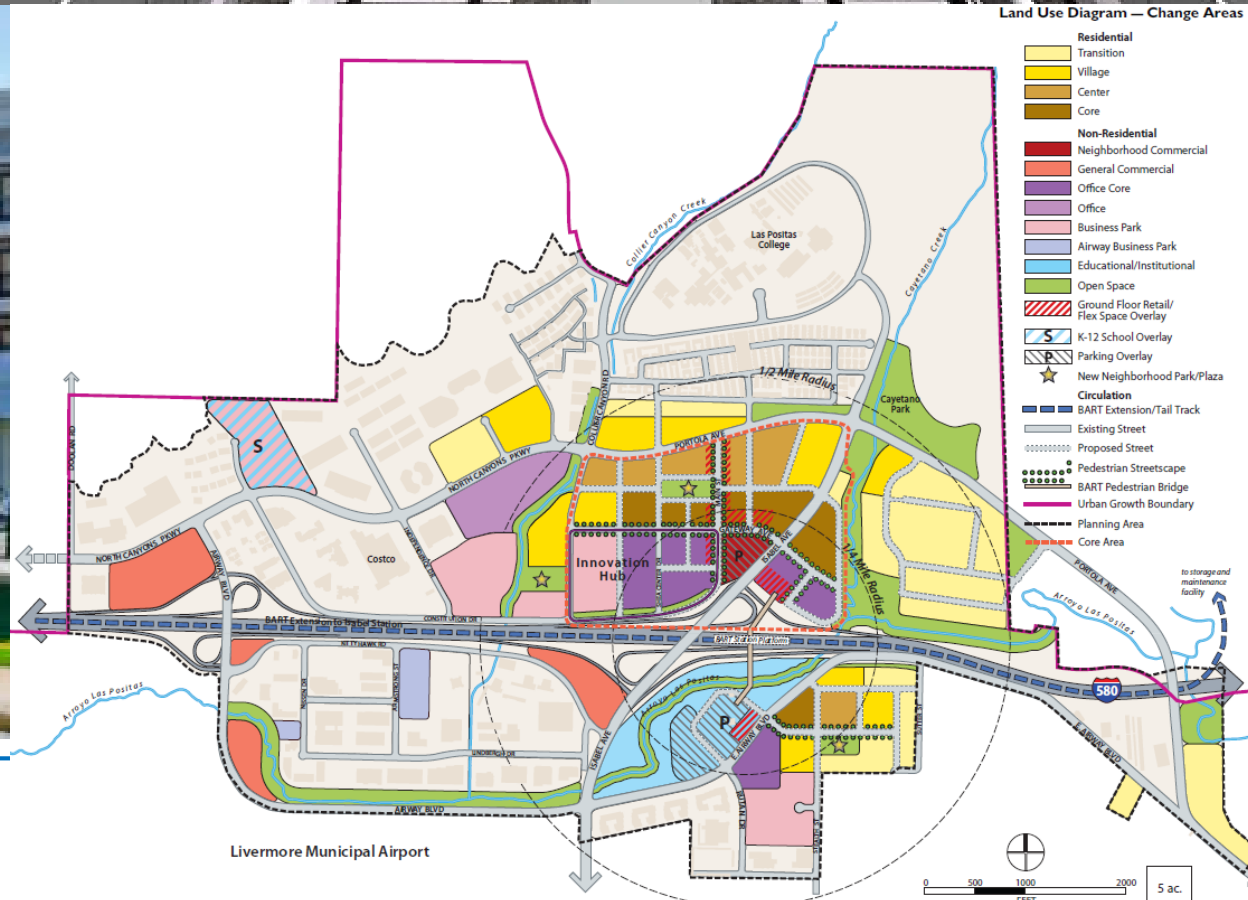


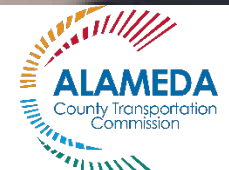
BART to Livermore – FEIR Certification

May 24, 2018

Presentation to BART Board of Directors



Funding by



BART to Livermore (LVX) Status

- Jul 31, 2017: Released Draft EIR
- Feb 21, 2018: Released Evaluation of Alternatives Report
- Apr 20, 2018: Released Alternatives Outreach Report
- May 11, 2018: Released Final EIR

