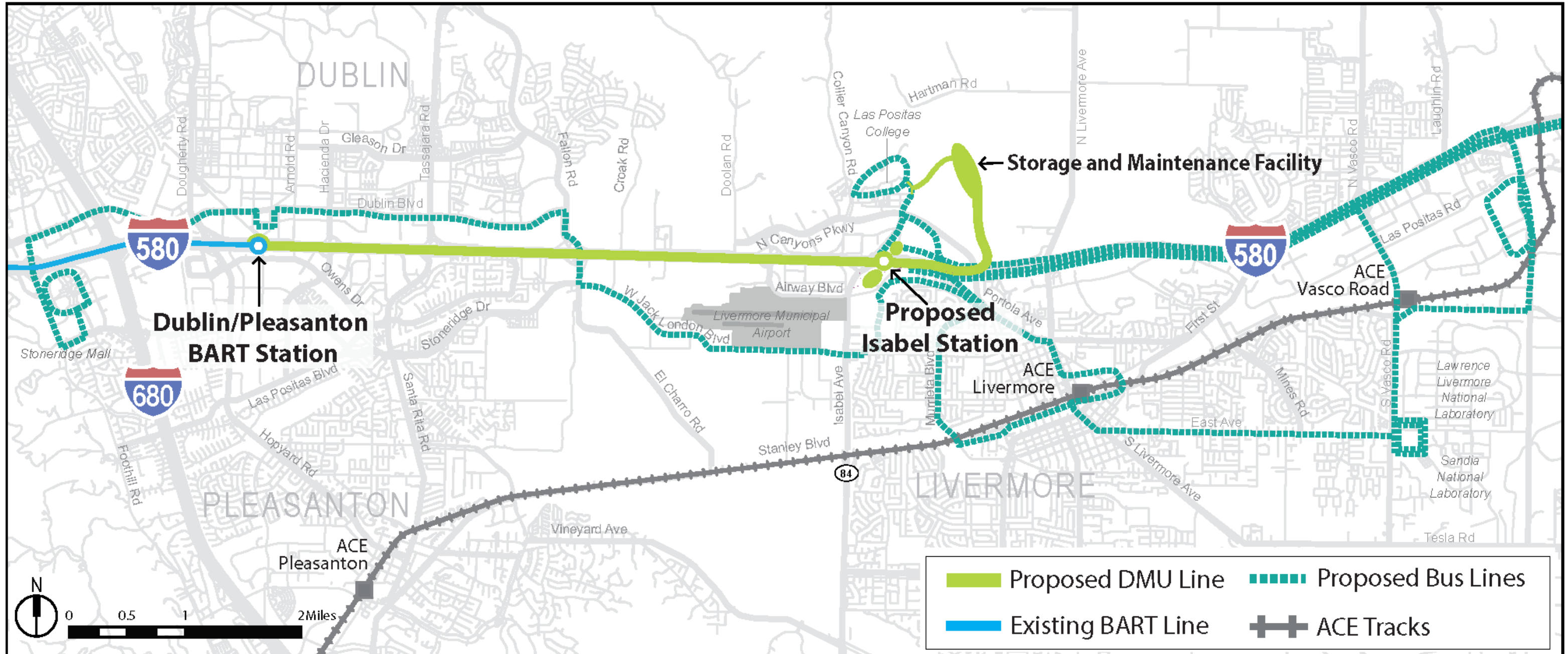
BART to Livermore Project Goals

- Provide affordable and effective inter-regional and intermodal link
- Link existing BART, inter-regional rail, Priority Development Areas (Isabel, downtown, East Side)
- Create transit-oriented development (TOD) opportunities
- Provide alternative to I-580 congestion
- Improve air quality, reduce greenhouse gases (GHG)

Alt 1 Conventional BART to Isabel



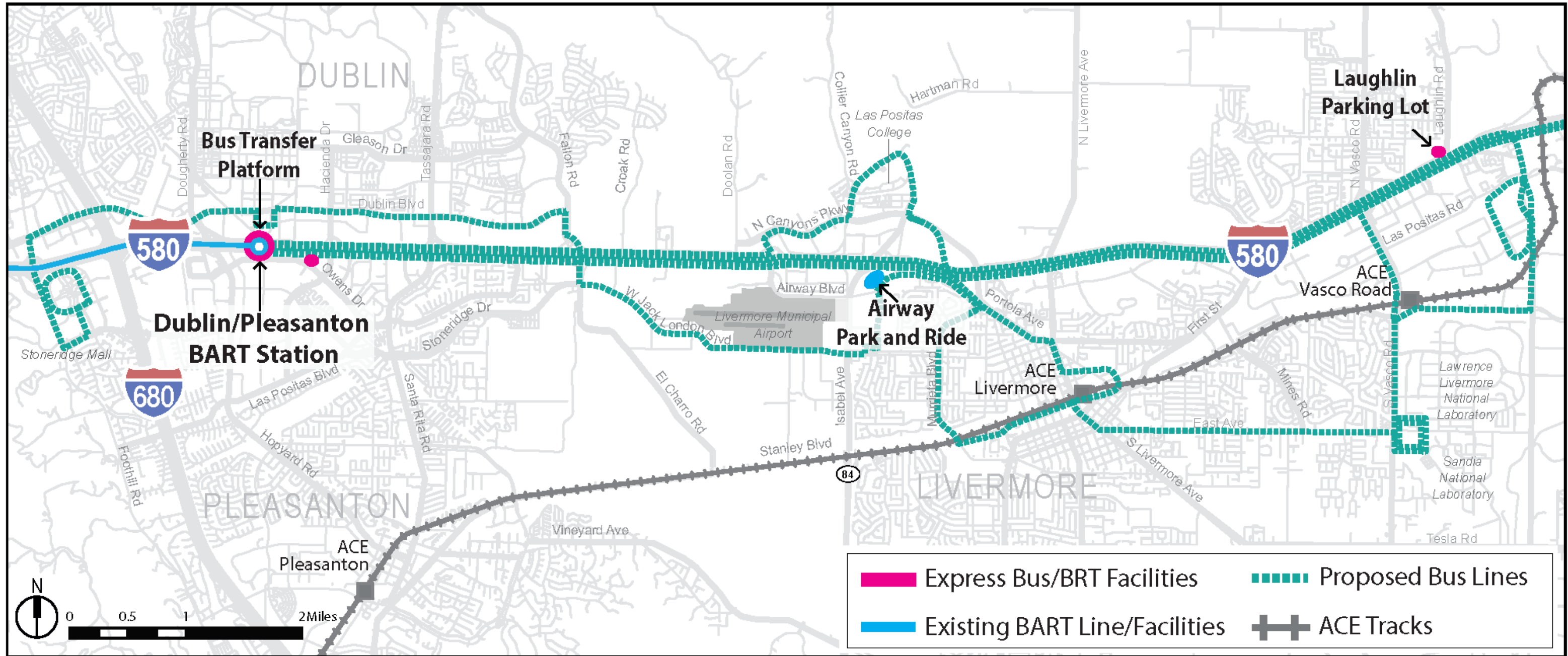
Alt 2 Diesel Multiple Unit (DMU) or Electric Multiple Unit (EMU)