All available at bart.gov/Livermore

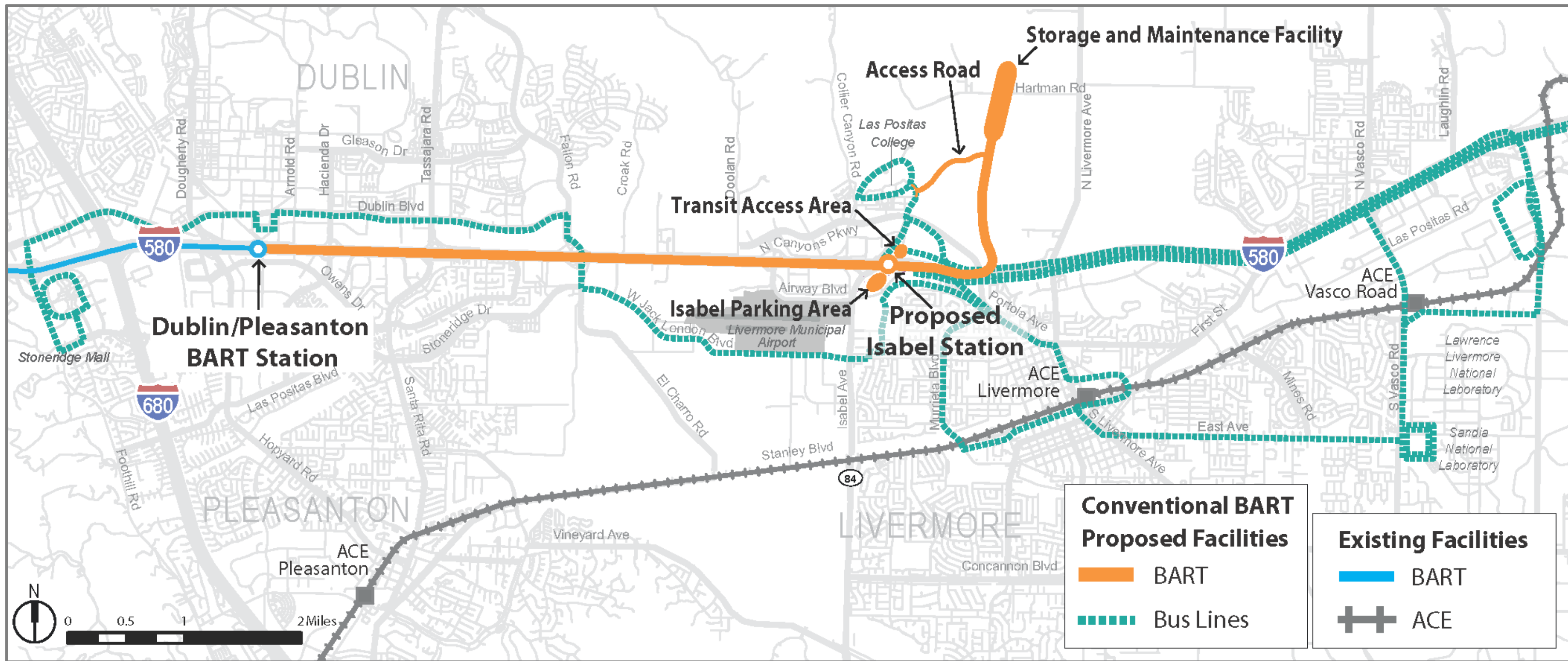
BART Board Meetings

- Mar 8, 2018: Evaluation of Alternatives to Board
- Apr 12, 2018: Isabel Neighborhood Plan (INP)
- Apr 26, 2018: LVX Update and Summary of Public Outreach
- May 10, 2018: LVX Update
- May 24, 2018: Board Consider Certifying Final EIR and Directing GM to Prepare a LVX Alternative for Consideration at a Future Meeting