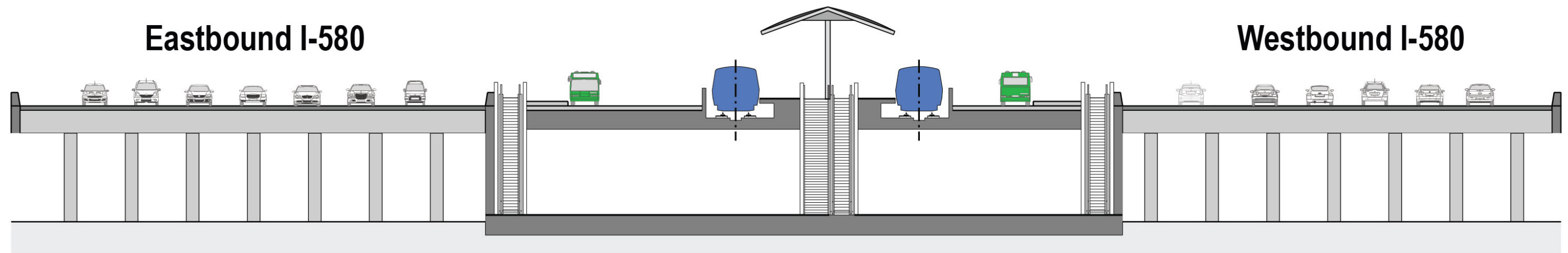
DMU/EMU at Dublin Pleasanton Station



Alt 3 Express Bus/ Bus Rapid Transit (BRT)



Alt 3 Express Bus/BRT at Dublin/Pleasanton Station

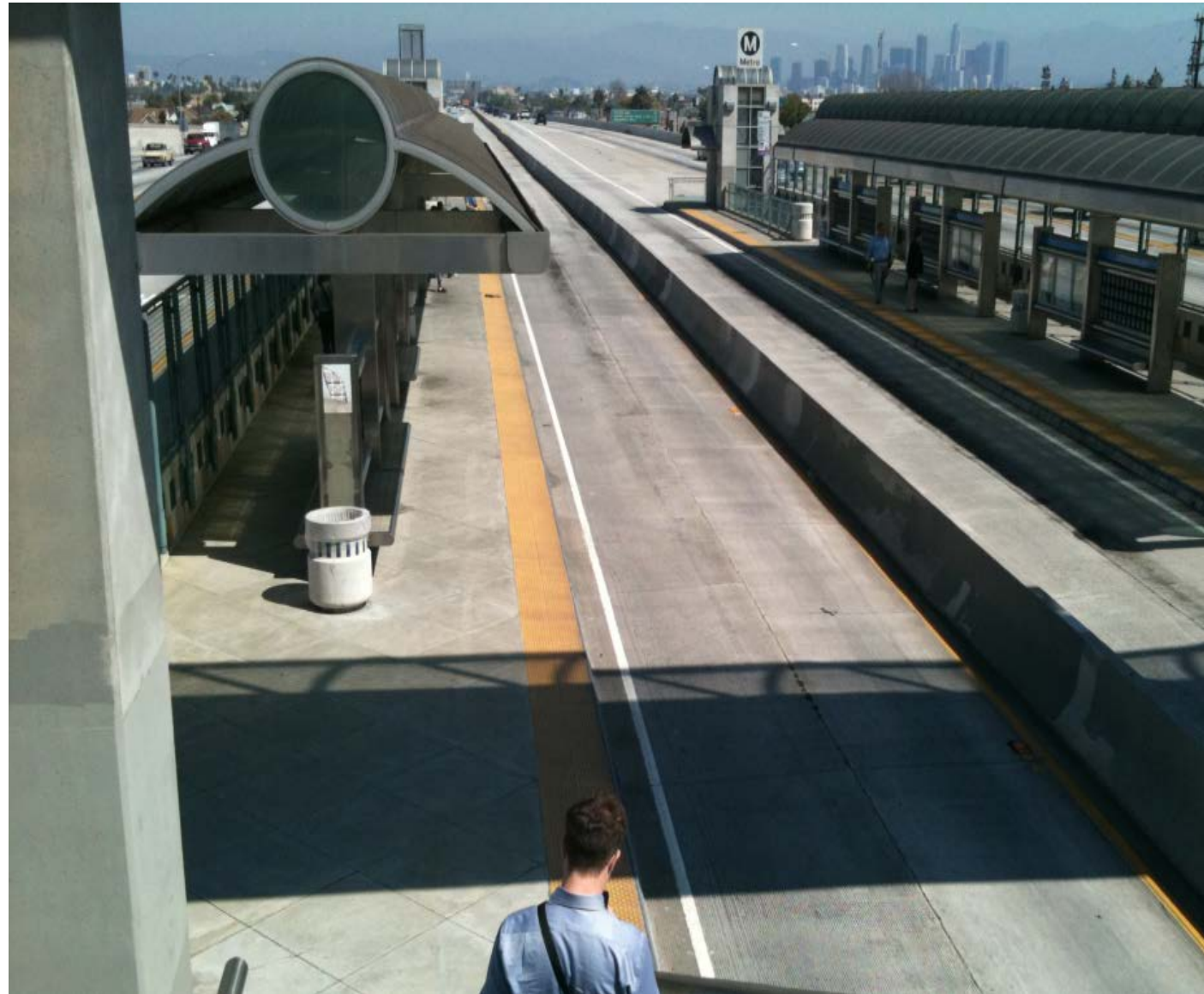


Express Bus Cross-section

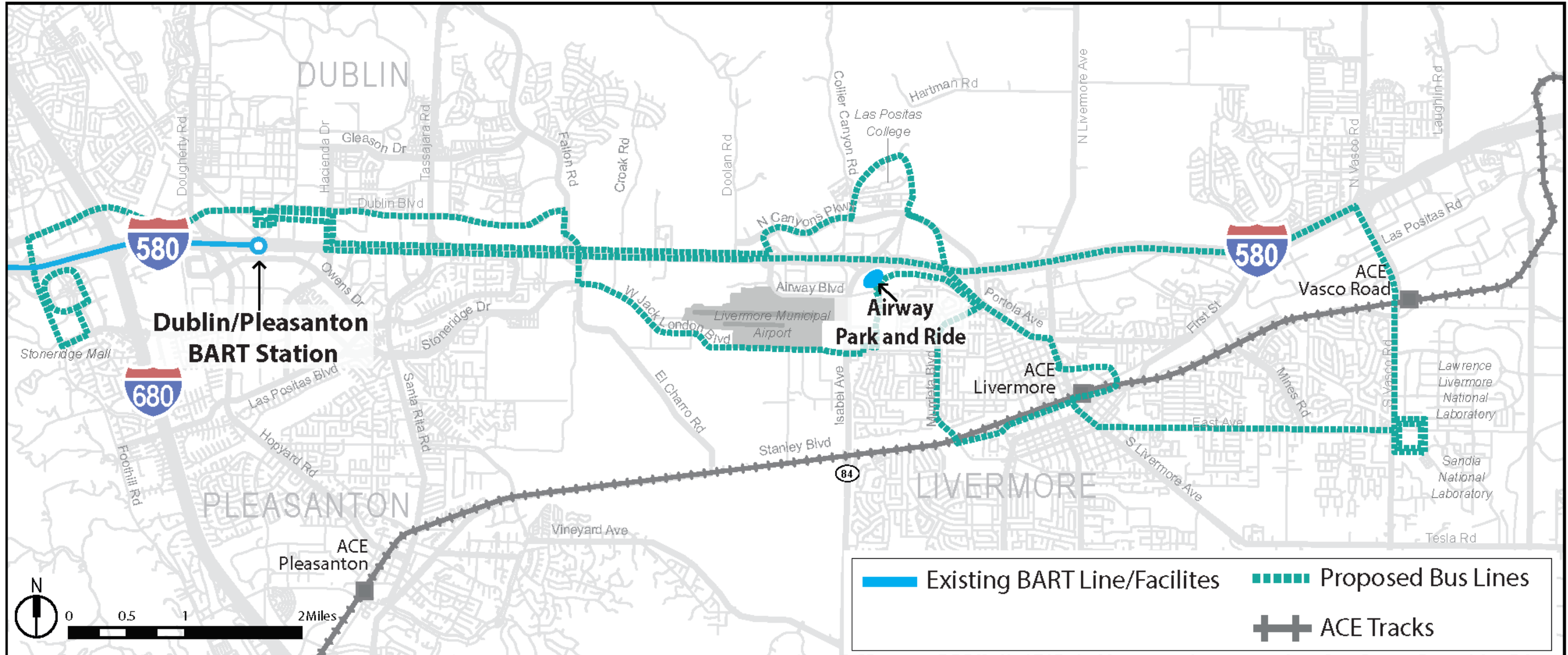
Above shows cross-section at the station