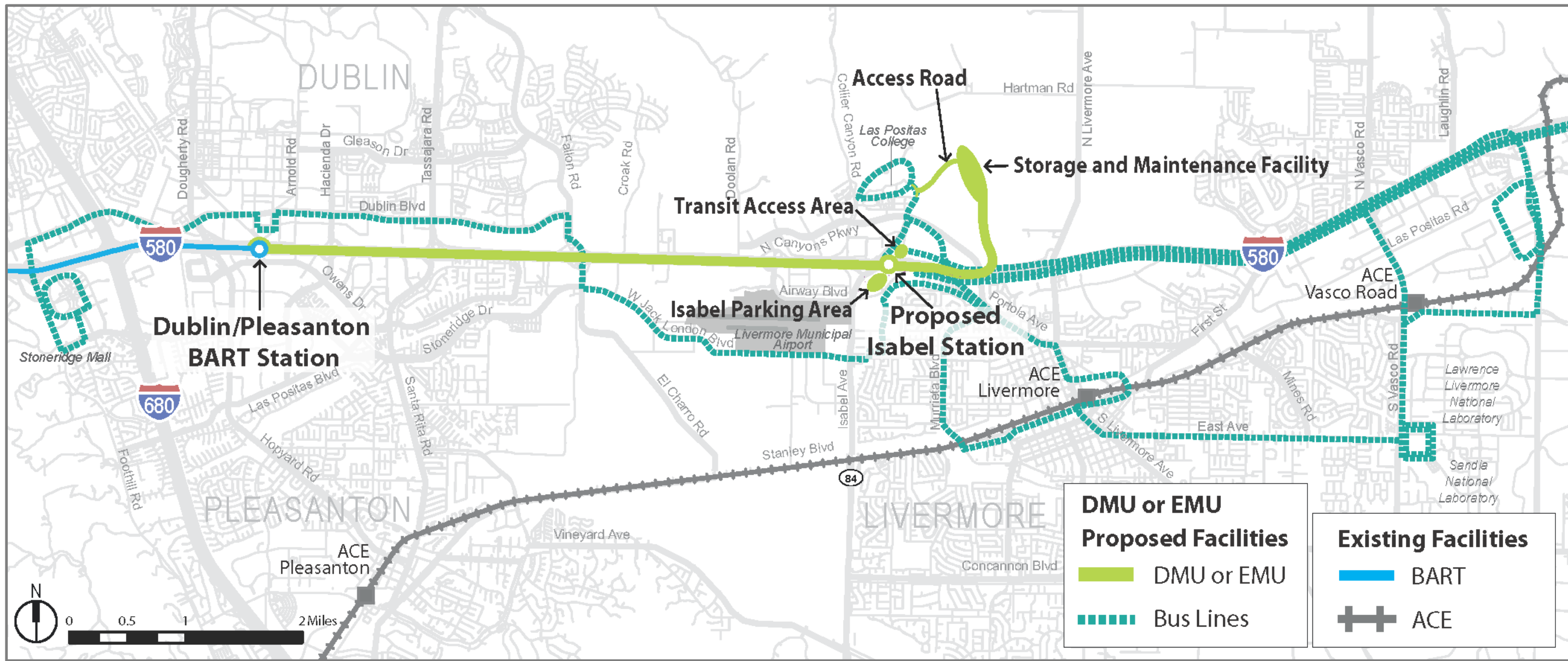
Schedule Considerations

- AB758
 - New Tri-Valley San Joaquin Valley Regional Rail Authority may not interfere with BART's planning and delivery of an extension to Isabel
 - Unless BART fails to adopt such a project by June 30, 2018
- Livermore Isabel Neighborhood Plan (INP)
 - Adopted for Conventional BART alternative May 14, 2018
 - Meets BART's System Expansion Policy Ridership Development Plan requirement
 - INP not needed for Express Bus/BRT or Enhanced Bus alternatives