Express Bus/BRT Example

Harbor Transitway, Los Angeles



Alt 4 Enhanced Bus



	Existing BART Line/Facilities		Proposed Bus Lines
			ACE Tracks

Future Isabel Station



Isabel
Neighborhood
Plan Area

North
Station Area

Proposed Track Alignment

I-580 West
I-580 East

Isabel Avenue

Isabel Station

Pending new drawing
for emergency generator

CREEK

SURFACE PARKING

PARKING STRUCTURE

SURFACE PARKING





EAST AIRWAY BLVD

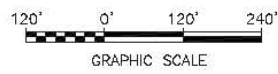
TAXI WAITING

BUS LOADING/UNLOADING

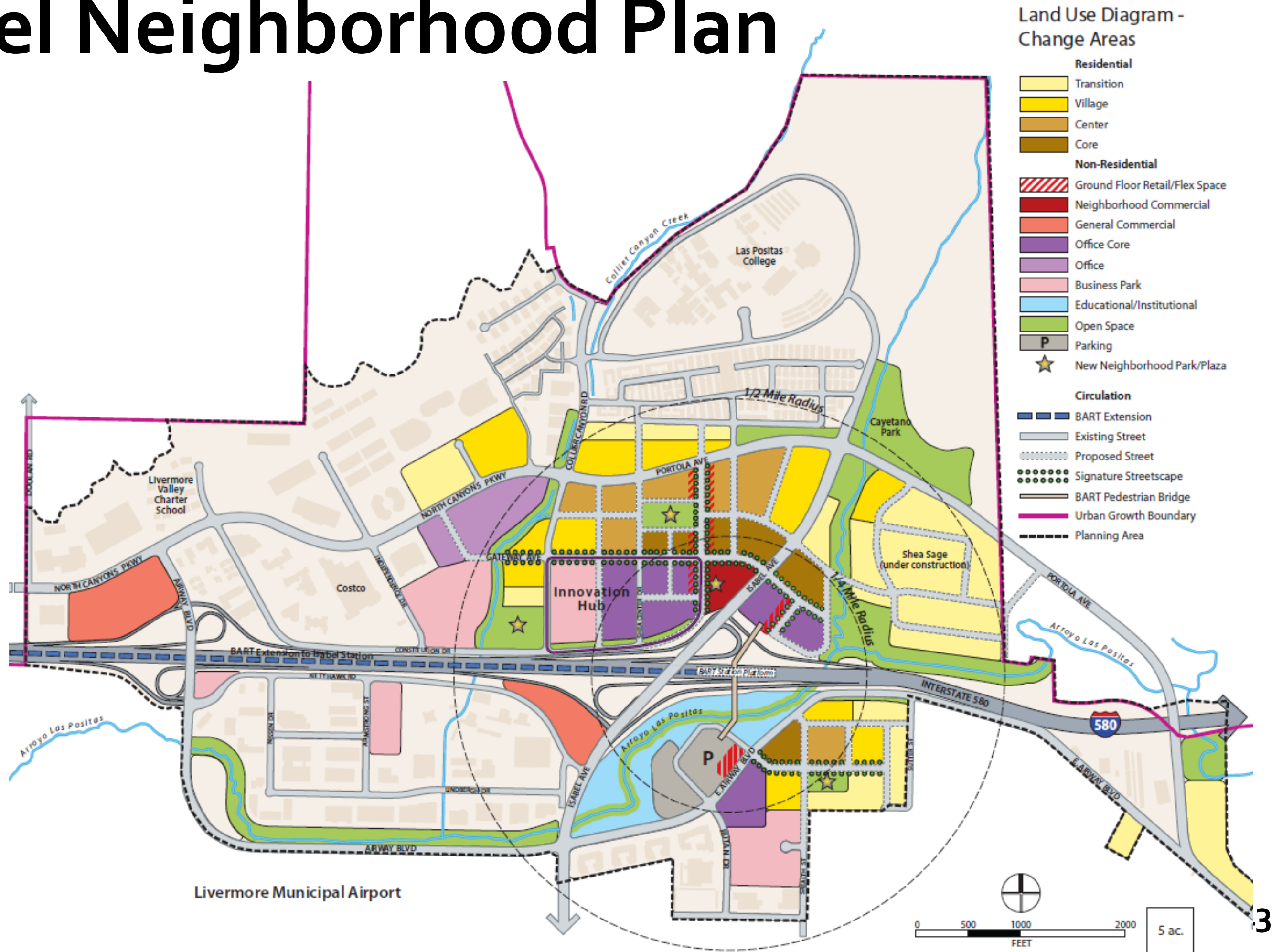
South Station Area

Legend

-  Access road and pedestrian plaza, included in project
-  Bike Lane/Service Road
-  Pedestrian Circulation
-  Part of Isabel Neighborhood Plan, not included in project.



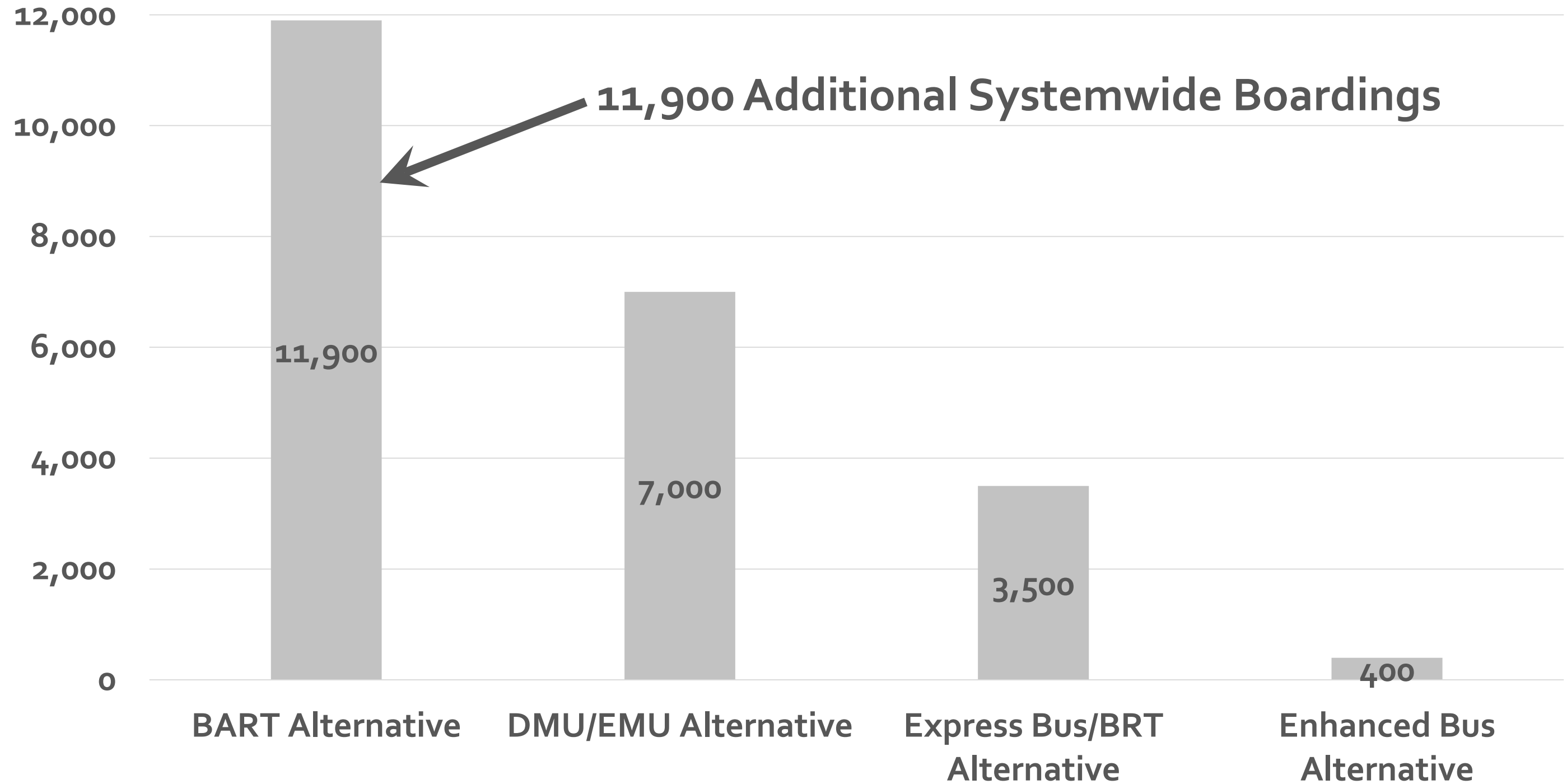
Isabel Neighborhood Plan



Isabel Station

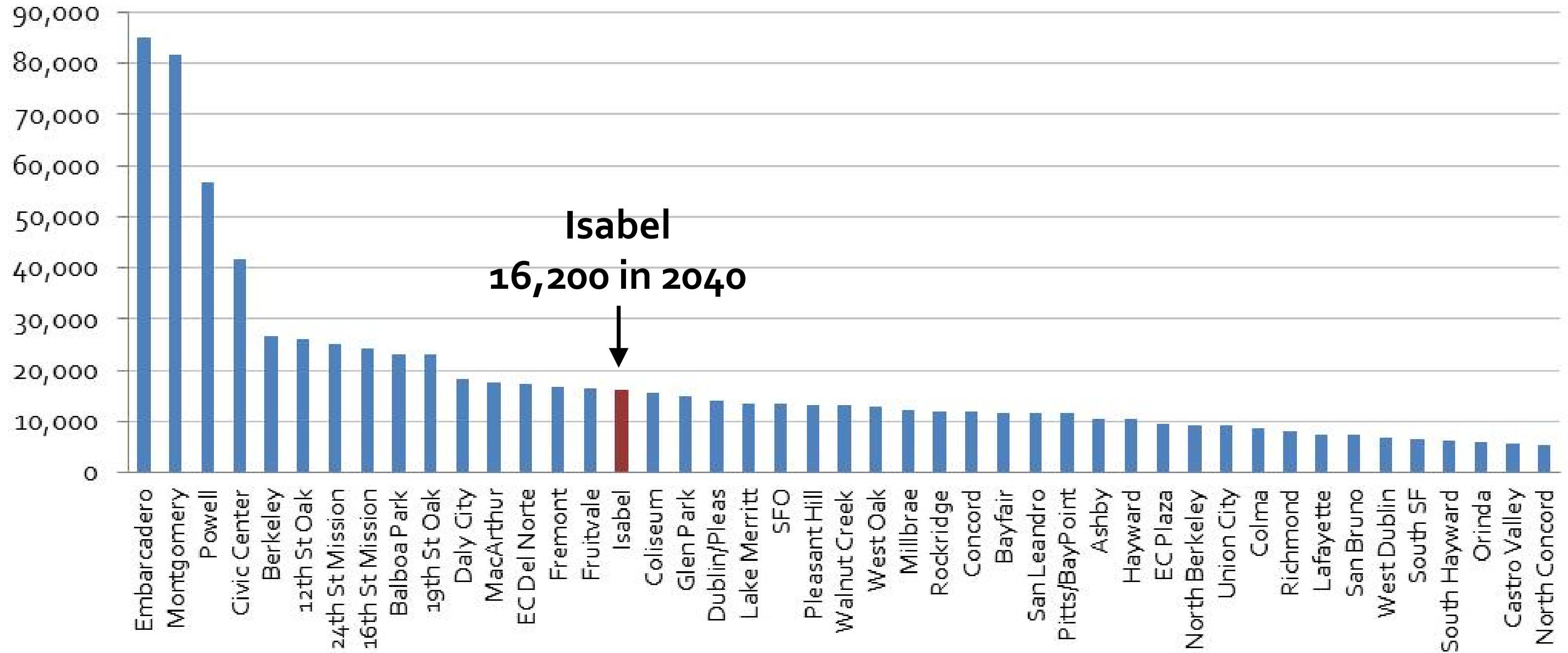


2040 Increase in BART Systemwide Boardings