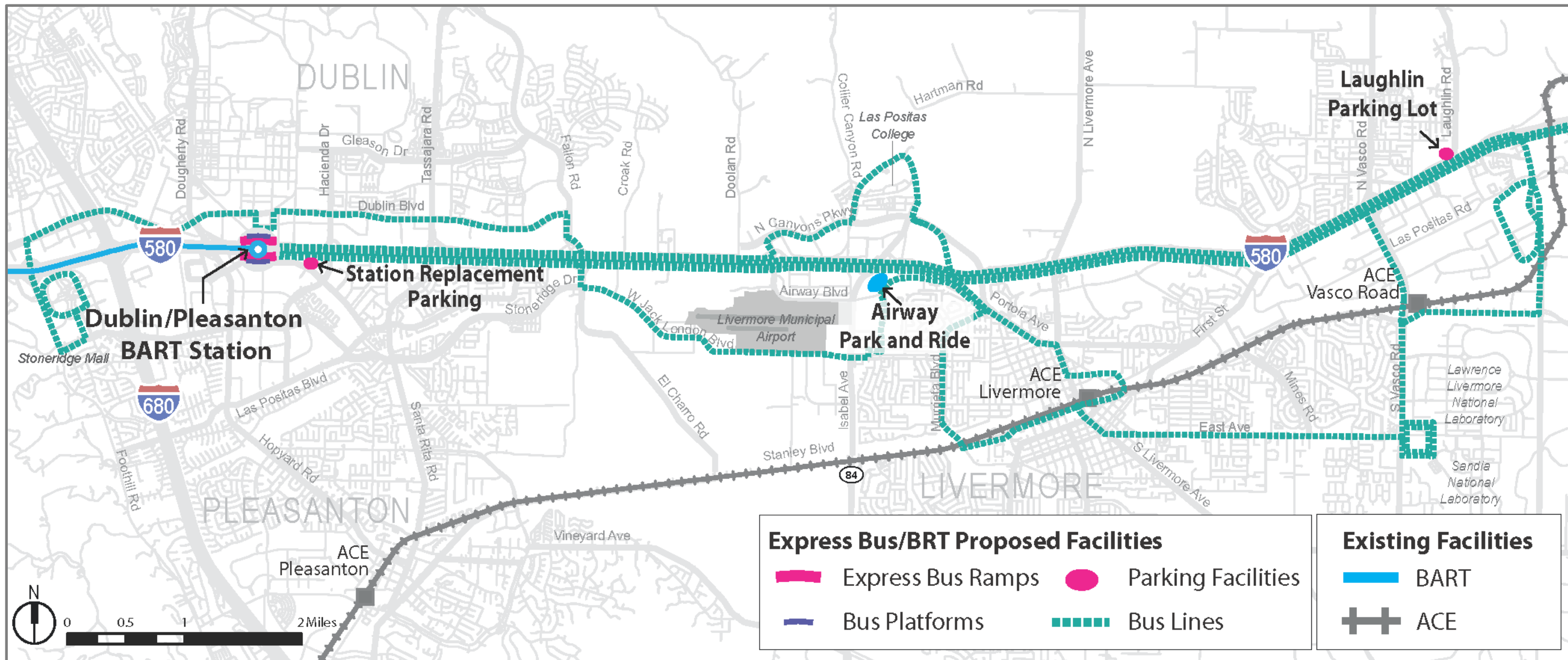
Proposed Project Conventional BART to Isabel



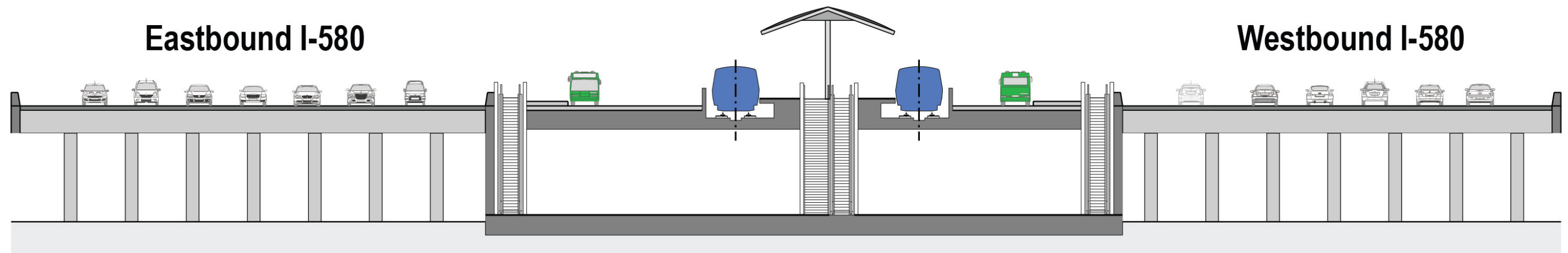
Alt 1 Diesel Multiple Unit (DMU) or Electric Multiple Unit (EMU)



Alt 2 Express Bus/ Bus Rapid Transit (BRT)