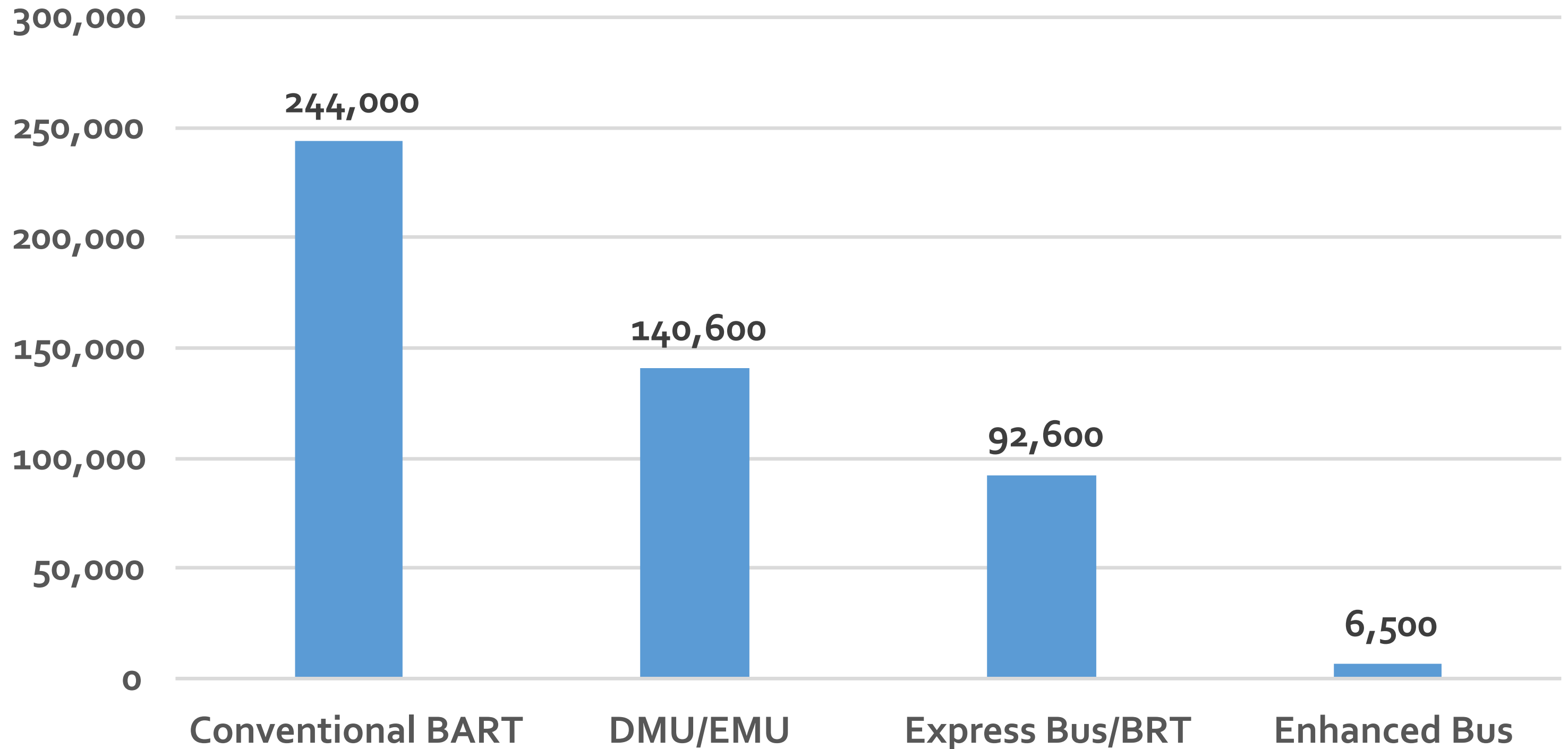
Isabel Versus Other BART Stations

FY2014-15 Average Weekday Boardings + Exits



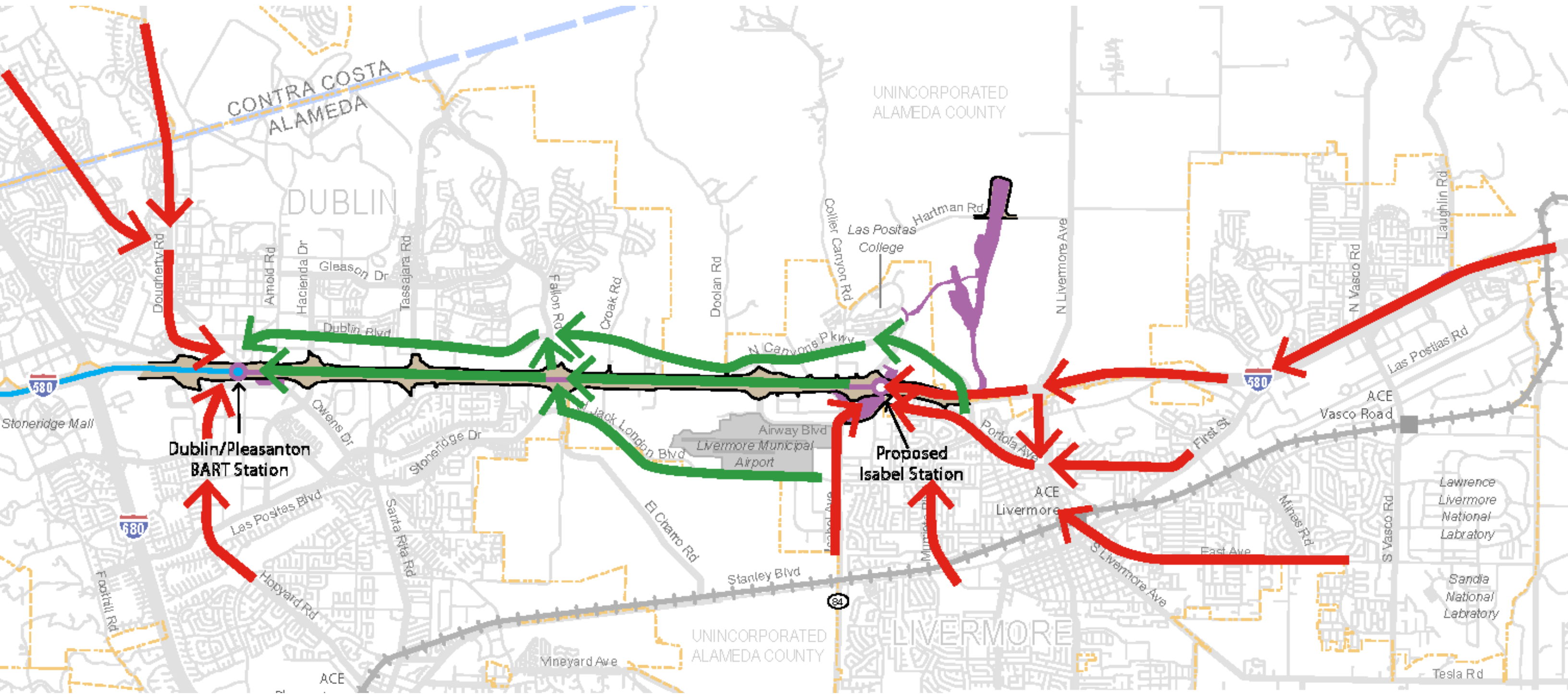
2040 Reduction in Vehicle Miles Traveled

Average Weekday



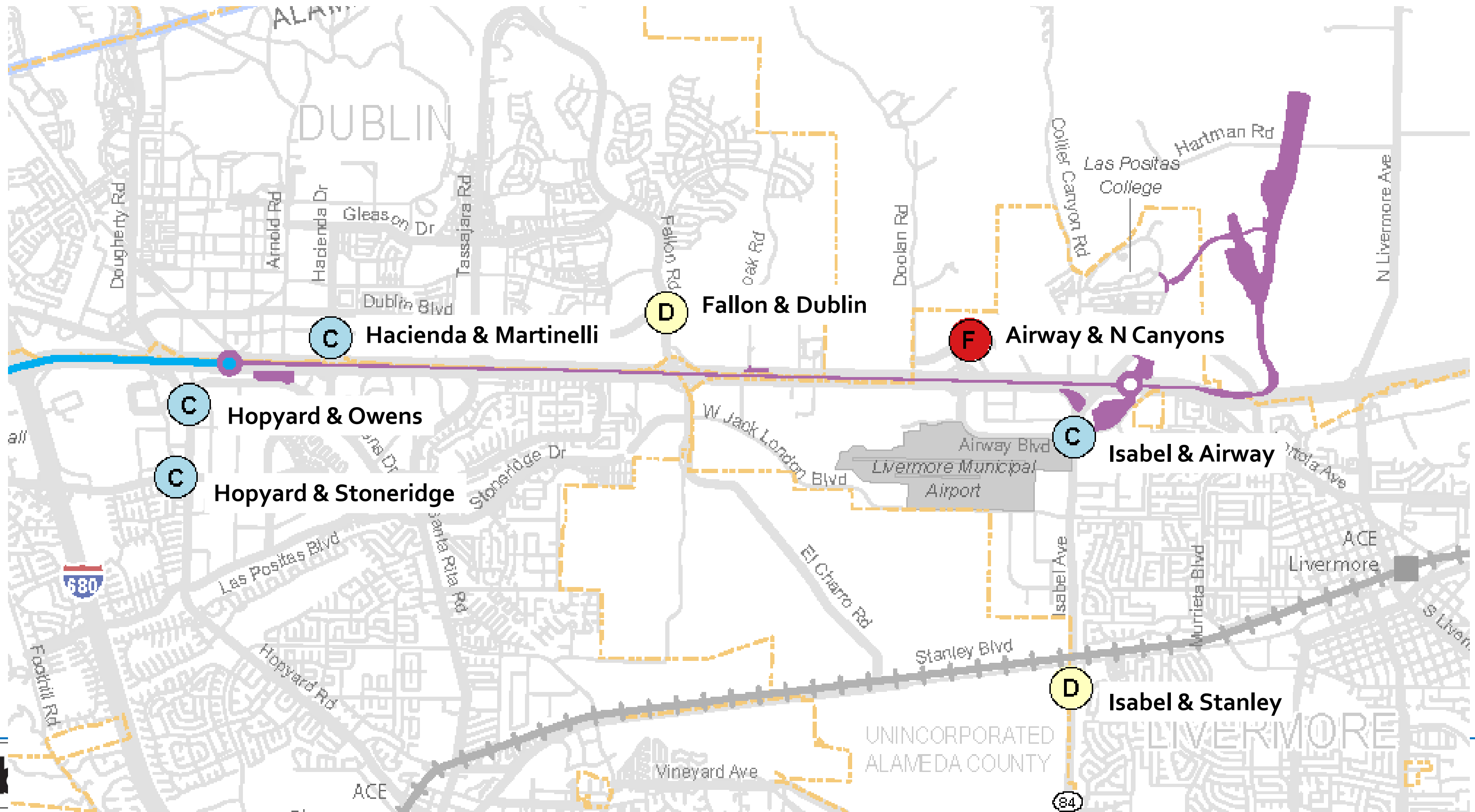
Conventional BART Alternative

Change in AM Peak Hour Traffic Volume (vs No Project)



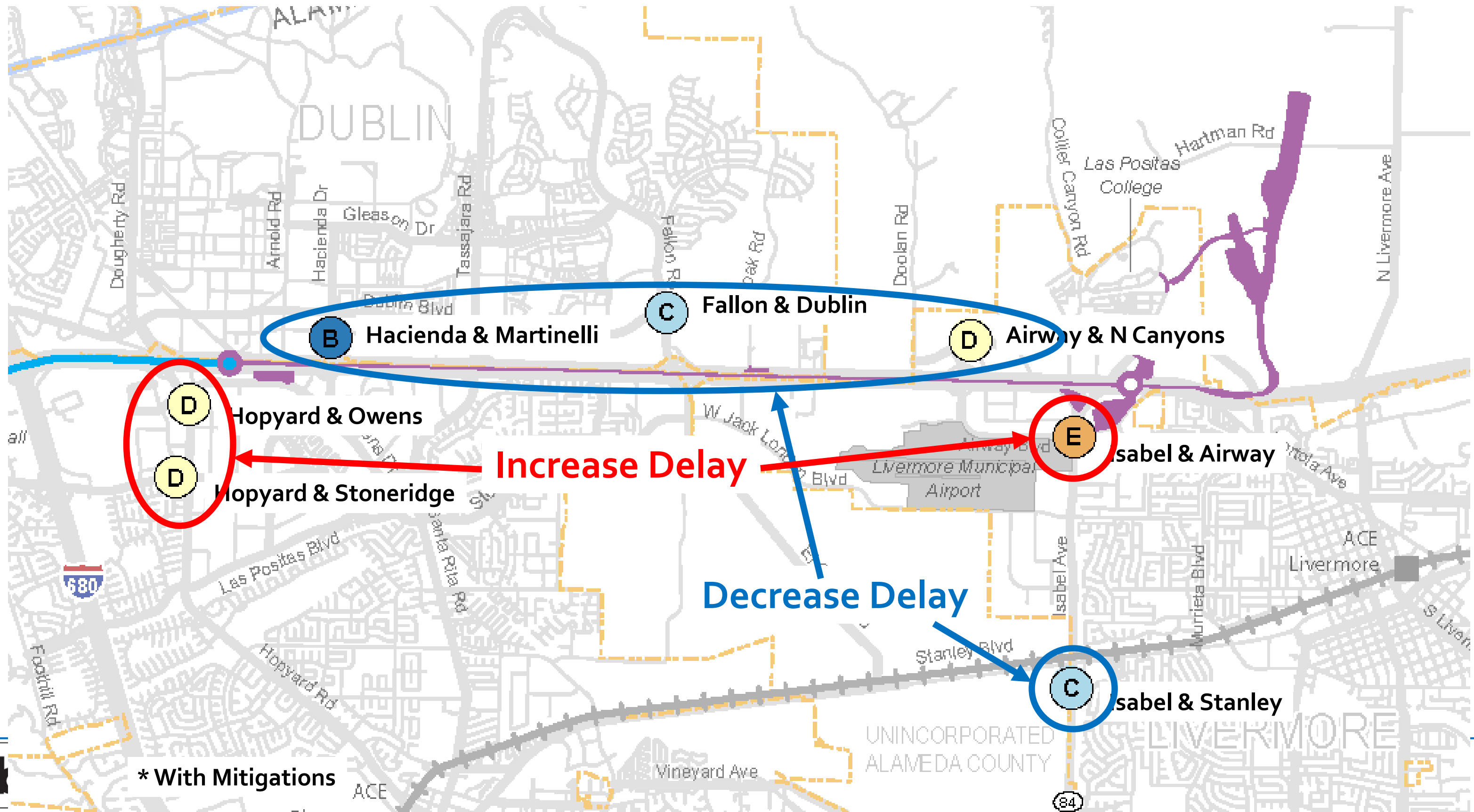
Intersection LOS – No Project

2040 AM Peak Hour



Intersection LOS – Conventional BART*

2040 AM Peak Hour



Parking Spaces

Black = existing Red = proposed

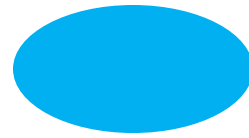
Location	Existing/ Enhanced Bus	Conventional BART	DMU/EMU	Express Bus/ BRT
West Dublin/Pleasanton	1,100	1,100	1,100	1,100
Dublin/Pleasanton	2,900	2,900	2,900	2,900
Isabel	150	3,400	2,400	150
Laughlin/Greenville	0	0	0	230