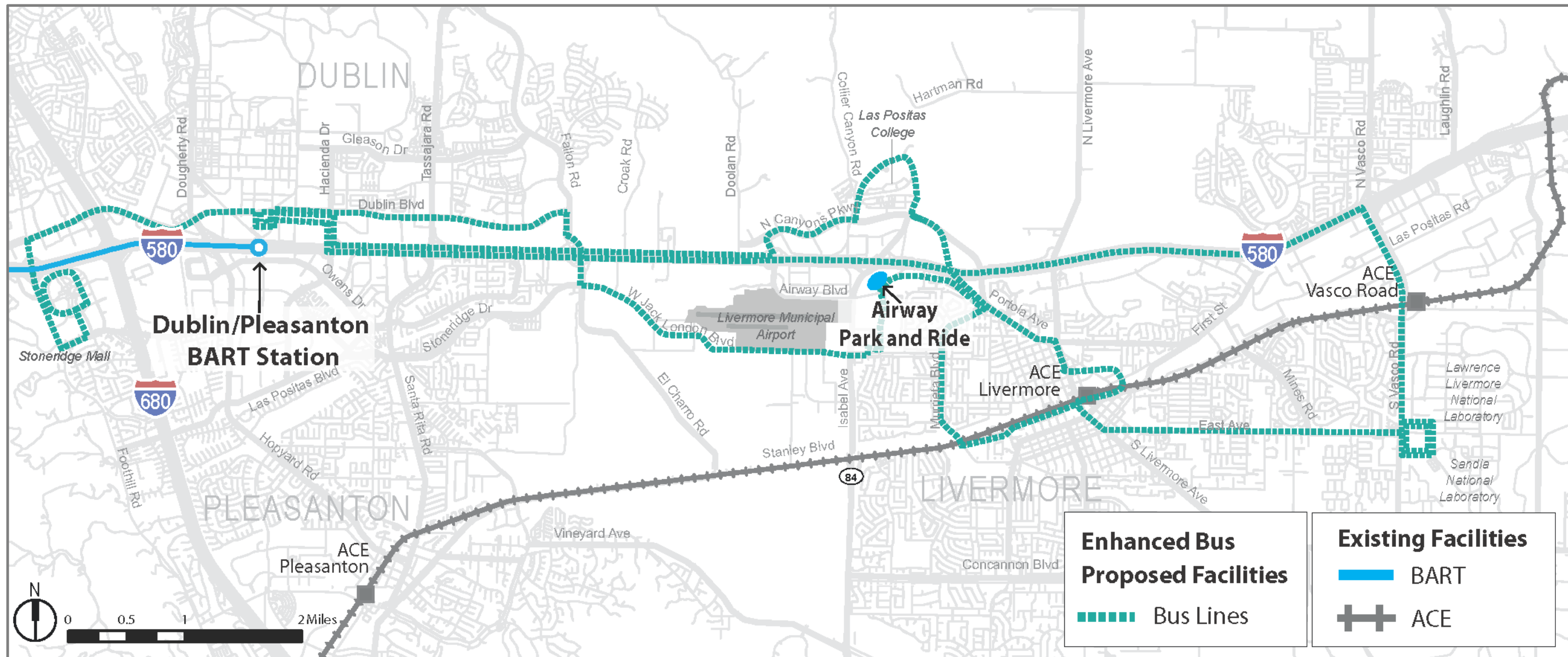
Alt 2 Express Bus/BRT at Dublin/Pleasanton Station



Express Bus Cross-section

Above shows cross-section at the station

Alt 3 Enhanced Bus



Evaluation of Alternatives

	Conv BART	DMU	EMU	Exp Bus/ BRT	Enh Bus
New BART Systemwide Weekday Boardings (2040)	11,900	7,000	7,000	3,500	400
Project Cost* (YOE\$)	\$1,635M	\$1,600M	\$1,670M	\$380M	\$25M
Farebox Recovery (2040)	88%	72%	73%	193%	40%
Cost** per New BART Boarding (2040)	\$20.6	\$30.6	\$31.3	\$14.1	\$21.2

* Cost to design and construct

** Cost to build, operate, maintain, rehabilitate, and replace

Final EIR

- Responded to all CEQA comments (~470)
- No changes to significant impacts
- No substantive change to mitigation measures

Recommended Action

- Certify the Final EIR

Additional Possible Actions

- Direct the GM to prepare the Proposed Project or one of the build alternatives for Board consideration at a future meeting
- Not certify the FEIR and not take any further action