Isabel Parking Structure

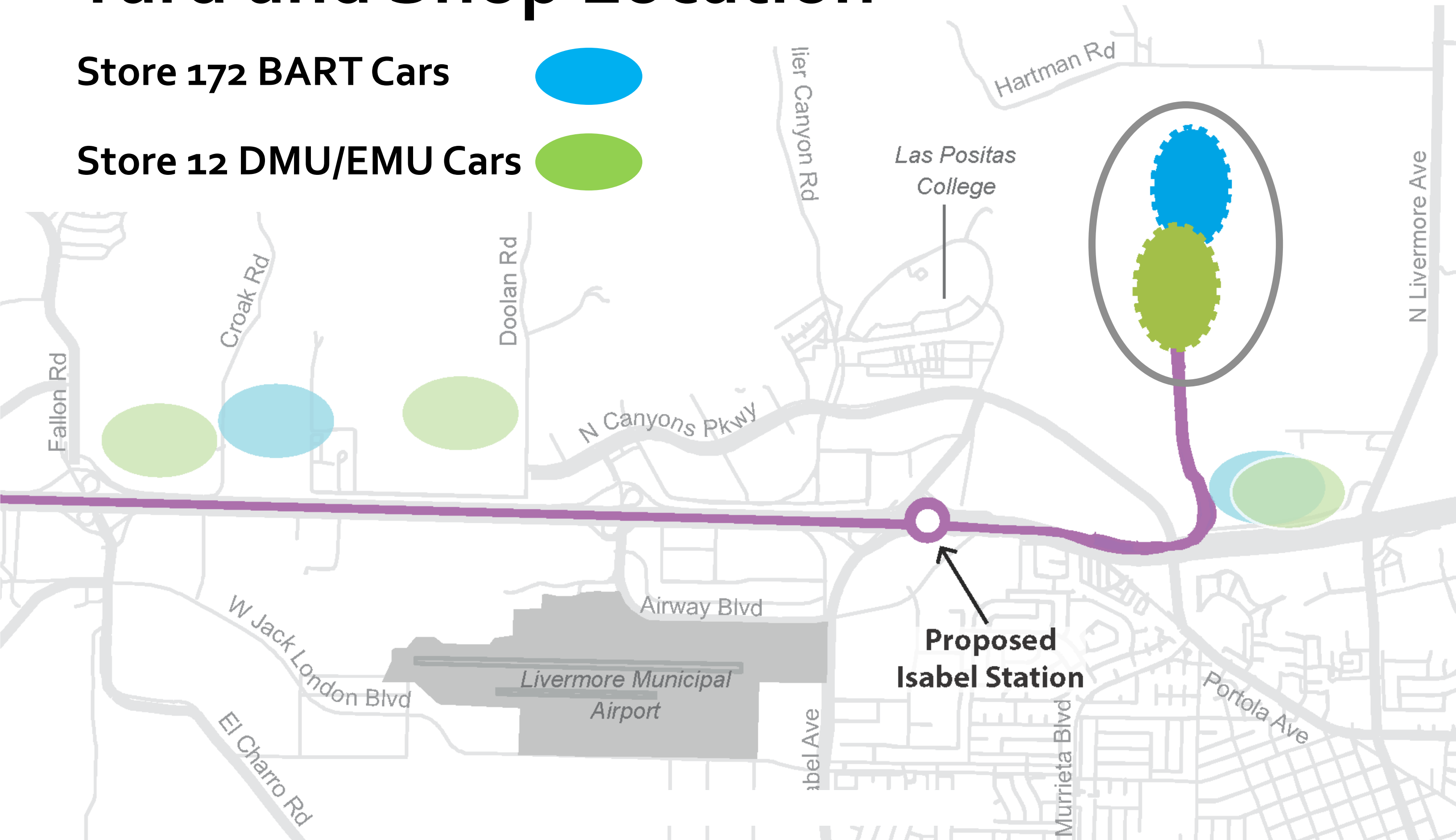


Yard and Shop Location

Store 172 BART Cars



Store 12 DMU/EMU Cars



BART Yard and Shop

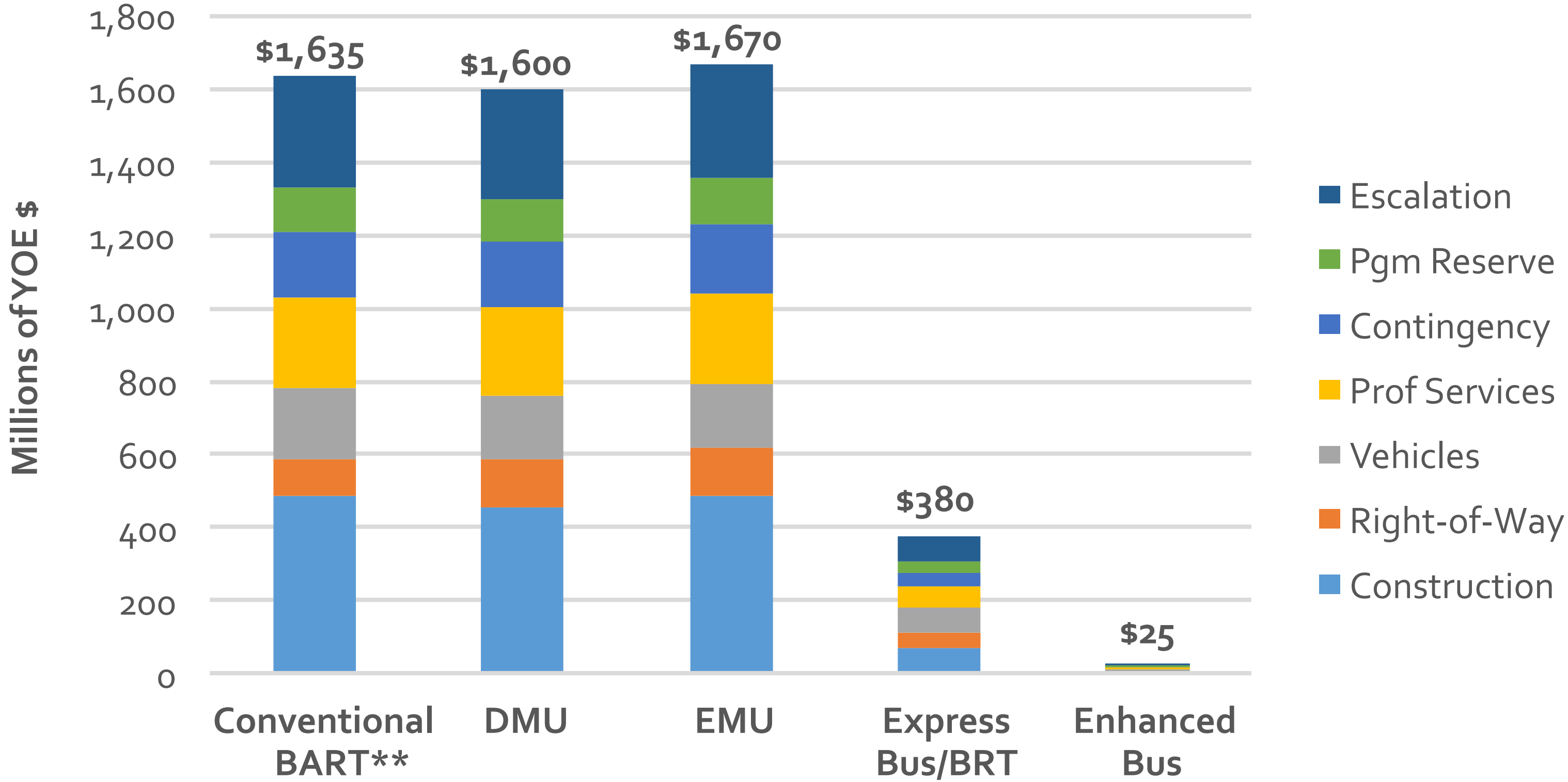


I-580 Right-of-Way Widening

Location	Conv BART	DMU/ EMU	Express Bus/ BRT
Dublin/Pleasanton Station	None	~32 ft	~88 ft
Between Dublin/Pleasanton and Isabel	~46 ft	~46 ft	None
Isabel Station	~67 ft	~67 ft	None

Enhanced Bus does not require I-580 widening

Capital Cost of LVX Alternatives (YOE\$*)



* Year of expenditure dollars

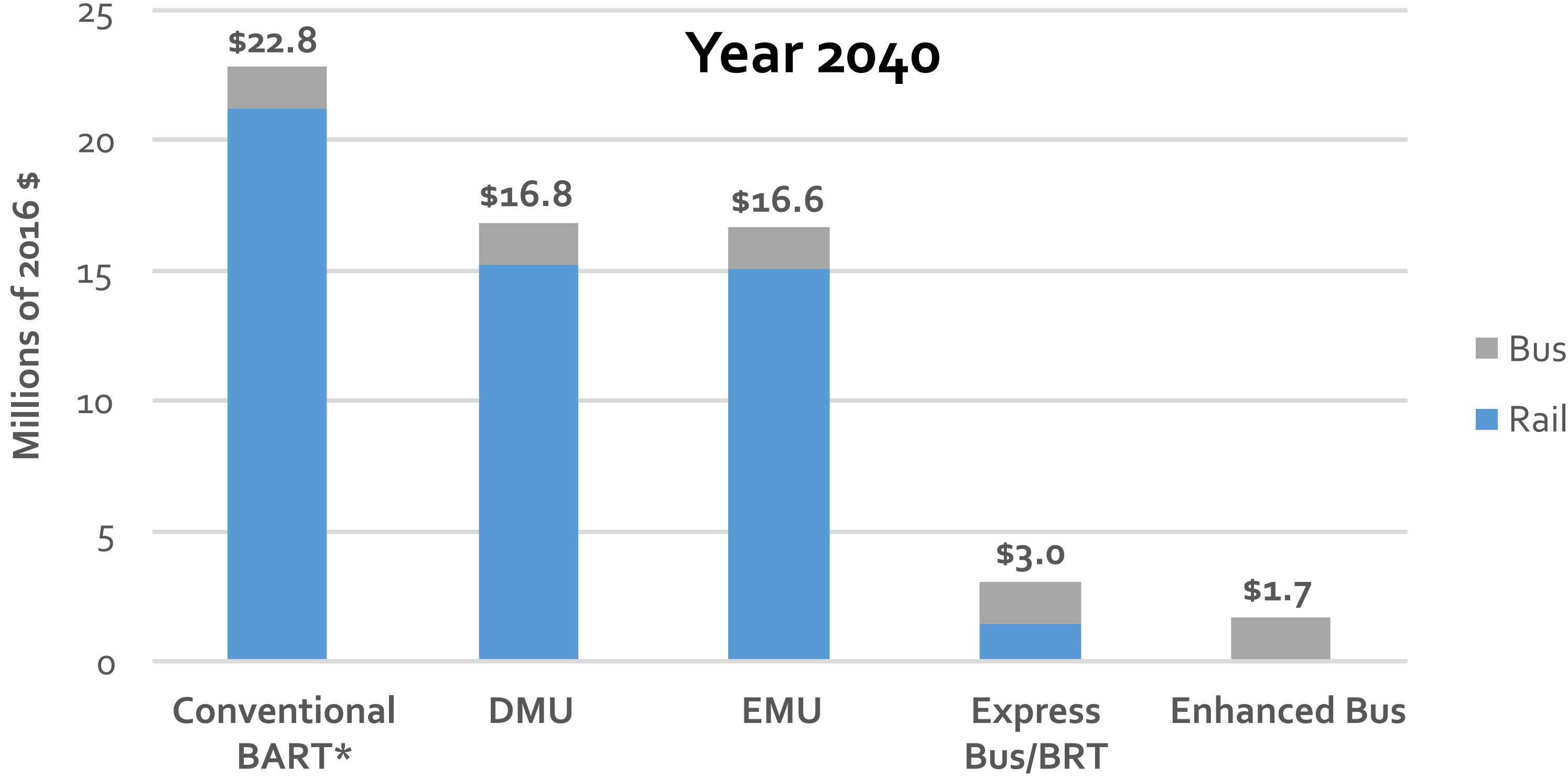
** Conventional BART includes 25% of a BART shop



BART to Livermore Project Funding

- \$533 million total committed design & construction funding
 - \$398 million Alameda County Measure BB
 - \$80 million AB1171 (bridge tolls)
 - \$15 million RM1 (bridge tolls)
 - \$40 million Livermore Traffic Impact Fees

Annual Operations & Maintenance Cost



*Conventional BART includes 25% of a BART shop

Project Significant Impacts

Area	No Project	Conventional BART	DMU	EMU	Express Bus/BRT	Enhanced Bus
Transportation		X	X	X	X	
Agricultural		X	X	X		
Population & Housing		X	X	X	X	
Visual		X	X	X	X	
Cultural		X	X	X	X	X
Geology		X	X	X	X	
Hydrology		X	X	X	X	
Biological		X	X	X	X	X
Noise & Vibration		X	X	X	X	
Air Quality	X	X	X	X	X	X
Greenhouse Gases	X					X
Energy	X					X
Public Safety		X	X	X	X	X
Community Services		X	X	X	X	
Utilities		X	X	X	X	

Pjt Significant Impacts – With Mitigation

Area	No Project	Conventional BART	DMU	EMU	Express Bus/BRT	Enhanced Bus
Transportation		X	X	X	X	
Agricultural		X	X	X		
Population & Housing						
Visual		X	X	X	X	
Cultural						
Geology						
Hydrology						
Biological						
Noise & Vibration						
Air Quality	X					
Greenhouse Gases	X					
Energy	X					X
Public Safety						
Community Services						
Utilities						

Selected Significant and Unavoidable Impacts

Impact	Conv BART	DMU/ EMU	Express Bus/BRT	Enhanced Bus
Increase I-580 traffic east of Isabel Ave (2040)	2-4%	2-6%	-	-
Significant increase in intersection delay (2040)	2 intersections	2 intersections	1 intersection	1 intersection
Loss of ag land for shop & yard & approach	104 acres	56 acres	-	-
Shop & yard reduces visual quality	Yes	Yes	-	-
Glare from shop & yard lighting	Yes	Yes	-	-
I-580 landscaping reduction reduces visual quality	Yes	Yes	Yes	-
Isabel parking structure blocks views	Yes	Yes	-	-
Airway Blvd soundwall reduces visual quality	Yes	Yes	-	-

BART to Livermore Next Steps

Summer 2017

Fall 2017

Winter 2017/18

Spring 2018

CEQA:

Collect
comments on
Draft EIR

Develop Final EIR

- Review and respond to comments
- Release document

BART
Board
certifies EIR

**Project
Adoption:**

Evaluation of Alternatives

- Stakeholder meetings
- Policymaker meetings
- Public meetings

BART
Board
considers
project
adoption

Please Send Us Your Comments

- Orally
- Email: barttolivermore@bart.gov
- Web: www.bart.gov/livermore
- Mail: BART to Livermore Extension Project
300 Lakeside Drive, 21st Floor
Oakland, CA 94612
- Please send your comments by October 16, 5pm